CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Agenda

Tuesday, November 19, 2019

7:00 PM

Council Chambers

City Council

SPECIAL JOINT MEETING OF THE CITY COUNCIL/ HAYWARD HOUSING AUTHORITY BOARD/HAYWARD REDEVELOPMENT SUCCESSOR AGENCY BOARD/HAYWARD PUBLIC FINANCING AUTHORITY BOARD

CALL TO ORDER Pledge of Allegiance: Mayor/Chair Halliday

ROLL CALL

CLOSED SESSION ANNOUNCEMENT

PUBLIC COMMENTS

The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Information Items. The Council welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Council is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.

PRESENTATION

Mayors and Council Members Torch Program - Level III Leadership in Action Recognition Presented to Council Member Lamnin by the League of California Cities

ACTION ITEMS

The Council will permit comment as each item is called for the Consent Calendar, Public Hearings, and Legislative Business. In the case of the Consent Calendar, a specific item will need to be pulled by a Council Member in order for the Council to discuss the item or to permit public comment on the item. Please notify the City Clerk any time before the Consent Calendar is voted on by Council if you wish to speak on a Consent Item.

CONSENT

1. MIN 19-140 Minutes of the Special City Council Meeting on October 29, 2019

Attachments: Attachment I Draft Minutes of 10/29/2019

2. MIN 19-141 Minutes of the City Council Meeting on November 5, 2019

Attachments: Attachment I Draft Minutes of 11/5/2019

3. CONS 19-732 Adopt a Resolution Approving Plans and Specifications and Call for Bids for the Hayward High-Speed Fiber Optic Network Installation Project

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III Map

4. CONS 19-733 Adopt a Resolution Approving Plans and Specifications and Call for Bids After Approval from Federal Aviation Administration (FAA) and the Division of State Architect (DSA) for the Fire Station 6 and Fire Training Center Project

Attachments: Attachment I Staff Report
Attachment II Resolution

5. CONS 19-738 Adopt a Resolution Authorizing the City Manager to Accept and Appropriate $16,700 from the State of California Department of Alcoholic Beverage Control for Operations to Prevent Sales of Alcohol to Minors

Attachments: Attachment I Staff Report
Attachment II Resolution

6. CONS 19-741 Adoption of FY 2020 Statement of Investment Policy and Delegation of Authority

Attachments: Attachment I Staff Report
Attachment II City Resolution
Attachment III Housing Authority Resolution
Attachment IV Redevelopment Successor Agency Resolution
Attachment V Public Financing Authority Resolution
Attachment VI FY 2020 Investment Policy

7. CONS 19-746 Adopt a Resolution Establishing the City Contribution for Active and Retiree Medical Premiums Set by the California Public Employee Retirement System (CalPERS) for Calendar Year 2020 pursuant to California Government Code Section 22892 of the Public Employees' Medical and Hospital Care Act

Attachments: Attachment I Staff Report
Attachment II Resolution

8. CONS 19-748 Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Iteris, Inc. to Procure an Automated Traffic Signal Performance Measures (ATSPM) System in an Amount Not-To-Exceed $328,250 and Appropriate $328,250

Attachments: Attachment I Staff Report
Attachment II Resolution - Contract Award
Attachment III Resolution - Appropriation of Funds

9. CONS 19-756 Adopt a Resolution Authorizing the Submittal of Senate Bill 2 Planning Grant to Accelerate Housing Production and to Receive Program Funds

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III Market Rate Developer Interview Responses

10. CONS 19-770 Measure C (2014 City's Sales and Use Tax) Annual Report

Attachments: Attachment I Staff Report
Attachment II Measure C 20-Year Financial Forecast Update

PUBLIC HEARING

11. PH 19-088 Route 238 Corridor Land Development - Parcel Group 6 Carlos Bee Quarry Project: Adopt a Resolution Certifying an Addendum to the 2014 General Plan Environmental Impact Report, Approval of Master Development Plan, and Authorization for the City Manager to Issue a Request for Proposals for the Disposition and Development of the Parcel Group (Report from City Manager McAdoo)

Attachments:
Attachment I Staff Report
Attachment II Resolution General Plan Addendum
Exhibit A to Attachment II General Plan EIR Mitigation
Exhibit B to Attachment II MMRP Modifications
Attachment III Addendum to the Hayward General Plan EIR
Attachment IV Draft Master Development Plan
Attachment V Resolution Approving Master Development Plan
Attachment VI Draft RFP
Attachment VII October 24, 2019 PC Minutes

LEGISLATIVE BUSINESS

12. LB 19-051 Adopt a Resolution Establishing a Business Closure Day in Observance of Cesar Chavez's Birthday (Report from Assistant City Manager Hurtado)

Attachments:
Attachment I Staff Report
Attachment II Resolution

13. LB 19-048 Introduction of an Ordinance Adopting the California Code of Regulations 2019 Edition of Title 24, Including the 2019 Building, Fire, Plumbing, Mechanical, Electrical, Energy and Green Building Codes; and Related Amendments, Into the Hayward Municipal Code (Report from Development Services Director Simpson and Fire Chief Contreras)

Attachments:
Attachment I Staff Report
Attachment II Draft Building Ordinance
Attachment III Draft Fire Ordinance
Attachment IV Resolution Modifying Building Code
Attachment V Resolution Modifying Fire Code

CITY MANAGER'S COMMENTS

An oral report from the City Manager on upcoming activities, events, or other items of general interest to Council and the Public.

COUNCIL REPORTS AND ANNOUNCEMENTS

Council Members can provide oral reports on attendance at intergovernmental agency meetings, conferences, seminars, or other Council events to comply with AB 1234 requirements (reimbursable expenses for official activities).

COUNCIL REFERRALS

Council Members may bring forward a Council Referral Memorandum (Memo) on any topic to be considered by the entire Council. The intent of this Council Referrals section of the agenda is to provide an orderly means through which an individual Council Member can raise an issue for discussion and possible direction by the Council to the appropriate Council Appointed Officers for action by the applicable City staff.

ADJOURNMENT

NEXT MEETING, December 3, 2019, 7:00 PM

PUBLIC COMMENT RULES

Any member of the public desiring to address the Council shall limit her/his address to three (3) minutes unless less or further time has been granted by the Presiding Officer or in accordance with the section under Public Hearings. The Presiding Officer has the discretion to shorten or lengthen the maximum time members may speak. Speakers will be asked for their name before speaking and are expected to honor the allotted time. Speaker Cards are available from the City Clerk at the meeting.

PLEASE TAKE NOTICE

That if you file a lawsuit challenging any final decision on any public hearing or legislative business item listed in this agenda, the issues in the lawsuit may be limited to the issues that were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing.

PLEASE TAKE FURTHER NOTICE

That the City Council adopted Resolution No. 87-181 C.S., which imposes the 90-day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.

****Materials related to an item on the agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, City Hall, 777 B Street, 4th Floor, Hayward, during normal business hours. An online version of this agenda and staff reports are available on the City's website. Written comments submitted to the Council in connection with agenda items will be posted on the City's website. All Council Meetings are broadcast simultaneously on the website and on Cable Channel 15, KHRT. ****

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400 or TDD (510) 247-3340.

Assistance will be provided to those requiring language assistance. To ensure that interpreters are available at the meeting, interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400.

File #: MIN 19-140

DATE: November 19, 2019

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Minutes of the Special City Council Meeting on October 29, 2019

RECOMMENDATION

That the City Council approves the minutes of the special City Council meeting on October 29, 2019.

SUMMARY

The City Council held a special meeting on October 29, 2019.

ATTACHMENTS

Attachment I Draft Minutes of 10/29/2019

MINUTES OF THE SPECIAL CITY COUNCIL MEETING
Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, October 29, 2019, 7:00 p.m.

The Special City Council meeting was called to order by Mayor Halliday at 7:00 p.m., followed by the Pledge of Allegiance led by Council Member Márquez.

ROLL CALL

Present: COUNCIL MEMBERS Zermeño, Márquez, Mendall, Lamnin, Wahab, Salinas
MAYOR Halliday
Absent: None

CLOSED SESSION ANNOUNCEMENT

The City Council convened in closed session at 5:30 p.m., regarding four items: 1) conference with legal counsel pursuant to Government Code 54956.9(d)(1) regarding City of Hayward v. California State University Trustees, Alameda County Superior Court, No. RG 18895213; 2) conference with legal counsel pursuant to Government Code 54956.9(d)(1) regarding City of Hayward v. Russell City Energy Company, Alameda County Superior Court, No. RG 14752278; 3) conference with legal counsel pursuant to Government Code 54956.9 regarding AGG, et al. v. City of Hayward, et al., U.S. District Court, ND CA, No. #4: 4:19-civ-00697-DMR; and 4) conference with labor negotiators pursuant to Government Code 54957.6 regarding Hayward Police Management Unit. City Attorney Lawson noted Item 4 was not discussed and there was no reportable action related to Items 1, 2, and 3.

PUBLIC COMMENTS

Mr. Kim Huggett, Hayward Chamber of Commerce President, gave an update on October activities in pursuit of economic development and announced the Light Up the Season event on December 7, 2019 in downtown Hayward.

Ms. Corina Vasaure, Hayward resident, submitted a petition with signatures asking the City to prioritize a public restroom in Heritage Plaza due to lack of access to public restrooms in downtown. There was Council agreement for staff to meet with interested parties to consider options.

Ms. Theresa Rezentes, Hayward resident, urged the City to trim trees as a preventative measure and not wait for PG&E to do so, and referred to the "Link Between Powerlines and Wildfires" article from Electrical Contractor.

City Manager McAdoo shared that Hayward firefighters worked all weekend to put out fires caused by downed powerlines, helped fight the Sonoma County's Kincade Fire, noted 3,000 Hayward households were impacted with power outages and praised efforts by City departments involved in mitigating impact to the community.

Consent Item No. 6 was removed from the Consent Calendar for separate vote.

CONSENT

1. Minutes of the Special City Council Meeting on October 7, 2019 **MIN 19-132**

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the minutes of the City Council meeting on October 7, 2019.

2. Minutes of the Special City Council Meeting on October 15, 2019 **MIN 19-133**

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the minutes of the City Council meeting on October 15, 2019.

3. Adoption of Ordinance Adding Article 29 to Chapter 10 of the Hayward Municipal Code Relating to Vacant Properties **CONS 19-706**

> Staff report submitted by City Clerk Lens, dated October 29, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the following:

> Ordinance 19-16, "An Ordinance of the City of Hayward, California Adding Article 29 to Chapter 10 of the Hayward Municipal Code Relating to Vacant Properties"

4. Resignation of Ms. Sharon Eva from the Keep Hayward Clean and Green Task Force, Effective September 24, 2019 **CONS 19-670**

> Staff report submitted by City Clerk Lens, dated October 29, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the following:

> Resolution 19-197, "Resolution Accepting the Resignation of Sharon Eva from the Keep Hayward Clean and Green Task Force"

5. Resignation of Ms. Linhdan Le from the Hayward Youth Commission, Effective September 30, 2019 **CONS 19-707**

> Staff report submitted by City Clerk Lens, dated October 29, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the following:

Resolution 19-198, "Resolution Accepting the Resignation of Linhdan Le from the Hayward Youth Commission"

6. Adopt a Resolution Amending the Fiscal Year 2020 Operating and Capital Improvement Program Budget, Transferring and Appropriating $60,000 from General Fund to the Capital Projects Fund and Transferring and Appropriating $35,000 from General Fund to Fleet Capital Management Fund for the Purchase of a Parking Enforcement Vehicle and other Related Equipment **CONS 19-649**

   Staff report submitted by Public Works Director Ameri, dated October 29, 2019, was filed.

Council Member Wahab expressed concern about license plate recognition systems and the sharing of information and accumulation of data.

Council Member Mendall noted the item was vetted by the Council Infrastructure Committee and thanked staff for efforts to ensure the system would be secure; and asked staff to plan for a public discussion about a policy governing license plate readers and camera surveillance data in the next fiscal year.

It was moved by Council Member Mendall, seconded by Council Member Márquez and Council Member Salinas, and carried with the following vote, to approve the resolution:

AYES:	COUNCIL MEMBERS Zermeño, Márquez, Mendall, Lamnin, Salinas MAYOR Halliday
NOES:	COUNCIL MEMBER Wahab
ABSENT:	None
ABSTAIN:	None

Resolution 19-201, "Resolution Authorizing Amendment of the Fiscal Year 2020 Operating and Capital Improvements Program Budgets Relating to the Transfer and Appropriation of Funds for the Purchase of a Parking Enforcement Vehicle and Other Related Equipment"

7. Request for Sewer Service for 27398 Fairview Avenue in Unincorporated Alameda County, Application No. USA 19-01; Joseph and Margaret Revolinsky (Owners) **CONS 19-662**

   Staff report submitted by Development Services director Simpson, dated October 29, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the following:

> Resolution 19-199, "Resolution Authorizing the City Manager to Apply to the Alameda County Local Agency Formation Commission for Approval of an Out-Of-Service Area Agreement to Allow the City to Provide Sewer Service to 27398 Fairview Avenue in Unincorporated Alameda County, Bearing Assessor's Parcel Number 085A-6200-010-00, and Further Authorizing the City Manager to Execute Utility Service (USA 19-01) and Public Street Improvement Agreements "

8. Adopt a Resolution Awarding a Contract to Asbestos Management Group of CA, Inc. in the Amount of $1,300,708 and Authorizing an Administrative Change Order Contingency of $130,092 for a Total Not to Exceed Contract Amount of up to $1,800,000 for the Abatement and Deconstruction for Route 238 Bypass Property Project **CONS 19-722**

> Staff report submitted by Public Works Director Ameri, dated October 29, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Lamnin, and carried unanimously, to approve the following:

> Resolution 19-200, "Resolution Awarding the Construction Contract to Asbestos Management Group of CA, Inc., for the Abatement and Deconstruction for Route 238 Bypass Property Project, Phase II, Project No. 05276, and Authorizing the City Manager to Approve Plans and Specifications and Call for Bids for Future Phases"

PUBLIC HEARING

9. Proposed Development of a Mixed-Use Project Consisting of 189 Condominium and Townhome Units; Approximately 10,800 Square Feet of Ground Floor Commercial Space; a Variety of Open Spaces; and Related Site Improvements Requiring Approval of a Purchase and Sale Agreement and Zone Change and Tentative Tract Map Application No. 201806355 (Report from Development Services Director Simpson) **PH 19-087**

> Staff report submitted by Development Services Director Simpson, dated October 29, 2019, was filed.

Senior Planner Schmidt provided a synopsis of the staff report and noted staff was recommending adding the following language, "… trash and recycling receptacles …" to Condition of Approval 25.i.

Discussion ensued among Council Members and City staff regarding: the purchase and sale agreement between the City and the True Life Companies and use of 50% of Caltrans funds for paying the City's long-term obligations; preference points for local residents as part of affordable housing placement; residential parking configuration, unbundled parking, commercial parking space signage; project amenities and smart appliances; park dedication fees; process for becoming income eligible for affordable housing; merging of Parcel 1 and Parcel 2 would produce more affordable units and more mixed-use; protected drop-off site for childcare service; connection trails and how they integrate with the parks and parcels; and density designation based on existing topography and geological condition.

Mayor Halliday opened the public hearing at 7:56 p.m.

Mr. Kim Huggett, Hayward Chamber of Commerce President, noted the Chamber supported the proposed development because it will contribute to the vision to make Mission a multi-modal transit corridor.

Ms. Leah Beniston, the True Life Companies representative, satisfactorily addressed questions posed by Council members. Ms. Beniston noted there were continued conversations with various labor union members; provided price range for townhomes, condominium and affordable housing units; added that the Transportation Demand Management parking reporting program would address parking issues; the City's preferential housing list could be used; the parcel would be maintained by the Homeowners' Association; there was flexibility to make color tweaks to Buildings A and B; and there would be water conservation efforts in the project under the park and energy efficiency in all of the units.

Mr. Michael Torres, the True Life Companies associate, noted he had met with the trades but had nothing to report.

Mayor Halliday closed the public hearing at 8:12 p.m.

Council Member Mendall moved the staff's recommendation with the added language, "… trash and recycling receptacles …" to Condition of Approval 25.i. Council Member Mendall praised the proposed development and noted that as a part of future concept reviews, the Council Economic Development Committee should ensure that developments include mixed units and size such as studios, one, and two-bedroom units.

Council Member Zermeño and Council Member Salinas seconded the motion.

Council Member Lamnin noted she envisioned complete communities consisting of different price points within any housing complex and urged staff to look at the University Hill complex for smart design and different size units. Council Member Lamnin supported the motion and urged staff to evaluate the Homeowners' Association's 100% responsibility for the park space and request for contribution towards a path.

Council Member Márquez expressed support for the motion and asked staff to provide the Council with an update one year out on who is occupying the units, concurred with Council Member Lamnin about affordability by design and urged the applicant to continue the conversations with the building trades.

Council Member Wahab noted that a large number of California State University East Bay students might want to rent or occupy units in the Mission area, asked that park paths be accessible for those who are less-able-bodied and of all ages, and recommended consideration for an apprenticeship program.

Mayor Halliday expressed support for the proposed project and echoed the Council's sentiment for continued discussions with the trades and encouragement of local hiring, and apprenticeship programs.

Members of the City Council disclosed having met with the project applicant and interested parties.

It was moved by Council Member Mendall, seconded by Council Member Zermeño and Council Member Salinas, and carried unanimously, to approve the following with the added language, "… trash and recycling receptacles …" to Condition of Approval 25.i.:

> Resolution 19-202, "Resolution Approving Zone Change and Vesting Tentative Map (Tract 8502) for the True Life Companies Mixed Use Development; and Approving the Related Infill Checklist; The True Life Companies/TTLC Mirza LLC and City of Hayward (Applicant/Owners)"
>
> Resolution 19-203, "Resolution Approving Government Code Section 52201 Summary Report and Authorizing the City Manager to Negotiate and Execute a Purchase and Sale Agreement with TTLC Management Inc., for Specified Properties Located in South Hayward near Mission Boulevard and Tennyson Road and Making Specified Findings in Association Therewith"
>
> Introduction of Ordinance 19-_, "An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code Rezoning Certain Property to Planned Development District in Connection with Zone Change and Vesting Tentative Map Application No. 201806355 for the True Life Companies Mixed Use Development"

10. Appeal of Planning Commission Approval of a Three Story, 40-Unit Townhouse Style Development on a 1.66-acre Site Located at 21229 Oak Street (APN 415-0170-019-00, 415-0170-020-00, 415-0170-021-00, 415-0170-022-00, 415-0170-023-00, 415-0170-024-00, 415-0170-025-00, 415-0170-029-02) Requiring Site Plan Review Application No. 201800932. Ann E. Maris PhD, Organizer, Grove Way Neighborhood Association (Appellant); Steven Kodama, Kodama Diseno Architects (Applicant)/ Robert Chen (Owner) (Report from Development Services Director Simpson) **PH 19-085**

    Staff report submitted by Development Services Director Simpson, dated October 29, 2019, was filed.

Associate Planner Emura provided a synopsis of the staff report.

Council Member Mendall sought clarification that according to existing zoning regulations, a townhouse development conforms with a Commercial Office zoning district.

Mayor Halliday opened the public hearing at 8:37 p.m.

Dr. Ann E. Maris, Grove Way Neighborhood Association representative, noted her neighborhood was not notified about the proposed development, asked for access to the Hill's Coffee Shop by having a gate opening up to the Hill's driveway, and noted the proposal did not include smaller affordable housing units.

Staff shared that residences within 300 feet of the subject project, even those residing within the County, were notified about the project.

Dr. Marlina Selva, Grove Neighborhood Association member, spoke against building more housing and removing natural environments due to the correlation between building more housing with more mental health problems.

Mr. Jared Perkins was concerned the proposed development and other developments in the area did not provide benefits to the neighborhood and its infrastructure, would impact class sizes of local schools and was concerned about the safety of the neighborhood. Mr. Perkins submitted a petition with signatures of individuals opposing the project as currently planned.

Ms. Shareen Purrell expressed she was not notified about the proposed development and noted that if massive housing was going to be built, the plan should include studios, low-income housing, micro units, housing for homeless individuals, a park, and green features such as solar panels.

Mayor Halliday closed the public hearing at 8:55 p.m.

Discussion ensued among Council Members and City staff regarding the affordable housing aspect of the proposed plan; access to the Hill's Coffee Shop; the 300-foot radius notification and feasibility and proper assessment to notify beyond the legal requirement; notifications via email; the California Building Code and solar panels on projects; uses in a Commercial Office district; and park dedication fees.

Council Member Zermeño offered a motion to deny the appeal of the Planning Commission approval of the three story, 40-unit townhouse development on Oak Street with direction for staff to explore a trail connection to Foothill Boulevard.

Council Member Mendall seconded the motion.

Council Member Lamnin noted the proposed project did not meet the Council's vision for complete communities, did not agree that "for sale" townhomes would be allowed without extra review for a Commercial Office district, and expressed she could not support the motion. Council Member Lamnin suggested the City expand the noticing restrictions beyond the 300-foot radius when feasible.

Council Member Wahab expressed she would be opposing the proposed project because she did not think the requests in the appellant letter were difficult to fulfill, preferred more affordable housing and natural fences, and thought the project needed to be reworked to include more community benefits.

Council Member Mendall asked that the Grove Way Neighborhood Association be included in the same notifications that are sent to other associations in the city. Council Member Mendall was troubled at the fact that a residential only development was in compliance with the Commercial Office use zoning and asked staff for that to be fixed with a zoning review in the next fiscal year.

Council Member Salinas favored protecting commercial opportunities along the Foothill and Mission Boulevard corridor and noted he was distraught at the current zoning designation for the proposed site.

Council Member Márquez expressed she would be supporting the motion because the City was legally bound to follow existing regulations, concurred with Council Member Lamnin to expand the noticing parameters beyond the 300-foot radius, encouraged the applicant to continue to work with the neighbors exploring access to the shopping plaza.

Mayor Halliday expressed support for the motion and Council Member Mendall's suggestion to amend existing zoning regulations and urged staff to review existing noticing requirement.

It was moved by Council Member Zermeño, seconded by Council Member Mendall, and carried with the following vote, to approve the resolution:

AYES:	COUNCIL MEMBERS Zermeño, Márquez, Mendall MAYOR Halliday
NOES:	COUNCIL MEMBER Lamnin, Wahab, Salinas
ABSENT:	None
ABSTAIN:	None

Resolution 19-204, "Resolution Denying the Appeal and Approving Site Plan Review Pertaining to Construction of a Three-Story, 40-Unit Townhouse Style Development"

11. Proposal to Subdivide a 0.50-Acre Site into 7 Parcels to Allow the Construction of 5 Single-Family Homes with Common Open Space and Related Site Improvements at 24763 Mohr Drive (APN 441-0077-003-04) Requiring Approval of a Tentative Tract Map, Planned Development (PD) Rezone, and Environmental Consistency Checklist. Application No. 201806740. Applicant: Jeffrey Lawrence for Nuvera Homes on Behalf of Owner: Ben Hsiao-Pang Liu (Report from Development Services Director Simpson) **PH 19-081**

    Staff report submitted by Development Services Director Simpson, dated October 29, 2019, was filed.

Associate Planner Blanton provided a synopsis of the staff report and noted there were three new conditions of approval (two under the heading "General", one under "Fire Department", and one under "Utilities") and one amendment to Condition of Approval 51.h under the heading "Engineering" to ensure consistency with other development projects.

Council Member Zermeño, Council Member Salinas, and Council Member Lamnin disclosed they had no personal financial conflict of interest with the item and could participate in the deliberation.

Discussion ensued among Council Members and City staff regarding the responsibility of the Homeowners' Association for enforcing parking requirements, affordable housing in-lieu fees and issuance of notice of funding availability, and flood zone plans for projects.

Mayor Halliday opened the public hearing at 9:48 p.m.

Mr. Jeff Lawrence, Nuvera Homes applicant, noted he is the president of the Homeowners' Association at the beginning and brings in professional management to enforce regulations.

Mayor Halliday closed the public hearing at 9:52 p.m.

Council Member Mendall offered a motion per staff's recommendation.

Council Member Salinas seconded the motion.

Council Member Lamnin noted that while the proposal was a better design than the prior project, she remained concerned that the units would all have the same price point.

Mayor Halliday expressed she would be supporting the motion.

It was moved by Council Member Mendall, seconded by Council Member Salinas, and carried unanimously, to approve the following with three new conditions of approval (two under the heading "General", one under "Fire Department", and one under "Utilities") and one amendment to Condition of Approval 51.h under the heading "Engineering" to ensure consistency with other development projects.:

> Resolution 19-205, "Resolution Adopting the Environmental Consistency Checklist and Approving the Planned Development Rezone with a Vesting Tentative Tract Map Pertaining to Construction of 5 New Single-Family Residences at a Site Located at 24763 Mohr Drive"
>
> Introduction of Ordinance 19-_, "An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change and Vesting Tentative Map Application No. 201806740 to Accommodate 5 Single-Family Homes at 24763 Mohr Drive"

12. Proposal to Subdivide Two Existing Parcels into 17 Parcels to Allow the Construction of 12 Detached Single-Family Residences and Five Accessory Dwelling Units (ADU) with Common Open Space Areas and Related Site Improvements at 28571 & 28591 Harvey Avenue (APNs 464-0060-005-02 & 464-0060-006-00) Requiring a Vesting Tentative Tract Map, Planned Development (PD) Rezone, Site Plan Review, and Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program (MMRP). Application No. 201706649; Nuvera Homes (Applicant), Ngai Ming Wang (Owner) (Report from Development Services Director Simpson) **PH 19-084**

> Staff report submitted by Development Services Director Simpson, dated October 29, 2019, was filed.

Associate Planner Emura provided a synopsis of the staff report and noted there were three additional conditions of approval under the heading "General" and one amendment to Condition of Approval No. 77 by adding the word "feet" after "seven" to ensure consistency with other development projects.

Discussion ensued among Council Members and City staff regarding deed restricting Accessory Dwelling Units (ADU) as affordable units; affordable housing in-lieu fees; ADU controls if they are rented out; parking spaces according to current regulations and changes at the beginning of the year; square footage of units proposed; and consideration of building smaller unit sizes to encourage additional housing production and increase affordability.

Mayor Halliday opened the public hearing at 10:14 p.m.

Mr. Jeff Lawrence, project developer, shared that one home was vacant and the other property was occupied, and the resident was given proper notice, acknowledged the affordable housing fee, and applauded staff for bringing the idea of ADUs forward.

Mayor Halliday closed the public hearing at 10:19 p.m.

Council Member Salinas offered a motion per staff's recommendation with three additional conditions of approval under the heading "General" and an amendment to Condition of Approval No. 77 by adding the word "feet" after "seven" to ensure consistency with other development projects.

Council Member Mendall seconded the motion.

It was moved by Council Member Salinas, seconded by Council Member Mendall, and carried unanimously, to approve the following with three additional conditions of approval under the heading "General" and one amendment to Condition of Approval No. 77:

> Resolution 19-206, "Resolution Approving the Planned Development Rezoning with Vesting Tentative Tract Map and Site Plan Review, and the Adoption of a Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program (MMRP) Pertaining to Construction of 12 New Detached Single-Family Dwellings and Five Accessory Dwelling Units at 28571 & 28591 Harvey Avenue"
>
> Introduction of Ordinance 19-_, "An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change, Vesting Tentative Map and Site Plan Review with Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program Application No. 201706649 to Accommodate 12 Single-Family Dwellings and Five Accessory Dwelling Units at 28571 & 28591 Harvey Avenue"

LEGISLATIVE BUSINESS

13. Update on Commercial Cannabis Permit Process and Program (Report from Development Services Director Simpson) **LB 19-045**

The item was continued to a future City Council meeting.

14. Introduction of an Ordinance Increasing the Commercial Cannabis Tax Rate to 7% of Gross Sales (Report from City Manager McAdoo) **LB 19-046**

The item was continued to a future City Council meeting.

CITY MANAGER'S COMMENTS

City Manager McAdoo had two announcements: 1) the first of a series of community workshops regarding Hayward's minimum wage starts November 12, 2019 at City Hall; 2) the October 19, 2019 Compost Giveaway organized by Public Works in partnership with Waste Management EarthCare Homegrown Compost was successful with more than 800 households participating.

COUNCIL REPORTS AND ANNOUNCEMENTS

Council Member Salinas, Council Member Lamnin and Mayor Halliday reported on their attendance at the League of California Cities 2019 Annual Conference in Long Beach.

Council Member Salinas wished everyone a happy Halloween and advised the public to exercise caution.

Council Member Márquez spoke highly of the October 26, 2019 beautification event organized by the Keep Hayward Clean and Green Task Force and thanked everyone who participated.

Council Member Lamnin and Mayor Halliday reported on their attendance at a CalPERS Education Forum in Oakland.

Council Member Zermeño noted the Dia de los Muertos celebration was commemorated from October 31, 2019 to November 2, 2019 to honor those who have died.

COUNCIL REFERRALS

There were none.

ADJOURNMENT

Mayor Halliday adjourned the meeting at 10:29 p.m.

MINUTES OF THE SPECIAL CITY COUNCIL MEETING
Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, October 29, 2019, 7:00 p.m.

APPROVED

_____

Barbara Halliday
Mayor, City of Hayward

ATTEST:

_____

Miriam Lens
City Clerk, City of Hayward

File #: MIN 19-141

DATE: November 19, 2019

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Minutes of the City Council Meeting on November 5, 2019

RECOMMENDATION

That the City Council approves the minutes of the City Council meeting on November 5, 2019.

SUMMARY

The City Council held a City Council meeting on November 5, 2019.

ATTACHMENTS

Attachment I Draft Minutes of 11/5/2019

MINUTES OF THE CITY COUNCIL MEETING
Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, November 5, 2019, 7:00 p.m.

The City Council meeting was called to order by Mayor Halliday at 7:00 p.m., followed by the Pledge of Allegiance led by Council Member Mendall.

ROLL CALL

Present: COUNCIL MEMBERS Zermeño, Márquez, Mendall, Lamnin, Wahab, Salinas
MAYOR Halliday
Absent: None

CLOSED SESSION ANNOUNCEMENT

The City Council convened in closed session at 5:00 p.m., regarding four items: 1) conference with labor negotiators pursuant to Government Code 54957.6 regarding Hayward Police Management Unit; 2) conference with real property negotiators pursuant to Government Code 54956.8 regarding Browman Development Company, 1094 Sueirro Street, Hayward, CA 94541; 3) conference with real property negotiators pursuant to Government Code 54956.8 regarding Caltrans Parcel Group 6: Carlos Bee Boulevard and Overlook Avenue; APN: 455-0180-001-00; and 4) conference with legal counsel pursuant to Government Code 54956.9 regarding AGG, et al. v. City of Hayward, et al., U.S. District Court, ND CA, No. #4: 4:19-civ-00697-DMR. City Attorney Lawson announced there was no reportable action related to the items discussed.

Mayor Halliday noted the Humane Society designated the first week in November as National Animal Shelter Appreciation Week and shared she had presented a proclamation to the Hayward Animal Shelter declaring that on behalf of the City.

PUBLIC COMMENTS

Mr. Jim Drake submitted a speaker card but did not speak.

Ms. Wynn Grcich, Hayward resident, spoke about compressed air vehicles as a mode of transportation and AB 957 related to water cremation legislation and provided related materials.

Mr. Charlie Peters, Clean Air Performance Professionals representative, spoke about individuals who were getting traffic citations in San Leandro and shared information about the Department of Consumer Affairs.

Mr. Michael Chapman expressed disappointment that Police Officer Clark was attending the Council meeting.

Mr. Frank Running Horse, with the Oscar Grant Committee Against Police Brutality and State Repression, urged for an independent investigation proposal, similar to the Richmond model, and noted that handing cases over to the District Attorney or State Attorney General would not work because of a financial conflict of interest.

Mr. Gerald Smith urged for an investigation by an independent auditor who could conduct investigations on a contracted basis and the City would not need to hire a new position.

Consent Item No. 4 was removed from the Consent Calendar for a separate vote.

CONSENT

1. Adoption of Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change and Vesting Tentative Map Application No. 201806740 to Accommodate Five Single-Family Homes at 24763 Mohr Drive **CONS 19-725**

   Staff report submitted by City Clerk Lens, dated November 5, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Mendall, and carried unanimously, to approve the following:

Ordinance 19-17, "An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change and Vesting Tentative Map Application No. 201806740 to Accommodate 5 Single-Family Homes at 24763 Mohr Drive"

2. Adoption of Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change, Vesting Tentative Map and Site Plan Review with Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program Application No. 201706649 to Accommodate 12-Single Family Dwellings and Five Accessory Dwelling Units at 25941 and 29591 Harvey Avenue **CONS 19-726**

   Staff report submitted by City Clerk Lens, dated November 5, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Mendall, and carried unanimously, to approve the following:

Ordinance 19-18, "An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change, Vesting Tentative Map and Site Plan Review with Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program Application No. 201706649 to Accommodate 12-Single Family Dwellings and Five Accessory Dwelling Units at 25941 & 29591 Harvey Avenue"

3. Adoption of Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code by Rezoning Certain Property to Planned Development District in Connection with Zone Change and Vesting Tentative Map Application No. 201806355 for The True Life Companies Mixed Use Development **CONS 19-727**

   Staff report submitted by City Clerk Lens, dated November 5, 2019, was filed.

It was moved by Council Member Márquez, seconded by Council Member Mendall, and carried unanimously, to approve the following:

Ordinance 19-19, "An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code Rezoning Certain Property to Planned Development District in Connection with Zone Change and Vesting Tentative Map Application No. 201806355 for the True Life Companies Mixed Use Development"

4. Authorization for the City Manager to Appropriate Funds and Accept an Agreement with the Alameda County Health Care Services Agency (HCSA) for the Our Kids Our Families Program Services Provided by the Youth and Family Services Bureau (YFSB) of the Hayward Police Department **CONS 19-712**

   Staff report submitted by Police Chief Chaplin, dated November 5, 2019, was filed.

In response to Council Member Wahab's inquiry about data for the Our Kids Our Families Program, City Manager McAdoo noted the information could be provided, at a later time, because the program staff was not at the meeting.

It was moved by Council Member Mendall, seconded by Council Member Lamnin, and carried with the following vote, to approve the resolution:

AYES: COUNCIL MEMBERS Zermeño, Mendall, Lamnin, Wahab, Salinas
MAYOR Halliday
NOES: None
ABSENT: None
ABSTAIN: COUNCIL MEMBER Márquez

Resolution 19-207, "Resolution Authorizing the City Manager to Appropriate Funds and Accept an Agreement with the Alameda County Health Care Services Agency for the Our Kids Our Families Program Services Provided by the Youth and Family Services Bureau of the Hayward Police Department"

LEGISLATIVE BUSINESS

5. Response to City Council Referral: Hayward Police Department Use of Deadly Force - Independent Investigations (Report from Police Chief Chaplin) **LB 19-047**

Staff report submitted by Police Chief Chaplin, dated November 5, 2019, was filed.

Police Chief Chaplin started providing a synopsis of the staff report but could not continue due to disruptive behavior in the Council Chambers. Mayor Halliday advised members in the audience that the disruption was in violation of the Rules of Order and Decorum of the City Council and California Penal Code Section 403 and noted that continued disruption would result in removal of individuals from the meeting by the Sergeant-at-Arms and further disruption would cause the Council to adjourn to a different room.

Mayor Halliday opened the public hearing at 7:27 p.m.

Ms. Karla Gonsalez, mother of Agustin Gonsalez, expressed disappointment at the number of police officers in the Council Chambers and noted the presence of Police Officer Clark at City Hall was a continued lack of respect for the Gonsalez family.

Ms. Alicia Lawrence, The Hayward Collective representative, urged for a Police Review Committee comprised of community members and tasked with addressing police related matters; and she supported the Gonsalez' family position for a transparent independent investigation.

Ms. Cynthia Nunes, Agustin Gonsalez' cousin, noted the City did not need to fund a new full-time position but could contract the service out and the third-party investigator should not be a part of any police union or be involved with political endorsements.

Mr. Cephus Johnson aka Uncle Bobby, uncle of Oscar Grant, was distraught at the presence of police officers, particularly the officer involved with the tragic incident, at City Hall and expressed support for an oversight committee with an independent auditor to investigate police shootings.

Ms. Karla Gonsalez, mother of Agustin Gonsalez, expressed support for a policy such that the State of California Department of Justice/Attorney General could not decline a request to conduct an independent investigation. Ms. Gonsalez added the City could hire a third-party investigator to conduct investigations as needed.

Ms. Rebecca Ruiz submitted a speaker card but did not speak.

Pursuant to California Government Code 54957.9, Mayor Halliday called for a recess at approximate 7:50 p.m. due to disruptive behavior in the Council Chambers and reconvened the meeting at 8:21 p.m. in Conference Room 2A with all members of the City Council present. The meeting in Conference Room 2A was accessible via the City's online live streaming and cable TV channel KHRT 15. Public access to Room 2A was restricted to City staff and one member of the news media.

Police Chief Chaplin resumed providing a synopsis of the staff report.

Discussion ensued among Council members and City staff related to staff's proposed policy change (Option 3: a policy where the City Manager submits a request to the State of California Department of Justice (DOJ) office of the Attorney General (AG) to conduct an independent investigation, if a death results from the use of force during an HPD officer involved shooting incident); the investigation by plaintiff's attorney during civil lawsuit process (Option 2); in custody death; Commission on Accreditation for Law Enforcement Agencies (CALEA) standards, Peace Officers Standards and Training (POST) standards, and Hayward Police Department policies/procedures regarding officer involved shootings; concurrent investigations by different agencies and consistent/inconsistent conclusions and recourses; internal investigations conducted on all uses of force; disclosure of police records and information pursuant to SB 1421 and a year-end report for the City Council; Community Advisory Panel to the Chief of Police and any involvement with Council's referrals; DA's disqualification to conduct an investigation based on concerns with conflicts of interest; investigation by a civilian review board or police commission (Option 5); the meet and confer process between the City and the Hayward Police Officers Association prior to implementing any policy change; and HPD's CALEA accreditation compared to other agencies nationwide and professional trainings received by HPD officers compared to other agencies.

Disappointment was expressed at what transpired in the Council Chambers. The Hayward Police Department was acknowledged for its commitment to serving the community and it was noted that the proposed policy change would serve to continue to build trust. There was

also acknowledgment for the tragic incident that took the life of Mr. Agustin Gonsalez and caused the Gonsalez family pain.

Council Member Zermeño offered a motion per staff's recommendation and Council Member Mendall seconded the motion.

Council member Zermeño withdrew his motion to give Council Member Wahab the opportunity to make the motion since she had submitted the referral. Council Member Mendall also withdrew his second to the motion.

Council Member Wahab made a motion to adopt a policy where the City Manager requests an independent investigation from the California Department of Justice, Office of the Attorney General, if a death results from any use of force involving Hayward Police Department officers; and that the first case investigated be that of Mr. Agustin Gonsalez.

Council Member Salinas seconded the motion.

Council Member Mendall expressed support for the motion.

Council Member Lamnin expressed support for the motion and offered a friendly amendment to the motion requesting that in custody deaths be included as a part of the proposed policy.

Council Member Wahab accepted the friendly amendment.

Council Member Salinas did not accept the amendment and asked the City Council to stay focused on staff's recommendation and not include items that have not been vetted.

Mayor Halliday concurred to stay focused and noted that a conversation could be had at later time on the additional item.

Council Member Zermeño supported the motion.

Council Member Márquez expressed support for the motion.

Mayor Halliday supported the motion.

It was moved by Council Member Wahab, seconded by Council Member Salinas, and carried unanimously, to adopt a policy where the City Manager requests an independent investigation from the California Department of Justice, Office of the Attorney General, if a death results from any use of force involving Hayward Police Department officers; and that the first case investigated be that of Mr. Agustin Gonsalez.

PUBLIC HEARING

6. Adopt a Resolution of Intention to Introduce an Ordinance Approving an Amendment to the Contract between the City of Hayward and the California Public Employees Retirement System ("CalPERS") for Local Safety - Police Employees and Authorizing the City Manager to Execute the Contract (Report from Assistant City Manager Hurtado) **PH 19-089**

> Staff report submitted by Assistant City Manager Hurtado, dated November 5, 2019, was filed.

Assistant City Manager Hurtado provided a synopsis of the staff report.

In response to Council Member Wahab's inquiry about the contract between the City and the California Public Employees Retirement System for Local Safety-Police Employees, City Manager McAdoo noted it included standard provisions.

There being no public comments, Mayor Halliday opened and closed the public hearing at 9:42 p.m.

It was moved by Council Member Wahab, seconded by Council Member Márquez, and carried unanimously, to approve the following:

> Resolution 19-208, "Resolution Authorizing Intention to Approve an Amendment to Contract between the Board of Administration, California Public Employees Retirement System, and the City of Hayward"

7. Route 238 Corridor Land Development - Parcel Group 6 Carlos Bee Quarry: Approval of a Resolution Certifying an Addendum to the 2014 General Plan Environmental Impact Report, Approval of Master Development Plan, and Authorization for the City Manager to Issue a Request for Proposals for the Disposition and Development (Report from City Manager McAdoo) (Item continued to November 19, 2019) **PH 19-091**

The item was continued to November 19, 2019.

CITY MANAGER'S COMMENTS

City Manager McAdoo had two announcements: 1) City Hall and non-emergency services will be closed during the Thanksgiving holiday from November 25 to 29, 2019, and City Hall will be closed on November 11, 2019 in observance of Veterans Day; and 2) the grand opening of the Navigation Center for individuals who are homeless was scheduled for November 18, 2019.

COUNCIL REPORTS AND ANNOUNCEMENTS

Council Member Márquez provided the non-emergency number for the Police Department, (510) 293-7000.

COUNCIL REFERRALS

There were none.

ADJOURNMENT

Mayor Halliday adjourned the meeting at 9:47 p.m.

APPROVED

_____

Barbara Halliday
Mayor, City of Hayward

ATTEST:

_____

Miriam Lens
City Clerk, City of Hayward

File #: CONS 19-732

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving Plans and Specifications and Call for Bids for the Hayward High-Speed Fiber Optic Network Installation Project

RECOMMENDATION

That Council adopts a resolution (Attachment II) approving the plans and specifications for the Hayward High-Speed Fiber Optic Network Installation Project Phase 1 No. 07275 and calling for bids to be received on December 17, 2019.

SUMMARY

This project includes three phases that will link critical services to support business activity and growth by utilizing nine miles of the existing City conduit network and adding eleven miles of conduit and cabling for a dark fiber network. Phase 1 will add 3.4 miles of new conduit and cabling along with supporting pull boxes at an estimated total project cost of $4,218,392. Future phases 2 & 3 will add an additional 7.6 miles of conduit and cabling to complete the loop. Attachment II provides a map showing the locations of each phase. Staff requests that Council approve the plans and specifications and call for bids to be received on December 17, 2019.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Map

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Deputy City Manager
Director of Public Works

SUBJECT: Adopt a Resolution Approving Plans and Specifications and Call for Bids for the Hayward High-Speed Fiber Optic Network Installation Project

RECOMMENDATION

That Council adopts a resolution (Attachment II) approving the plans and specifications for the Hayward High-Speed Fiber Optic Network Installation Project Phase 1 No. 07275 and calling for bids to be received on December 17, 2019.

SUMMARY

This project includes three phases that will link critical services to support business activity and growth by utilizing nine miles of the existing City conduit network and adding eleven miles of conduit and cabling for a dark fiber network. Phase 1 will add 3.4 miles of new conduit and cabling along with supporting pull boxes at an estimated total project cost of $4,218,392. Future phases 2 & 3 will add an additional 7.6 miles of conduit and cabling to complete the loop. Attachment II provides a map showing the locations of each phase. Staff requests that Council approve the plans and specifications and call for bids to be received on December 17, 2019.

BACKGROUND

The City's Industrial Corridor is home to more than 5,100 businesses that employ nearly 47,500 workers. This corridor is expected to grow as an economic and employment center and evolve to achieve a healthy balance of traditional manufacturing and information-and-technology based uses.

Given the importance of the Industrial Corridor, the City has made it a priority to enable greater fiber-based connectivity for its numerous businesses located in the corridor and for attracting new business. To achieve this, the City intends to deploy a municipally owned high-speed fiber optic network to serve existing and future businesses within the corridor.

On April 25, 2017, Council approved and accepted U.S. Department of Commerce Economic Development Administration (EDA) Grant No. 07-01-07286 and appropriated General Fund money and City right-of-way land value contributions to fulfill the EDA grant match requirements. At that time, the total project cost was estimated at $5,489,648 with an EDA grant of 50% ($2,744,824). The City's 50% match consisted of $2,185,765 in City right-of-way valuation and $559,059 of General Fund contributions.

On July 18, 2017, Council approved and adopted the Fiber-Optic Master Plan formulated by staff and the City's fiber optic technology consultant, CTC Technology and Energy. The Fiber-Optic Master Plan serves as a visionary document that sets the overarching goals and objectives for deploying a fiber-optic network in the City. The Fiber-Optic Master Plan defined and evaluated potential fiber optic network routes. These routes were used as preliminary design requirements for this project.

On June 26, 2018, Council awarded a Professional Services Agreement to Kimley-Horn for the design and preparation of construction documents for the proposed eleven miles of new conduit and cabling for construction bidding purposes.

On August 21, 2019, EDA approved the City's proposed re-scoping of the project to construct only Phase 1. The project budget of $4,218,392 for Phase 1 is funded by the $2,744,824 grant by the U.S. Department of Commerce Economic Development Administration (EDA) and a 35% ($1,473,568) match by the City. The City match consists of $1,146,000 in City right-of-way valuation in addition to $327,568 of City funds.

DISCUSSION

This project includes three phases that will link critical services to support business activity and growth by utilizing the nine miles of the existing City conduit network and adding eleven more miles of conduit and cabling for a dark fiber optic network. A dark fiber optic network is a City-owned and maintained conduit and fiber optic cabling that is "dark" until a private partnership is established to "light" the fiber optic network. The private partner will be responsible for installing and maintaining all required network electronics, customer equipment, marketing, and customer contracts. Phase 1 will add 3.4 miles of new conduit and cabling along with supporting pull boxes at an estimated total project cost of $4,218,392. Future phases 2 & 3 will add an additional 7.6 miles of conduit and cabling to complete the high-speed fiber optic network "loop." Attachment III provides a map showing the locations of each phase and the "loop".

The project is categorically exempt under Section 15303 (d) of the California Environmental Quality Act Guidelines for the new construction of small structures.

Staff is requesting Council approval of the plans and specifications and call for bids to be received on December 17, 2019.

ECONOMIC IMPACT

This project, known as "Highspeed Hayward" will connect Hayward's existing science, technology, and engineering sectors to high speed gigabit networks while serving as another amenity to attract new business investment in the City.

FISCAL IMPACT

On April 25, 2017, Council approved Resolution 17-043 that authorized a commitment of $559,059 from the General Fund, $350,000 of which came in the form of a transfer from the Economic Development Division budget towards the project. These funds, in addition to the contributions of right-of-way and grant funds received by the City, appear to be sufficient to cover associated costs based on estimated Phase 1 project costs as demonstrated below of $4,218,392. Additionally, the contribution of $1,146,000 in right-of-way valuation along with $327,568 of City funding towards project costs will meet the 35% local match requirement included as a provision of the grant. Funding for this work specifically will come from the General Fund contribution to the grant, which has already been appropriated and allocated by the Council to Fund 731, Project 07275.

The estimated project cost is as follows:

Design and Prepare Construction Documents	$380,000
Phase 1 - Construction Costs	$1,496,000
Phase 1 – Inspections	$88,448
City Match Right-of-Way Security Interest Contribution	$1,146,000
Administrative Costs	$113,000
Title Work, Appraisals & Miscellaneous Items	$83,000
Contingencies (Construction and Administrative)	$911,944
Total	$4,218,392

STRATEGIC INITIATIVES

This agenda item is a routine operational item and does not relate to one of the Council's Strategic Initiatives.

SUSTAINABILITY FEATURES

This project requires directional underground boring instead of traditional open trench construction which satisfies the following General Plan policies:

- NR-2.3 Emissions Reduction
- NR-2.4 Community Greenhouse Gas Reduction
- PFS-7.5 Municipal Waste Reduction

NEXT STEPS

If Council adopts the attached resolution and approves the plans and specifications, and call for bids, the tentative construction schedule of the project will be as follows:

Open Bids	December 17, 2019
EDA Approval of Award of Construction Contract	January 11, 2020
Council Award Contract	January 28, 2020
Begin Construction	February 25, 2020
Complete Construction	September 2020

Prepared by: Alex Tat, Associate Civil Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by: Jennifer Ott, Deputy City Manager
Alex Ameri, Director of Public Works

Approved by:



_____
Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-____

Introduced by Council Member _____

RESOLUTION APPROVING PLANS AND SPECIFICATIONS FOR THE HAYWARD HIGH-SPEED FIBER OPTIC NETWORK INSTALLATION PROJECT PHASE 1, PROJECT NO. 07275, AND CALL FOR BIDS

WHEREAS, those certain plans and specifications for the Hayward High-Speed Fiber Optic Network Installation Project Phase 1, Project 07275 on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project; and

WHEREAS, that the project is categorically exempt under section 15303(d) of the California Environmental Quality Act Guidelines for the new construction of small structures.

NOW, THEREFORE, BE IT RESOLVED, that the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law.

BE IT FURTHER RESOLVED THAT, , sealed bids therefore will be received by the City Clerk's office at City Hall, 777 B Street, 4th Floor, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, December 17, 2019, and immediately thereafter publicly opened and declared by the City Clerk in the Public Works & Utilities Conference Room 4D, located on the 4th Floor of City Hall, Hayward, California.

BE IT FURTHER RESOLVED, that the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

IN COUNCIL, HAYWARD, CALIFORNIA_____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

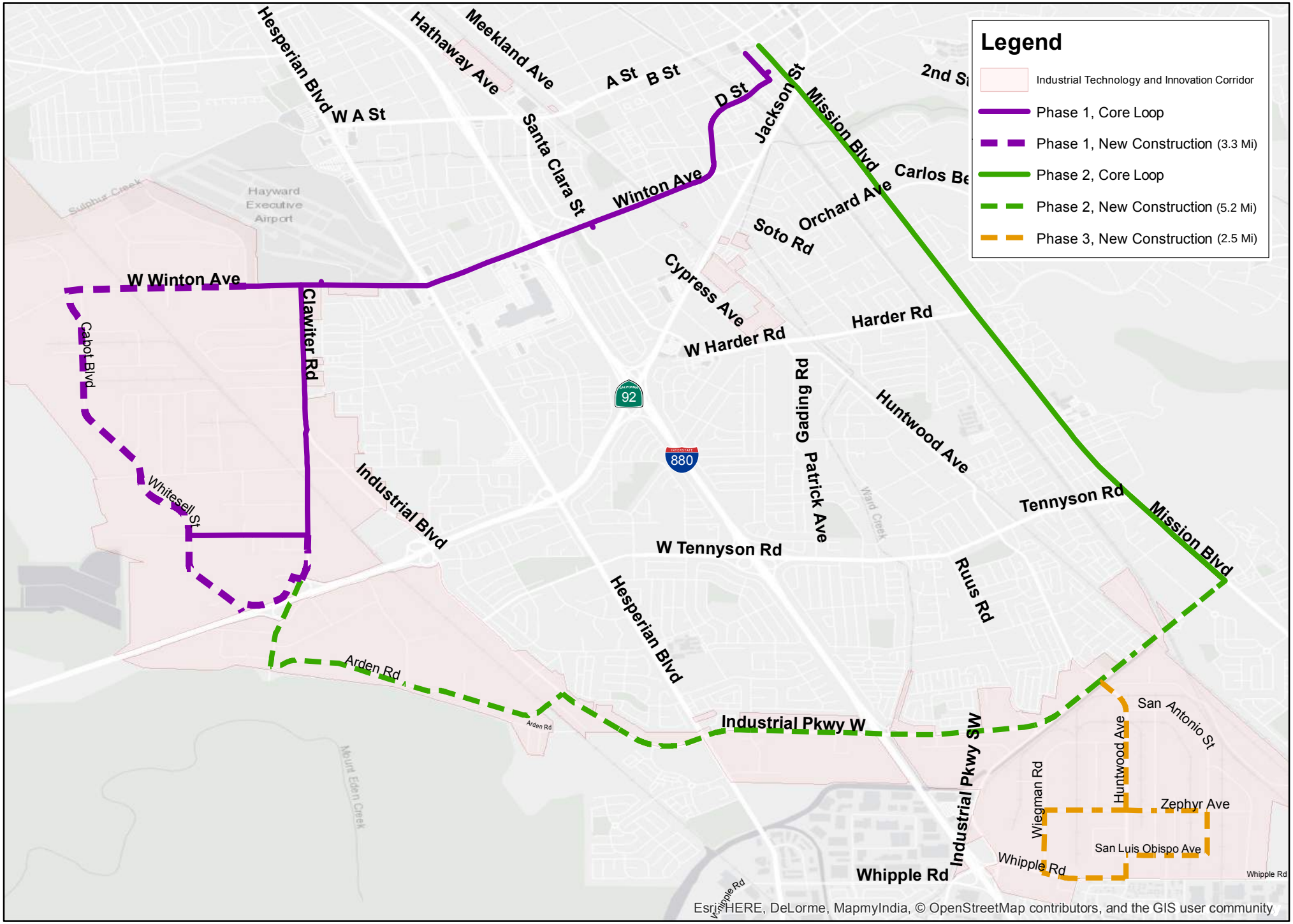
ABSENT: COUNCIL MEMBERS:

ATTEST:_____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

High-Speed Hayward Fiber Optic Network



File #: CONS 19-733

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving Plans and Specifications and Call for Bids After Approval from Federal Aviation Administration (FAA) and the Division of State Architect (DSA) for the Fire Station 6 and Fire Training Center Project

RECOMMENDATION

That the Council adopts a Resolution (Attachment II) approving the plans and specifications for the construction of Fire Station 6 and the Fire Training Center and calls for bids after approval from FAA and DSA. Council's approval of the plans and specification is with the assumption that any changes related to FAA and DSA's final approval comments would be minimal; otherwise, staff will bring this project back to Council for further review.

SUMMARY

In 2014, the voters of the City of Hayward approved Measure C, which authorized the City to increase the sales tax rate by one-half cent for, among other things, the restoration and maintenance of City services and facilities, including firefighting/emergency medical services. City staff and the design team have been working on completion of the design and various approvals of this project for a number of years. This project includes a partnership with the Chabot-Las Positas Community College District (District) for the shared use of the Fire Training Center. The construction documents are nearly completed, and staff seeks Council's approval of the plans and specifications. The project is in its final stages of review by FAA and DSA. Once the project receives approval from FAA and DSA, and when the final construction documents are completed, staff will proceed immediately with a call for bids.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Public Works
Fire Chief

SUBJECT: Adopt a Resolution Approving Plans and Specifications and Call for Bids After Approval from Federal Aviation Administration (FAA) and the Division of State Architect (DSA) for the Fire Station 6 and Fire Training Center Project

RECOMMENDATION

That the Council adopts a Resolution (Attachment II) approving the plans and specifications for the construction of Fire Station 6 and the Fire Training Center and calls for bids after approval from FAA and DSA. Council's approval of the plans and specification is with the assumption that any changes related to FAA and DSA's final approval comments would be minimal; otherwise, staff will bring this project back to Council for further review.

SUMMARY

In 2014, the voters of the City of Hayward approved Measure C, which authorized the City to increase the sales tax rate by one-half cent for, among other things, the restoration and maintenance of City services and facilities, including firefighting/emergency medical services. City staff and the design team have been working on completion of the design and various approvals of this project for a number of years. This project includes a partnership with the Chabot-Las Positas Community College District (District) for the shared use of the Fire Training Center. The construction documents are nearly completed, and staff seeks Council's approval of the plans and specifications. The project is in its final stages of review by FAA and DSA. Once the project receives approval from FAA and DSA, and when the final construction documents are completed, staff will proceed immediately with a call for bids.

BACKGROUND

Below is a list of major milestones for the Fire Station 6 and Fire Training Center project:

- June 3, 2014: Voters approved Measure C, which authorized the City to increase the sales tax rate by one-half cent for twenty years to restore and maintain City services and facilities, including firefighting/emergency medical services.

- October 10, 2014: The City's consultant, RossDrulisCusenbery (RDC), completed a facility needs assessment for Fire Stations 1-6 and the Fire Training Center, which determined that all facilities needed substantial upgrades.

- May 26, 2015: Council authorized the City Manager to negotiate and execute an agreement with RDC for design services for Fire Stations 1-6 and the Fire Training Center Improvement project.

- October 18, 2016: Staff provided Council with an update on the project.

- October 24, 2017: The District's Board of Trustees passed a motion directing the Chancellor to create a Memorandum of Understanding (MOU) with the City of Hayward.

- October 25, 2017: Staff provided a project update to the Council Infrastructure Committee.

- June 28, 2018: Staff submitted a request to the FAA for the release of the land at the Hayward Executive Airport on which Fire Station 6 and the Fire Training Center would be constructed for non-aeronautical purposes.

- July 24, 2018: Council authorized the City Manager to negotiate and execute an MOU with the District to establish the basis for a ground lease and to accept up to $20 million from the District for the design, construction, and furnishing of the District's Facilities at the Fire Training Center.

- September 24, 2018: The design team submitted the project plans to DSA for their review of District owned buildings.

- October 25, 2018: The Planning Commission adopted the Mitigated Negative Declaration and approved the Site Plan Review.

- March 5, 2019: Council approved the plans for the abatement and deconstruction of the existing Fire Station 6 and Training Center and call for bids.

- March 6, 2019: Staff provided a design update to the Council Infrastructure Committee.

- September 2019: Completed demolition of the old Fire Station 6 and the Fire Training Center.

- October 1, 2019: Council authorized the City Manager to Negotiate and Execute a Ground Lease and Facilities Use Agreement with the Chabot-Las Positas Community College District for the Fire Training Center.

DISCUSSION

The approval processes with the FAA and DSA need to be completed before construction documents can be finalized.

Federal Aviation Administration (FAA)

Since the Fire Station 6 and Fire Training Center are located on airport property, the project requires FAA approval. Parts of the parcels of land where the Fire Station and Fire Training Center will sit are for aeronautical purposes and require release of the land for non-aeronautical uses. In June 28, 2018, staff submitted the request for the release of two parcels of land for non-aeronautical purposes. Additionally, National Environmental Policy Act (NEPA) requirements apply. Staff has been and continues to work on obtaining a Categorical Exclusion since the action to change the Airport Layout Plan to build or expand airport fire and rescue buildings falls under categorically excluded actions. The Categorical Exclusion, which means that the project neither requires an environmental assessment nor an environmental impact report, needs to receive FAA determination prior to FAA's review for the release of the land. In additional, the FAA required the submittal of FAA's Notice of Proposed Construction or Alteration (Form 7460). Staff completed and submitted the Form to FAA for their determination.

Division of the State Architect (DSA)

The partnership with the District requires review of the District owned buildings by DSA since DSA has jurisdiction over structural, fire/life safety, and access compliance requirements for school buildings that are publicly funded. Staff submitted the plans to DSA for their initial review on September 25, 2018. Since that time, there have been numerous review comments from DSA, and those comments were addressed by the design team. Once DSA approves the plans, the construction documents will be finalized.

When the approval items from DSA and FAA are received, the final construction documents can be completed. Staff requests that Council allow the project to proceed with call for bids immediately after construction documents are completed.

Due to the complexity of the project and to have the most qualified contractors bid on the construction contract, advertising will be distributed only to pre-qualified general contractors. The pre-qualification process looks at essential requirements like validity of contractor license, insurance limits, bonding capacity, on a qualify/not qualify basis and minimum scoring requirements on history/performance of the contractor, its compliance with safety and health laws, and experience with delivering similar type projects. The request for prequalifications was issued to general contractors on September 23, 2019. Addendum No. 1 extended the submittal deadline for the prequalification to October 31, 2019. Staff received submittal packages from four (4) general contractors. Notification to contractors of the prequalification results will be sent on November 13, 2019. Contractors who don't qualify are given the opportunity to appeal the determination by November 20, 2019. If an appeal is necessary, the hearing and response will be scheduled for December 12, 2019.

Council Infrastructure Committee Review

Project updates were presented to the Committee on October 25, 2017 and on March 6, 2019. The Committee provided general comments and feedback on the project at those stages.

ECONOMIC IMPACT

Completion of this project will add classrooms and spaces for training and use by others, which may result in positive economic benefits for businesses around the area.

FISCAL IMPACT

The estimated project costs are as follows:

Construction Contract	$57,000,000
Construction Contingency/Administrative Change Order	$5,700,000
Consultant Design	$5,000,000
Construction Management Administration	$4,000,000
Inspector of Record Service & Special Testing	$1,500,000
Demolition of old Fire Station and FTC	$425,000
Temporary Housing	$500,000
Permit & Utility Fees	$940,000
Fixture, Furniture & Equipment	$600,000
Staff Construction Administration	$300,000
Total	$75,965,000

The above inspector of record service is the requirement of DSA in which the buildings owned by Chabot-Las Positas Community College District will require inspection by DSA certified inspectors.

The total current budget is $60.4 million, which includes $27.0 million outlined in the FY 2019 adopted Capital Improvement Program in Measure C, Fund 406, and $30.6 million for FY 2020. The prior year's project expenditures total were $2.8 million. The total current budget includes a contribution of $20 million by Chabot-Las Positas Community College District as their current share.

Current estimated figures, if realized, could leave a shortfall of up to $15.6 million. The construction contract amount of $57,000,000 above is an estimate and the actual amount will be known upon receipt of bids. Staff recommends that funding for the project, including any shortfall, come from the City's district sales tax, Measure C, revenue. Given the anticipated increase in costs and current projected revenue in the Measure C fund, staff is exploring the potential need for bridge funding and will bring Council options after the true costs have been identified and prior to contract award for the construction project.

There are some project features whose costs are not currently included in the estimates above. Items like fire props and BART cars may be contributed by other agencies. Should these contributions not be provided, the costs may need to be otherwise added to the Fixtures, Furniture & Equipment budget.

STRATEGIC INTIATIVES

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities initiative is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work, and play for all. This agenda item supports the following goals and objectives:

Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.

Objective 1: Increase neighborhood safety and cohesion.

Objective 2: Foster a sense of place and support neighborhood pride.

SUSTAINABILITY FEATURES

This project incorporates sustainability features as they relate to water, energy, and the environment.

1. Water: Water efficient plumbing fixtures - This project includes the installation of water efficient plumbing fixtures to reduce water consumption.

2. Environment: Bay-Friendly Landscaping & Storm Water Treatment - This project will implement Bay-Friendly Landscaping techniques to use native plants and climate appropriate plants.

This project will install bio-swales at the Fire Training Center to treat storm water runoff from the pavement and filters pollution from the storm water before entering the San Francisco Bay.

3. Energy: Installation of LED lighting, skylights, and PV panels - This project will install energy efficient windows, LED lighting, skylights, and PV panels providing electricity and maintenance cost savings.

The proposed buildings will be designed to meet Leadership in Energy and Environmental Design (LEED) Silver, or better, and zero net energy.

PUBLIC CONTACT

As part of the CEQA requirements, the Initial Study and Mitigated Negative Declaration were posted for public review and a public hearing was brought before the Planning Commission on October 25, 2018.

SCHEDULE

The following is the tentative schedule:

Complete Design	November 2019
Call for Bids	December 2019 (assumes approval by FAA and DSA)
Open Bids	February 2020
Award Construction Contract	March 2020
Begin Construction	April 2020
Complete Construction	July 2022

NEXT STEPS

After staff evaluates the bid results, staff will return to Council for consideration of award of a construction contract. At the same time, staff will seek Council approval to amend the agreement with RDC for construction phase services, Kitchell for construction management, and new agreements for Inspector of Record services and special testing services.

Prepared by: Dave Hung, Senior Civil Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works
Garrett Contreras, Fire Chief

Approved by:



_____
Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-____

Introduced by Council Member _____

RESOLUTION APPROVING PLANS AND SPECIFICATIONS FOR THE FIRE STATION 6 AND FIRE TRAINING CENTER PROJECT, PROJECT NOS. 07481 AND 07482 AND CALL FOR BIDS

WHEREAS, those certain plans and specifications for the Fire Station 6 and Fire Training Center Project, Project Nos. 07481 and 07482 on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project; and

WHEREAS, the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law; and

WHEREAS, the notice calling for bids for the required work and material to be distributed only to pre-qualified contractors; and

WHEREAS, the Planning Commission considered and adopted the Initial Study and Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program and applications for Site Plan Review for the project during a regularly scheduled and noticed public hearing on October 25, 2018; and

WHEREAS, the project is being evaluated by the Federal Aviation Administration for a Categorical Exclusion from the National Environmental Policy Act (NEPA); and

WHEREAS, sealed bids therefore will be received by the City Clerk's office at City Hall, 777 B Street, 4th Floor, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, February 11, 2020, and immediately thereafter publicly opened and declared by the City Clerk in the Conference Room, 4D, located on the 4th Floor of City Hall, Hayward, California.

NOW, THEREFORE, BE IT RESOLVED, that the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 19-738

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Chief of Police

SUBJECT

Adopt a Resolution Authorizing the City Manager to Accept and Appropriate $16,700 from the State of California Department of Alcoholic Beverage Control for Operations to Prevent Sales of Alcohol to Minors

RECOMMENDATION

That Council adopts a resolution (Attachment II) authorizing the City Manager to accept and appropriate a total of $16,700 from the State of California Department of Alcoholic Beverage Control to fund enforcement operations designed to prevent the sales of alcohol from underaged individuals.

SUMMARY

The Hayward Police Department applied for and was awarded a grant from the State of California Department of Alcoholic Beverage to fund operations designed to reduce the sales of alcohol to minors. The Hayward Police Department will perform three (3) minor decoy operations, three (3) shoulder tap operations, and two (2) IMPACT inspections.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Chief of Police

SUBJECT: Adopt a Resolution Authorizing the City Manager to Accept and Appropriate $16,700 from the State of California Department of Alcoholic Beverage Control for Operations to Prevent Sales of Alcohol to Minors

RECOMMENDATION

That Council adopts a resolution (Attachment II) authorizing the City Manager to accept and appropriate a total of $16,700 from the State of California Department of Alcoholic Beverage Control to fund enforcement operations designed to prevent the sales of alcohol from underaged individuals.

SUMMARY

The Hayward Police Department applied for and was awarded a grant from the State of California Department of Alcoholic Beverage to fund operations designed to reduce the sales of alcohol to minors. The Hayward Police Department will perform three (3) minor decoy operations, three (3) shoulder tap operations, and two (2) IMPACT inspections.

BACKGROUND

The City of Hayward has 243 licensed alcohol retail outlets. This includes full-service restaurants, breweries, wine shops as well as bars and liquor stores. The Police Department Vice Unit performs the mandatory ABC administrative inspections as part of their normal course of duties; however, it requires the use of overtime personnel to ensure proper staffing and support personnel. The Hayward Vice-Intelligence Unit is committed to providing proactive enforcement in reducing the number of licensees who sell to minors, targeting adults who furnish alcoholic beverages to minors and educating licensees.

DISCUSSION

The State of California Department of Alcoholic Beverage Control and Office of Traffic Safety have established a grant for conducting Minor Decoy operations, Shoulder Tap operations, and IMPACT inspections from the Department of Alcoholic Beverage Control (ABC).

The Hayward Police Department applied for and was awarded monies to be used for underage alcohol enforcement. The Hayward Police Department was awarded $16,700 (to be used by October 1, 2020) for underaged alcohol enforcement operations. These funds

obtained from State of California ABC will be used to conduct three (3) minor decoy operations, three (3) shoulder tap operations, and two (2) IMPACT inspections.

In a minor decoy operation, a decoy under the age of twenty-one attempts to purchase alcohol from local licensed businesses. In a shoulder tap operation, the decoys ask adults entering a store if they will purchase alcohol for them. The decoys offer to pay for the alcohol and mention that they cannot purchase it themselves because they are under twenty-one. Adults who purchase alcohol for the decoys are arrested and cited for furnishing alcohol to a minor. Clerks who sell an alcoholic beverage to an underage decoy will be cited as well and referred to the Department of ABC as well as the City of Hayward Code Enforcement for administrative action. Additionally, officers will conduct inspections following the ABC IMPACT program to help merchants deter crime.

FISCAL IMPACT

There is no General Fund Impact with the approval of this item. This agreement will result in $16,700 in revenue being generated for the City.

STRATEGIC INITIATIVES

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities initiative is to create and support structures, services and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This item supports the following goal and objectives:

Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.
Objective 1: Increase neighborhood safety and cohesion

NEXT STEPS

If the Council authorizes this action, staff will work to execute the agreements with the State of California Department of Alcoholic Beverage Control.

Prepared by: Antonio Puente, Lieutenant – Special Investigations Bureau

Recommended by: Toney Chaplin, Chief of Police

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member_____

AUTHORIZATION FOR THE CITY MANAGER TO ACCEPT AND APPROPRIATE $16,700 FROM THE STATE OF CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

WHEREAS, this grant money will be utilized to cover costs of operations designed to reduce the number of merchants selling alcohol to youths.

WHEREAS, the Hayward Police Department Special Investigations Bureau will provide additional underage decoy operations at licensed alcohol retail business to ensure compliance with state and local regulations.

WHEREAS, using local allocated funds combined with additional funds from the State of California Alcoholic Beverage Control grant, the Hayward Police Department will carry out at least five underage decoy operations, three "shoulder tap" operations and two IMPACT inspections. The IMPACT program is outlined by the State of California Department of Alcoholic Beverage Control to help merchants deter crime.

WHEREAS, the Hayward Police Department's goal by conducting this enforcement is to prevent the sales of alcohol to youths from licensed retailers.

NOW, THEREFORE, BE IT RESOLVED That City Council authorizes the City Manager to: Accept and appropriate a total of $16,700 from the State of California Department of Alcoholic Beverage Control to fund enforcement operations designed to prevent the sales of alcohol from underaged individuals.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 19-741

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT

Adoption of FY 2020 Statement of Investment Policy and Delegation of Authority

RECOMMENDATION

That the Council adopts the attached resolutions reaffirming the 2020 Statement of Investment Policy and extending the delegation of investment authority to the Director of Finance.

SUMMARY

This report provides an overview of the FY 2018-2019 year-end City investment portfolio. Staff is not recommending any updates or modifications to the City's investment policy at this time.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	City Resolution
Attachment III	Housing Authority Resolution
Attachment IV	Redevelopment Successor Agency Resolution
Attachment V	Public Financing Authority Resolution
Attachment VI	FY 2020 Investment Policy

DATE: November 19, 2019

TO: Mayor and City Council
Hayward Housing Authority Board
Hayward Redevelopment Successor Agency Board
Hayward Public Financing Authority Board

FROM: Director of Finance

SUBJECT: Adoption of FY 2020 Statement of Investment Policy and Delegation of Authority

RECOMMENDATION

That the Council adopts the attached resolutions reaffirming the 2020 Statement of Investment Policy and extending the delegation of investment authority to the Director of Finance.

SUMMARY

This report provides an overview of the FY 2018-2019 year-end City investment portfolio. Staff is not recommending any updates or modifications to the City's investment policy at this time.

BACKGROUND

The City's Statement of Investment Policy (the Policy) requires that staff submits to the City Council for approval any recommended changes to the Policy. Staff worked in conjunction with the City's portfolio manager, PFM Asset Management, to review the Policy. The Statement of Investment Policy (Attachment VI) was also sent to the Investment Advisory Committee on October 28, 2019. In addition, the State statutes that govern investment activity require the City Council to annually affirm the Statement of Investment Policy and to annually confirm the delegation of investment authority, which in the City of Hayward, is to the Director of Finance.

DISCUSSION

As part of the overview of the FY 2018-2019 year-end investment portfolio, staff reviewed and evaluated the need for any changes to the Policy. In consultation with the City's investment portfolio manager, no changes to the Policy are recommended at this time.

Staff recommends that the Council review and approve the FY 2020 Statement of Investment Policy, and review the update on the portfolio, strategy, and market conditions.

FISCAL IMPACT

There is no fiscal impact as this is an informational report only.

PUBLIC CONTACT

The Statement of Investment Policy (Attachment VI) was presented to the Council Budget and Finance Committee on October 2, 2019. The Committee unanimously recommended that the Council approve the policy.

Prepared and Recommended by: Nicole Gonzales, Deputy Director of Finance
Dustin Claussen, Director of Finance

Approved by:



_____
Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member _____

RESOLUTION REAFFIRMING THE STATEMENT OF INVESTMENT POLICY AND RENEWING THE DELEGATION OF AUTHORITY TO MAKE INVESTMENTS TO THE DIRECTOR OF FINANCE

WHEREAS, by Resolution No. 18-245, dated December 4, 2018, the City Council adopted a Statement of Investment Policy for the City of Hayward; and

WHEREAS, under section 53607 of the California Government Code, the authority of the legislative body to invest or to reinvest funds of a local agency, or to sell or exchange securities so purchased, may be delegated for a one-year period by the legislative body to the treasurer of the local agency, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked or expires, and shall make a periodic report of those transactions to the legislative body. Subject to review, the legislative body may renew the delegation of authority pursuant to this section each year.

NOW, THEREFORE, BE IT RESOLVED that the FY 2020 Statement of Investment Policy is hereby reaffirmed as amended, and that the authority of the Director of Finance, or his or her designee, to make investments pursuant to the Policy is hereby renewed.

BE IT FURTHER RESOLVED that the Director of Finance and his/her successors in office is authorized to order the deposit or withdrawal of money in the accounts of the City of Hayward, the Public Financing Authority, the Successor Agency of the Redevelopment Agency of the City of Hayward, and the Housing Authority within the Local Agency Investment Fund of the State of California for the purpose of investment in accordance with the provisions of Section 16429.1 of the California Government Code; and further authorized to delegate responsibility for daily deposits or withdrawals of money in the above referenced accounts as required to ensure proper functioning of the fiscal operations of the City and these agencies.

IN COUNCIL, HAYWARD, CALIFORNIA November 19, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST:_____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HOUSING AUTHORITY OF THE CITY OF HAYWARD

RESOLUTION NO. HA 19-_____

Introduced by Board Member _____

RESOLUTION REAFFIRMING THE STATEMENT OF INVESTMENT POLICY AND RENEWING THE DELEGATION OF AUTHORITY TO MAKE INVESTMENTS TO THE DIRECTOR OF FINANCE

WHEREAS, by Resolution No. HA 18-05, dated December 4, 2018, the Housing Authority Board of Directors adopted a Statement of Investment Policy for the City of Hayward; and

WHEREAS, under section 53607 of the California Government Code, the authority of the legislative body to invest or to reinvest funds of a local agency, or to sell or exchange securities so purchased, may be delegated for a one-year period by the legislative body to the treasurer of the local agency, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked or expires, and shall make a monthly report of those transactions to the legislative body. Subject to review, the legislative body may renew the delegation of authority pursuant to this section each year.

NOW, THEREFORE, BE IT RESOLVED by the Housing Authority Board of the City of Hayward that the FY 2020 Statement of Investment Policy is hereby reaffirmed as amended, and that the authority of the Director of Finance, or his or her designee, to make investments pursuant to the Policy is hereby renewed.

BE IT FURTHER RESOLVED that the Director of Finance and his/her successors in office is authorized to order the deposit or withdrawal of money in the accounts of the Housing Authority of the City of Hayward within the Local Agency Investment Fund of the State of California for the purpose of investment in accordance with the provisions of Section 16429.1 of the California Government Code; and further authorized to delegate responsibility for daily deposits or withdrawals of money in the above referenced accounts as required to ensure proper functioning of the fiscal operations of the City and these agencies.

IN COUNCIL, HAYWARD, CALIFORNIA November 19, 2019.

ADOPTED BY THE FOLLOWING VOTE:

AYES: BOARD MEMBERS:
CHAIR:

NOES: BOARD MEMBERS:

ABSTAIN: BOARD MEMBERS:

ABSENT: BOARD MEMBERS:

ATTEST:_____
Secretary of the Housing Authority
of the City of Hayward

APPROVED AS TO FORM:

_____
General Counsel of the Housing Authority for the
City of Hayward

REDEVELOPMENT SUCCESSOR AGENCY OF THE
CITY OF HAYWARD

RESOLUTION NO. RSA- 19 -

Introduced by Agency Member _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD, ACTING AS THE GOVERNING BOARD FOR THE REDEVELOPMENT SUCCESSOR AGENCY OF THE CITY OF HAYWARD REAFFIRMING THE STATEMENT OF INVESTMENT POLICY AND RENEWING THE DELEGATION OF AUTHORITY TO MAKE INVESTMENTS TO THE DIRECTOR OF FINANCE

WHEREAS, by Resolution No. RSA 18-03 dated December 4, 2018 the Redevelopment Successor Agency of the City of Hayward adopted a Statement of Investment Policy; and

WHEREAS, pursuant to legislation enacted by the State legislature, the Redevelopment Agency was dissolved effective February 2012; and

WHEREAS, under section 53607 of the California Government Code, the authority of the legislative body to invest or to reinvest funds of a local agency, or to sell or exchange securities so purchased, may be delegated for a one-year period by the legislative body to the treasurer of the local agency, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked or expires, and shall make a monthly report of those transactions to the legislative body. Subject to review, the legislative body may renew the delegation of authority pursuant to this section each year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward, acting as the governing body of the Redevelopment Successor Agency of the City of Hayward, that the FY 2020 Statement of Investment Policy is hereby reaffirmed as amended, and that the authority of the Director of Finance, or his or her designee, to make investments pursuant to the Policy is hereby renewed.

BE IT FURTHER RESOLVED that the Director of Finance and his/her successors in office is authorized to order the deposit or withdrawal of money in the accounts of the Redevelopment Successor Agency within the Local Agency Investment Fund of the State of California for the purpose of investment in accordance with the provisions of Section 16429.1 of the California Government Code; and further authorized to delegate responsibility for daily deposits or withdrawals of money in the above referenced accounts as required to ensure proper functioning of the fiscal operations of the City and these agencies.

IN COUNCIL, HAYWARD, CALIFORNIA November 19, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: AGENCY MEMBERS:
CHAIR:

NOES: AGENCY MEMBERS:

ABSTAIN: AGENCY MEMBERS:

ABSENT: AGENCY MEMBERS:

ATTEST:_____
Secretary of the Redevelopment Successor
Agency of the City of Hayward

APPROVED AS TO FORM:

_____
General Counsel of the Redevelopment Successor
Agency of the City of Hayward

HAYWARD PUBLIC FINANCING AUTHORITY

RESOLUTION NO. 19 - _____

Introduced by Board Member _____

RESOLUTION AFFIRMING THE STATEMENT OF INVESTMENT POLICY AND RENEWING THE DELEGATION OF AUTHORITY TO MAKE INVESTMENTS TO THE DIRECTOR OF FINANCE

WHEREAS, by Resolution No. HPFA 18-01, dated December 4, 2018, the Agency Members adopted a Statement of Investment Policy for the Hayward Public Financing Authority for the City of Hayward; and

WHEREAS, under Section 53607 of the California Government Code, the authority of the legislative body to invest or to reinvest funds of a local agency, or to sell or exchange securities so purchased, may be delegated for a one-year period by the legislative body to the treasurer of the local agency, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked or expires, and shall make a monthly report of those transactions to the legislative body. Subject to review, the legislative body may renew the delegation of authority pursuant to this section each year; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Hayward Public Financing Authority that the FY 2020 Statement of Investment Policy is hereby affirmed as amended, and that the authority of the Director of Finance, or his or her designee, to make investments pursuant to the Policy is hereby renewed.

BE IT FURTHER RESOLVED that the Director of Finance and his/her successors in office is authorized to order the deposit or withdrawal of money in the accounts of the Hayward Public Financing Authority within the Local Agency Investment Fund of the State of California for the purpose of investment in accordance with the provisions of Section 16429.1 of the California Government Code; and further authorized to delegate responsibility for daily deposits or withdrawals of money in the above referenced accounts as required to ensure proper functioning of the fiscal operations of the City and these agencies.

IN COUNCIL, HAYWARD, CALIFORNIA November 19, 2019.

ADOPTED BY THE FOLLOWING VOTE:

AYES: BOARD MEMBERS:
CHAIR:

NOES: BOARD MEMBERS:

ABSTAIN: BOARD MEMBERS:

ABSENT: BOARD MEMBERS:

ATTEST:_____
Secretary of the Hayward
Public Financing Authority

APPROVED AS TO FORM:

_____
General Counsel of the Hayward
Public Financing Authority

FY 2020
Statement of Investment Policy

Finance Department
Director of Finance, Dustin Claussen
Policy last amended: Oct 17, 2018

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I. Introduction

The purpose of this document is to identify various policies and procedures that enhance opportunities for a prudent and systematic investment policy and to organize and formalize investment-related activities. Activities that comprise good cash management include accurate cash projections, the expeditious collection of revenue, the control of disbursements, cost-effective banking relations, and arranging for a short-term borrowing program that coordinates working capital requirements and investment opportunities.

A. Included – Funds included in this Statement of Investment Policy are described in the City's annual financial report, and include: General Fund, Special Revenue Funds, Capital Projects Funds, Enterprise Funds, Internal Service Funds, Fiduciary Funds, Housing Finance Agency Funds, Successor Hayward Housing Authority funds, and Hayward Redevelopment Agency Successor Agency funds. The Statement of Investment Policy applies to all transactions involving the financial assets and related activity of the foregoing funds.

B. Excluded – The following funds are excluded from the Statement of Investment Policy: Deferred Compensation Fund assets and monies held by a trustee or fiscal agent and pledged to the payment or security of bonds or other indebtedness, or obligations under a lease, installment sale, or other agreement of the City, or certificates of participation in those bonds, indebtedness, or lease installment sale, or other agreements may be invested in accordance with the ordinance, resolution, indenture or agreement approved by the City Council which govern the issuance of those bonds, or lease installment sale, or other agreement, rather than this Statement of Investment Policy.

II. Statement of Objectives

It is the policy of the City of Hayward to invest public funds not required for immediate day-to-day operations in safe and liquid investments with maturities under five years, in conformance with the California state statutes governing the investment of public funds. Investments are intended to achieve a reasonable rate of return while minimizing the potential for capital losses arising from market changes or issuer default.

In managing the City of Hayward's Investment Portfolio, the City's primary objectives are safety, liquidity, and yield.

1. **Safety** – Safety of principal is the foremost objective of the City, followed by liquidity and yield. Each investment transaction shall seek to first ensure that capital losses are avoided, whether they are from securities defaults or erosion of market value.

2. **Liquidity** – The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements that might be reasonably anticipated.

3. **Yield** – The City may establish a performance benchmark based on current investment objectives and constraints. The investment portfolio shall be managed to attain a market-average rate of return throughout budgetary and economic cycles, taking into account the City's policy constraints and cash flow requirements. The City should not take undue risk to obtain above-market rates of return.

4. **Diversification** – The City's investment portfolio will be diversified to avoid concentrating investments in specific security types or in individual financial institutions.

While the City will not make investments for the purpose of trading or speculation as the dominant criterion, the Director of Finance shall seek to enhance total portfolio return by means of active portfolio management.

III. Use of State Investment Guidelines

Government Code Sections 53601, 53607, and 53646 of the State of California regulate investment practices. It is the policy of the City of Hayward to use the State's provisions for local government investments as the base for developing and implementing the City's investment policies and practices.

IV. Delegation of Authority

The responsibility for conducting the City’s investment program is hereby delegated to the Director of Finance, who has established written procedures for the operation of the investment program, consistent with this Statement of Investment Policy. The Finance Director has further authority, with consent of the City Council, to engage the services of one or more external investment managers to assist in the management of the City’s investment portfolio in a manner consistent with the City’s Statement of Investment Policy. Such managers must be registered under the Investment Advisors Act of 1940.

V. Investment Advisory Committee

The City Manager will appoint an Investment Advisory Committee (IAC). The IAC shall, at minimum, consist of the Assistant City Manager, Director of Finance or Deputy Director of Finance, City Attorney or Assistant City Attorney, one department head, and a minimum of one non-City employee that possesses financial skills to be chosen by the City Manager as available.

The IAC shall meet at least quarterly for the purpose of overseeing the implementation of the City's investment program and assuring it is consistent with the Statement of Investment Policy as approved by the Council. The committee shall include in its discussions such topics as economic outlook, portfolio diversification and maturity structure, potential risks to the City's funds, approval of authorized financial institutions, and the performance of the investment portfolio. Written investment procedures must be approved by the IAC.

VI. Ethics and Conflict of Interest

Officers and employees involved in the investment process shall refrain from personal business activities that could conflict with proper execution of the investment program or impair their ability to make impartial decisions.

All members of the City's IAC shall annually file Statements of Economic Interests (SEIs or Form 700) with the California Fair Political Practices Commission.

VII. Investment Policy Adoption

The City's Statement of Investment Policy shall be annually reviewed and approved by the Investment Advisory Committee and thereafter shall be reviewed and approved by the City Council at a public meeting.

VIII. Standard of Prudence

All participants in the investment process shall act responsibly as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public review and evaluation. Nevertheless, in a diversified portfolio, it must be recognized that occasional measured losses are inevitable, and must be considered within the context of the overall portfolio's investment return, provided that adequate diversification has been implemented.

The standard of prudence to be used by investment officials shall be the "prudent investor standard," which states:

> *"When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."*

Investment officers acting in accordance with written procedures and the Statement of Investment Policy, and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and the liquidity and the sale of securities are carried out in accordance with the terms of this Policy.

IX. Reporting

The following investment activity reports will be completed.

A. Monthly

While there is no legislative requirement for monthly investment activity reporting, the Director of Finance shall post a monthly investment and transaction summary to the City's public website that will be available to the City Manager, Investment Advisory Committee, City Council Budget & Finance Committee, City Council, and the general public.

The investment summary will list investment transactions executed during the month, and will report key aspects of the investment portfolio, including the following information about each investment instrument: issuer, par amount, purchase price, sales price, realized gains and losses, maturity dates, credit ratings, and the percentage of the portfolio by each type of investment.

B. Periodic

While there is no legislative requirement for quarterly investment activity reporting, the Director of Finance shall submit periodic investment reports to the City Manager, Investment Advisory Committee, City Council Budget & Finance Committee, and City Council.

A periodic report shall include all components of the City's monthly report, highlight key aspects of information contained in the investment reports, and inform readers of economic conditions affecting the portfolio. The report will present recent investment performance and future investment strategy; disclose any perceived threats to portfolio quality, security or liquidity; compare the portfolio performance to that of the City's established performance benchmark, state compliance with the Investment Policy and include a statement denoting the ability to meet expenditure requirements for the next six months.

C. Annual

While there is no legislative requirement for submission of an annual investment report, the Director of Finance shall present a comprehensive annual report on the investment program and investment activity no later than 180 days following the end of the fiscal year. This report shall be presented to the Investment Advisory Committee. The annual report shall include a performance summary, shall suggest policies and improvements that might enhance the investment program, and include an investment plan for the ensuing fiscal year. In conjunction with its review of the annual investment report, the Investment Advisory Committee shall review and reaffirm the Statement of Investment Policy of the City, whether or not specific policy modifications are suggested.

Following the annual review of the Statement of Investment Policy by the Investment Advisory Committee, the Investment Policy shall be submitted to the City Council, together with any changes recommended by the Investment Advisory Committee. The City Council shall consider any such recommended changes and approve the Statement of Investment Policy at a public meeting of the City Council.

X. Investment Instruments

A summary and description of authorized investment instruments is below.

INVESTMENT INSTRUMENT SUMMARY				
Security Type	**Maximum Maturity**	**Min Credit Quality**	**Authorized Investment Limit**	**Per Issuer Limit**
A. US Treasury Notes/Bills	5 Years	None	100%	100%
A. US Agencies–Fully Backed	5 Years	None	100%	100%
B. US Agencies–Sponsored	5 Years	None	100%	40%
C. Banker's Acceptance (BA)	180 days	A-1	40%	5%
D. Commercial Paper	270 days	A-1	25%	5%
E. Negotiable Certificates of Deposit	5 Years	"A"	30%	5%
F. Repurchase Agreements	1 Year	None	20%	20%
G. Medium Term Notes (MTN)	5 Years	"A"	30%	5%
H. Money Market Fund	N/A	AAAm	20%	10%
I. Alameda County Investment Pool	None	None	10%	10%
J. Shares of beneficial interest issued by a joint powers authority	None	AAAm	100%	N/A
K. LAIF	None	None	Max amount allowed by Advisory Board	N/A
L. Collateralized Certificates of Deposit	5 Years	None	25%	20%
M. Municipal Bonds	5 Years	"A"	20%	5%
N. Supranationals	5 Years	"AA"	30%	30%
O. Asset-Backed Securities	5 Yrs WAL[1]	"AA"	20%	5%

The following sections describe individual investment types. The sections specify a percentage limitation for a particular category of investment. That percentage is applied on the date of purchase. A later increase in a percentage resulting from a change in values or assets shall not constitute a violation of the Policy restriction.

Unless stated otherwise in the Policy, no more than 5% of the City's portfolio may be invested in securities issued by any one issuer.

A. United States Treasury Notes, Bonds, Bills, or Certificates of Indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest with a final maturity not exceeding five years from the date of trade settlement.

[1] WAL – Weighted Average Life. See glossary for definition

CA Govt Code 53601(b)

B. Federal Agency or United States Government-Sponsored Enterprise (GSE) Obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies, or United States government-sponsored enterprises with a final maturity not exceeding five years from the date of trade settlement. There is no limit to the amount of the City's portfolio that may be invested in federal agency or GSE securities, except that the aggregate investment in federal agency mortgage-backed securities shall not exceed 20% of the City's total portfolio. Furthermore, the aggregate investment in any one federal agency or GSE issuer shall not exceed 40% of the City's total portfolio.

CA Govt Code 53601(f) and CA Govt Code 53601(o)

C. Banker's Acceptances, otherwise known as bills of exchange or time drafts, that are drawn on and accepted by a commercial bank with a final maturity not exceeding 180 days from the date of trade settlement, rated at least "A-1" or the equivalent by a nationally recognized statistical-rating organization (NRSRO). The aggregate investment in banker's acceptances shall not exceed 40% of the City's total portfolio.

CA Govt Code 53601(g)

D. Prime Commercial Paper with the highest letter and numerical rating as provided for by a NRSRO. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph 1 or paragraph 2 below:

(1) The entity meets the following criteria:
- is organized and operating in the United States as a general corporation;
- has total assets in excess of five hundred million dollars ($500,000,000); and
- has debt other than commercial paper, if any, that is rated in a rating category of at least "A" by a NRSRO.

(2) The entity meets the following criteria:
- is organized within the United States as a special purpose corporation, trust, or limited liability company;
- has program wide credit enhancements including, but not limited to, over-collateralization, letters of credit, or surety bond; and
- has commercial paper that is rated "A-1" or higher, or the equivalent, by a NRSRO.

Eligible commercial paper shall have a final maturity not exceeding 270 days from the date of trade settlement. The aggregate investment in commercial paper shall not exceed 25% of the City's total portfolio. Furthermore, the City may purchase no more than 10 percent of the outstanding commercial paper of any single issuer.

CA Govt Code 53601(h)

E. Negotiable Certificates of Deposit issued by a nationally- or state-chartered bank, a savings association or a federal association as defined by Section 5102 of the California Financial Code, a state or federal credit union, or by a federally-licensed or state-licensed branch of a foreign bank with a final maturity not exceeding five years from the date of trade settlement. Deposits are limited to institutions which have long-term debt rating in a rating category of at least "A" or the equivalent by a NRSRO. The aggregate investment in negotiable certificates of deposit shall not exceed 30% of the City's total portfolio.

CA Govt Code 53601(i)

F. Repurchase Agreements with a final termination date not exceeding 360 days from the date of trade settlement collateralized solely by United States Treasury, federal agency, or United States government sponsored enterprises permitted by this Statement of Investment Policy. The purchased securities (the "collateral") shall have a minimum market value of 102% of the dollar value of the funds invested. The market value of the collateral securities shall be marked-to-the-market daily and the value shall be adjusted no less frequently than weekly. No substitution of collateral shall be allowed without the prior approval of the Finance Director. All collateral securing repurchase agreements must be delivered to the City's custodian bank or handled under a tri-party repurchase agreement. The City or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to repurchase agreement.

Approved repurchase agreement counterparties shall have a repurchase agreement counterparty credit rating of at least "A-1" or the equivalent and a long-term credit rating of at least "A" or the equivalent by a NRSRO. Repurchase agreement counterparties shall execute a City approved master repurchase agreement with the City. No more than 20% of the City's total portfolio shall be invested in repurchase agreements.

CA Govt Code 53601 (j)

G. Medium-Term Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States, with a final maturity not exceeding five years from the trade settlement, and rated in a rating category of at least "A" or the equivalent by a NRSRO at the time of purchase. The aggregate investment in medium-term notes shall not exceed 30% of the City's total portfolio.

CA Govt Code 53601 (k)

H. Money Market Funds. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision these companies shall either:

(1) attain the highest ranking letter or numerical rating provided by not less than two of the three largest NRSROs, or

(2) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years of experience managing money market mutual funds and with assets under management in excess of $1,000,000,000.

The purchase price of shares shall not exceed 20% of the City's total portfolio and shall not include any commission that the companies may charge. Furthermore, no more than 10% of the City's total portfolio may be invested in any one money market fund.

CA Govt Code 53601 (l)

I. Alameda County Investment Pool. The City's maximum investment in the Alameda County pool is limited to 10% of the City's total aggregate portfolio.

CA Govt Code 53684

J. Other Investment Pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 that invests in the securities and obligations authorized in subdivisions (a) to (q), inclusive. Each share shall represent an equal proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria:

1) The adviser is registered or exempt from registration with the Securities and Exchange Commission.

2) The adviser has not less than five years of experience investing in the securities and obligations authorized in subdivisions (a) to (q), inclusive.

3) The adviser has assets under management in excess of five hundred million dollars ($500,000,000).

CA Govt Code 53601 (p)

K. State of California's Local Agency Investment Fund (LAIF). The City's participation in LAIF shall conform to State Regulation. The City maintains a total of two LAIF investment accounts and may invest the maximum amount permitted by LAIF's Local Investment Advisory Board. In general, it is the City's intention to use investment in LAIF as a temporary repository for short-term funds needed for liquidity purposes. The Finance Director shall maintain appropriate information concerning LAIF's current investment policies, practices and performance on file. The Finance Director shall also maintain files on LAIF's requirements for

participation, including, but not limited to, limitations on deposits or withdrawals and the composition of the portfolio.

CA Govt Code 16429.1

L. Collateralized Certificates of Deposit in FDIC-insured financial institutions located in California with a maximum maturity no longer than five years from the date of deposit. Deposits are limited to banks who have a long-term debt rating in a rating category of at least “A” or the equivalent and a short-term debt rating of at least “A-1” or the equivalent by a NRSRO. The City may waive collateral for any portion of its deposit that is covered by federal deposit insurance.

Money shall not be deposited in any state or federal credit union if a member of the legislative body of the City, or any person with investment decision making authority of the administrative office, manager's office, budget office, auditor-controller's office, or treasurer's office of the City, also serves on the board of directors, or any committee appointed by the board of directors, or the credit committee or supervisory committee, of the state or federal credit union.

The amount on deposit shall not exceed the total paid-up capital (to include capital notes and debentures) and surplus of any depository bank, or the total of the net worth of any savings and loan association. However, deposits in collateralized certificates of deposit shall not exceed 25% of the City’s total portfolio, nor shall the City deposit more than 20% of its total portfolio in the collateralized certificates of deposit of any one bank.

CA Govt Code 53649

M. Municipal Bonds issued by the state of California and any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or any local agency, or by a department, board, agency or authority of the state or any local agency.

Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California.
The aggregate investment in municipal bonds may not exceed 20% of the City’s total portfolio.

CA Govt Code 53601(c), CA Govt Code 53601(d), and CA Govt Code 53601(e)

N. Supranationals defined as United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a final maturity not exceeding five years from the trade settlement, and eligible for purchase and

sale within the United States. Supranationals shall be rated in a rating category of at least “AA” or the equivalent by a NRSRO at the time of purchase.

The aggregate investment in supranationals may not exceed 30% of the City’s total portfolio.

CA Govt Code 53601(q)

O. Asset-Backed Securities defined as all mortgage pass-through securities, collateralized mortgage obligations, mortgage-backed or other pay-through bonds, equipment lease-backed certificates, consumer receivable pass-through certificates, and consumer receivable-backed bonds, with a final maturity not exceeding five years from the trade settlement.

Asset-backed securities shall be rated in a rating category of at least "AA" or the equivalent by a NRSRO at the time of purchase and have a maximum remaining maturity of five years or less.

The aggregate investment in asset-backed securities may not exceed 20% of the City’s total portfolio.

CA Govt Code 53601(o)

XI. Prohibited Investments

Investments not specifically approved by this Statement of Investment Policy are prohibited, including inverse floaters, range notes, mortgage derived interest-only strips, and securities that could result in zero interest accrual if held to maturity.

XII. Credit Downgrade

The minimum rating criteria for particular investment categories is applied on the date of purchase. The City may from time to time be invested in a security whose rating is downgraded. In the event a rating drops below the minimum allowed rating category for that given investment type, the securities shall be reviewed and a plan of action shall be recommended by the Director of Finance or investment manager. The Director of Finance may consult the Investment Advisory Committee on the action to be taken and shall advise its Chairman and Members of the final disposition of the matter either by e-mail or fax.

If an investment advisor is used, the investment advisor will immediately notify the Director of Finance if a purchased security has been downgraded below accepted minimums specified herein, or if the security is placed on negative credit watch, where downgrade could result in a rate drop below acceptable levels of that fact. The course of action to be followed will then be decided on a case-by-case basis, considering such factors as the reason for the rate drop, prognosis for recovery or further drop, and market price of the security. The City Council will be advised of the situation and intended course of action by e-mail or fax.

XIII. Maturity and Diversification

Maturities shall be based on a review of cash flow forecasts. Maturities will be scheduled to permit the City to meet all projected obligations.

The City may not invest in a security that exceeds five years from the date of purchase unless City Council has granted express authority to make that investment no less than three months prior to the investment.

XIV. Internal Controls

The Finance Director shall establish a system of internal controls. The controls shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of the City. Controls deemed most important include:

- **Clearly delegating authority to subordinate staff members.** Subordinate staff members must have a clear understanding of their authority and responsibilities to avoid improper actions. Clear delegation of authority also preserves the internal control structure that is contingent on the various staff positions and their respective responsibilities.

- **Separating transaction authority from accounting and record keeping.** By separating the person who authorizes or performs the transaction from the people who record or otherwise account for the transaction, a separation of duties is achieved.

- **Delivery versus payment.** All trades where applicable will be executed by delivery vs. payment (DVP). This ensures that securities are deposited in the eligible financial institution before the release of funds. A third party custodian as evidenced by safekeeping receipts will hold securities.

- **Avoiding physical delivery securities.** Book entry securities are much easier to transfer and account for since actual delivery of a document never takes place. Delivered securities must be properly safeguarded against loss or destruction. The potential for fraud and loss increases with physically delivered securities.

- **Confirming telephone transactions for investments and wire transfers in writing.** Due to the potential for error and improprieties arising from telephone transactions, all telephone transactions should be supported by written communications and approved by the appropriate person. Written communications may be via fax if on letterhead and the safekeeping institution has a list of authorized signatures.

- **Developing wire transfer agreements with the lead bank or third party custodian.** This agreement should outline the various controls and security provisions, and delineate responsibilities of each party making and receiving wire transfers.

XV. Banks and Security Dealer Selection

The Investment Advisory Committee shall approve all financial institutions from which securities are purchased or sold.

In selecting financial institutions for the deposit or investment of City funds, the Finance Director shall consider the creditworthiness of institutions. The Finance Director shall continue to monitor financial institutions' credit characteristics and financial history throughout the period in which City funds are deposited or invested.

Only primary government securities dealers that report to the New York Federal Reserve shall be used for the purchase of repurchase agreements. (It is acknowledged that inclusion on the primary dealer listing of the Federal Reserve Bank of New York is not a guarantee of creditworthiness.)

Effective October 14, 1987, the City shall be prohibited from investing funds with any person who is knowingly or intentionally engaged in the development or production of nuclear weapons. Person is defined as any person, private corporation, institution or other entity, which is within the jurisdiction of the City of Hayward.

If a third-party investment advisor is authorized to conduct investment transactions on the City's behalf, the investment advisor may use its own list of approved broker/dealers and financial institutions for investment purposes.

XVI. Risk Tolerance

The City recognizes that investment risks can result from issuer defaults, market price changes, or various technical complications leading to temporary illiquidity. Portfolio diversification is employed as a way to control risk. Investment managers are expected to display prudence in the selection of securities as a way to minimize default risk. No individual investment transaction shall be undertaken that jeopardizes the total capital position of the overall portfolio.

The Director of Finance shall periodically establish guidelines and strategies to control risks of default, market price changes and illiquidity. All investment reports shall specifically address whether current investment results have been affected by any of the foregoing risks, and shall explain what actions investment officials have taken to control or correct for such risks.

A thorough investigation of any money market fund or investment pool, including LAIF and the Alameda County Pool, is required prior to investing, as well as on an ongoing basis. The following information should be obtained and analyzed:

I. A description of eligible investment securities
II. A written statement of investment policies and objectives
III. A description of interest calculation and their distribution, and the treatment of gains and losses

IV. A description of how the securities are safeguarded and how often the securities are priced and the program audited
V. Information about the size and frequency of deposits and withdrawals allowed, and how much notice is needed for withdrawals
VI. A schedule for receiving statements and portfolio listings
VII. A fee schedule, as well as how and when the fees are assessed
VIII. The rating of the pool/fund
IX. Information about investment advisers, including registration with the Securities and Exchange Commission, length of experience and total assets under management

In addition to these general policy considerations, the following specific policies will be strictly observed:

1. All investment funds will be placed directly with qualified financial institutions. The City will not deposit or invest funds through third parties or money brokers.

2. A competitive bid process, utilizing financial institutions approved by the Investment Advisory Committee, will be used to place investment purchases. Based on annual evaluation, securities dealers, banks, and other financial institutions will be dropped or continued on the eligibility list. The following criteria will be used in the evaluation:

    a. Number of transactions competitively won
    b. Prompt and accurate confirmation of transactions
    c. Efficient securities delivery
    d. Accurate market information account servicing

    If a third party investment advisor is authorized to conduct investment transactions on the City's behalf, the investment advisor may rely on its review process and use its own list of approved broker/dealers for investment purposes.

3. The Finance Director may designate an official to manage investments and designate a second official to perform investment management during absences of the primary designee. The Finance Director shall ensure that competent investment management is maintained and shall ensure that, if both designated investment officials are replaced or are simultaneously absent, any temporary replacement(s) shall be closely supervised, indoctrinated in the requirements of this Statement of Investment Policy, and given written investment procedures regulating the authority to invest in maturities beyond six months by means of appropriate controls and restraining requirements.

4. In order to assist in identifying "qualified financial institutions," the Finance Director shall forward copies of the City's Statement of Investment Policy to those financial institutions with which the City is interested in doing business and require written acknowledgement of the policy.

XVII. Safekeeping and Custody

To protect against potential fraud and embezzlement, the assets of the City shall be secured through third-party custody and safekeeping procedures.

The investment official shall be bonded to protect the public against possible embezzlement and malfeasance. An independent auditor shall review safekeeping procedures annually. The auditor may conduct surprise audits of safekeeping and custodial procedures.

All cash and securities in the City's portfolio shall be held in safekeeping in the City's name by a third party bank trust department, acting as agent for the City under the terms of a custody agreement executed by the bank and the City.

All securities will be received and delivered using standard delivery versus payment (DVP) procedures; the City's safekeeping agent will only release payment for a security after the security has been properly delivered. The only exception to the foregoing shall be depository accounts and securities purchases made with: (i) local government investment pools, and (ii) money market funds, since the purchased securities are not deliverable.

Appendix A

Comparison and Interpretation of Credit Ratings[1]

Long-Term Debt Ratings

Rating Interpretation	Moody's	Standard & Poor's	Fitch
Best Quality Grade	Aaa	AAA	AAA
High Quality Grade	Aa1 Aa2 Aa3	AA+ AA AA-	AA+ AA AA-
Upper Medium Grade	A1 A2 A3	A+ A A-	A+ A A-
Medium Grade	Baa1 Baa2 Baa3	BBB+ BBB BBB-	BBB+ BBB BBB-
Speculative Grade	Ba1 Ba2 Ba3	BB+ BB BB-	BB+ BB BB-
Low Grade	B1 B2 B3	B+ B B-	B+ B B-
Poor Grade to Default	Caa	CCC+	CCC
In Poor Standing	- -	CCC CCC-	- -
Highly Speculative Default	Ca C	CC -	CC -
Default	- - -	- - D	DDD DD D

Short-Term/Commercial Paper Investment Grade Ratings

Rating Interpretation	Moody's	Standard & Poor's	Fitch
Superior Capacity	P-1	A-1+/A-1	F1+/F1
Strong Capacity	P-2	A-2	F2
Acceptable Capacity	P-3	A-3	F3

[1] These are general credit rating guidelines and are for information only.

Appendix B

Glossary

ASK PRICE: The price at which a seller offers to sell a security to a buyer.

ASSET-BACKED SECURITIES: Bonds created from various types of consumer debt. Returns on these securities come from customer payments on their outstanding loans. The primary types of asset-backed securities are mortgages, home equity loans, auto loans, leases, credit card receivables and student loans.

BANKERS' ACCEPTANCE: A letter of credit issued in a foreign trade transaction which allows exporters to receive payment prior to importation of their goods. Banks provide short-term financing to facilitate the transaction and may sell the obligation to a third party. Bankers' Acceptances are secured by the issuer of the bill, while the underlying goods also serve as collateral.

BANK DEPOSITS: Collateral in the form of currency that may be in the form of demand accounts (checking) or investments in accounts that have a fixed term and negotiated rate of interest.

BENCHMARK: A comparative base for measuring the performance or risk tolerance of the investment portfolio. A benchmark should represent a close correlation to the level of risk and the average duration of the portfolio's investments.

BID PRICE: The price at which a buyer offers to purchase a security from the seller.

BOND: A debt investment in which an investor loans money to an entity (corporate or governmental) that borrows the funds for a defined period of time at a fixed interest rate called a coupon payment. Bonds are used by companies, municipalities, states and the U.S. government to finance a variety of projects and operating activities.

BROKER: A broker aligns buyers and sellers of securities and receives a commission when a sale occurs. Brokers generally do not hold inventory or make a market for securities.

CALIFORNIA LOCAL AGENCY OBLIGATIONS: Bonds that are issued by a California county, city, city and county, including a chartered city or county, school district, community college district, public district, county board of education, county superintendent of schools, or any public or municipal corporation.

CD (CERTIFICATE OF DEPOSIT): Time deposits issued by a bank, savings or federal credit union, or state-licensed branch of a foreign bank. Negotiable Certificates of Deposits rely on the credit rating of the issuing entity.

COLLATERAL: Securities, evidence of deposit, or other property that a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

COLLATERALIZATION: Process by which a borrower pledges securities, property, or other deposits for the purpose of securing the repayment of a loan and/or security.

COMMERCIAL PAPER: Short-term unsecured promissory note issued by a company or financial institution. Commercial paper is issued at a discount and matures at face value. Usually a maximum maturity of 270 days, and given a short-term debt rating by one or more NRSROs.

COUNTY POOLED INVESTMENT FUNDS: The aggregate of all funds from public agencies placed in the custody of the county treasurer or chief finance officer for investment and reinvestment.

COUPON: The annual rate of interest that a bond's issuer promises to pay the bondholder, expressed as a percentage of the bond's face value.

CREDIT RISK: Credit risk is the likelihood that an issuer will be unable to make scheduled payments of interest or principal on an outstanding obligation.

CUSTODIAN: An agent such as a broker or a bank that stores a customer's investments for safekeeping. The custodian does not have fiduciary responsibilities.

DEALER: A dealer, as opposed to a broker, acts as a principal in security transactions, selling securities from, and buying securities for his/her own position.

DEFAULT: To default is to fail to repay principal or make timely interest payments on a bond or other debt investment security, or failure to fulfill the terms of a note or contract.

DELIVERY VERSUS PAYMENT (DVP): A securities industry procedure whereby payment for a security must be made at the time the security is delivered to the purchaser's agent.

DIVERSIFICATION: Dividing investment funds among a variety of securities offering independent returns.

DURATION: The weighted average time to maturity of a bond where the weights are the present values of future cash flows. Duration measures the price sensitivity of a bond to changes in interest rates.

FIDUCIARY: An individual who holds something in trust for another and bears liability for its safekeeping.

FLOATING RATE INVESTMENTS: Notes whose interest rate is adjusted according to the interest rates of other financial instruments. These instruments provide protection against rising or falling interest rates, but may pay lower yield than fixed rate notes.

FUTURES: Commodities, which are sold in the present time and are to be delivered at a future date.

INTEREST ONLY STRIPs: Securities with cash flow based entirely on the monthly interest payments received from a mortgage, Treasury, or bond payment. No principal is included in these types of securities.

INVERSE FLOATING RATE INVESTMENTS: Variable-rate notes (such as inverse floating rate notes) whose coupon and value increase as interest rates decrease.

INVESTMENT PROGRAM: The process of modern portfolio management. The process includes establishing investment policy, analysis of the economic and capital markets environment, portfolio monitoring and rebalancing, and measuring performance.

LIQUIDITY: The ease with which investments can be converted to cash at their present market value. Liquidity is significantly affected by the number of buyers and sellers trading a given security and the number of units of the security available for trading.

LOCAL AGENCY BONDS: These bonds are issued by a county, city, city and county, including a chartered city or county, school district, community college district, public district, county board of education, county superintendent of schools, or any public or municipal corporation.

LOCAL AGENCY INVESTMENT FUND (LAIF): A voluntary investment fund open to state and local government entities and certain non-profit organizations in California in which organization pools their funds for investment. LAIF is managed by the State Treasurer’s Office.

MARKET RISK: Market risk is the risk that investments will change in value based on changes in general market prices.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract which includes provisions specific to the governmental agency that is signed by an authorized officer with each counterparty. A master agreement will often specify details to the nature of transactions, the relationship of the parties to the agreement, parameters pertaining to the ownership and custody of collateral, and remedies in the event of default by either party.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MEDIUM TERM NOTES (MTN): Unsecured, investment-grade senior debt securities of major corporations that are sold either on a continuous or an intermittent basis. MTNs are highly flexible debt instruments that can be structured to respond to market opportunities or to investor preferences.

MONEY MARKET: The market in which short-term debt instruments (bills, commercial paper, bankers' acceptances, etc.) are issued and traded.

MORTGAGE-BACKED SECURITIES: A debt instrument with a pool of real estate loans as the underlying collateral. The mortgage payments of the real estate assets are used to pay interest and principal on the bonds.

MORTGAGE PASS-THROUGH SECURITIES: A securitized participation in the interest and principal cash flows from a specified pool of mortgages. Principal and interest payments made on the mortgages are passed through to the holder of the security.

MUTUAL FUNDS: An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money market instruments. **Money market mutual funds** invest exclusively in short-term (1-day to 1-year) debt obligations such as Treasury bills, certificates of deposit, and commercial paper. The principal objective is the preservation of capital and generation of current income.

OFFER: The price asked by a seller of securities. See Ask Price and Bid Price.

OPTION: A contract that provides the right or obligation, depending on the buyer or seller's position within the contract, to buy or to sell a specific amount of a specific security within a predetermined time period at a specified price. A call option provides the right to buy the underlying security. A put option provides the right to sell the underlying security. The seller of the contracts is called the writer.

PORTFOLIO: A collection of securities held by an investor.

PRIMARY DEALER: A group of government securities dealers who submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC)-registered securities broker-dealers, banks, and a few unregulated firms.

PRINCIPAL ONLY STRIPS: Securities with cash flow based entirely on the principal payments received from an obligation.

RANGE NOTES: A range note is a bond that pays interest if a specified interest rate remains above or below a certain level and/or remains within a certain range.

RATE OF RETURN: The yield obtainable on a security based on its purchase price or its current market price.

REPURCHASE AGREEMENT (RP, Repo): A contractual transaction between an investor and an issuing financial institution (bank or securities dealer). The investor exchanges cash for temporary ownership or control of collateral securities, with an agreement between the parties that on a future date, the financial institution will repurchase the securities.

SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held by the bank in the customer's name.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SECURITIES AND EXCHANGE COMMISSION (SEC): A federal government agency comprised of five commissioners appointed by the President and approved by the Senate. The SEC was established to protect the individual investor from fraud and malpractice in the marketplace. The Commission oversees and regulates the activities of registered investment advisers, stock and bond markets, broker/dealers, and mutual funds.

STATE OBLIGATIONS: Registered treasury notes or bonds of the 50 United States, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the 50 United States.

STRIPS: Bonds, usually issued by the U.S. Treasury, whose two components, interest and repayment of principal, are separated and sold individually as zero-coupon bonds. Strips are an acronym for Separate Trading of Registered Interest and Principal of Securities.

SUPRANATIONALS: International financial institutions that are generally established by agreements among nations, with member nations contributing capital and participating in management. Supranational bonds finance economic and infrastructure development and support environmental protection, poverty reduction, and renewable energy around the globe.

TRUSTEE: An individual or organization, which holds or manages and invests assets for the benefit of another. The trustee is legally obliged to make all trust-related decisions with the trustee's interests in mind, and may be liable for damages in the event of not doing so.

U.S. AGENCY OBLIGATIONS: Federal agency or United States government-sponsored enterprise obligations (GSEs), participations, or other instruments. The obligations are issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. Issuers include: Fannie Mae, Farmer Mac, Federal Farm Credit Banks, Freddie Mac, Federal Home Loan Banks, Financing Corporation, Tennessee Valley Authority, Resolution Trust Funding Corporation, World Bank, Inter-American Development Bank, and PEFCO.

U.S. TREASURY OBLIGATIONS (TREASURIES): Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. Treasuries are considered to have no credit risk and are the benchmark for interest rates on all other securities in the U.S. and overseas. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury Bills: All securities issued with initial maturities of one year or less are issued as discounted instruments, and are called Treasury Bills (T-bills). The Treasury currently issues 3-month and 6-month T-bills at regular weekly auctions. It also issues "cash management" bills as needed to smooth cash flows.

Treasury Notes: All securities issued with initial maturities of 2- to 10-years are called Treasury Notes (T-notes), and pay interest semi-annually.

Treasury Bonds: All securities issued with initial maturities greater than 10-years are called Treasury Bonds (T-bonds). Like Treasury Notes, they pay interest semi-annually.

Weighted Average Life (WAL): Is the weighted average time for principal repayment, that is, the average time it takes for every dollar of principal to be repaid. The time weights are based on the principal payments, i.e., the years with more principal payments will have a higher weight.

YIELD: The rate of annual income return on an investment, expressed as a percentage. Yield does not include capital gains.

Income Yield is obtained by dividing the current dollar income by the current market price for the security.

Net Yield or **Yield to Maturity** is the current income yield minus any premium above par or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

ZERO-COUPON BOND: A bond on which interest is not payable until maturity (or earlier redemption), but compounds periodically to accumulate to a stated maturity amount. Zero-coupon bonds are typically issued at a discount and repaid at par upon maturity.

File #: CONS 19-746

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Assistant City Manager/Interim Director of Human Resources

SUBJECT

Adopt a Resolution Establishing the City Contribution for Active and Retiree Medical Premiums Set by the California Public Employee Retirement System (CalPERS) for Calendar Year 2020 pursuant to California Government Code Section 22892 of the Public Employees' Medical and Hospital Care Act

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the implementation of the mandatory minimum employer contributions to active and retiree medical premiums for calendar year 2020.

SUMMARY

The minimum employer contribution to the health premiums of active and retired employees has increased to $139.00 for calendar year 2020. This contribution amount is adjusted annually by CalPERS.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Assistant City Manager/Interim HR Director

SUBJECT: Adopt a Resolution Establishing the City Contribution for Active and Retiree Medical Premiums Set by the California Public Employee Retirement System (CalPERS) for Calendar Year 2020 pursuant to California Government Code Section 22892 of the Public Employees' Medical and Hospital Care Act

RECOMMENDATION

That the City Council adopts a Resolution (Attachment II) authorizing the implementation of the mandatory minimum employer contributions to active and retiree medical premiums for calendar year 2020.

SUMMARY

The minimum employer contribution to the health premiums of active and retired employees has increased to $139.00 for calendar year 2020. This contribution amount is adjusted annually by CalPERS.

BACKGROUND AND DISCUSSION

The City contracts with CalPERS to provide quality health benefits to its active and retired employees. California Government Code Section 22892 of the Public Employees Medical and Hospital Care Act (PEMHCA) establishes the minimum employer health contribution. The CalPERS Board annually adjusts the employer contribution to reflect any change in the Medical Care Component of the Consumer Price Index, rounded to the nearest dollar. The table below shows the minimum employer contribution required by CalPERS for the last six years, and the 2020 rate:

Calendar Year	Employer Contribution
2014	$119.00
2015	$122.00
2016	$125.00
2017	$128.00
2018	$133.00
2019	$136.00
2020	$139.00

This action is necessary to meet the requirement that the governing body adopt a resolution agreeing to the minimum contribution amount established by CalPERS. The City currently contributes to medical premiums in accordance with the terms of the existing agreements between each of the bargaining units, based on the health plan and family status employees elect and for which they are eligible.

For both retirees and active employees, the total amount the City contributes towards medical benefit premiums exceeds the statutory minimum contribution of $139.00 as required by CalPERS.

FISCAL IMPACT

This action is for administrative purposes only. There is no fiscal impact associated with this report because the City's current contribution toward employee medical premiums as provided for in applicable Memoranda of Understanding has already been established and this action does not provide an increase to the current total City contribution towards medical premiums.

STRATEGIC INITIATIVES

This agenda item is a routine operational item and does not relate to one of the City Council's Strategic Initiatives.

NEXT STEPS

The change in the PEMHCA minimum will be reflected in the City's Benefits Summary effective January 1, 2020.

Prepared by: Anthony Phillip, Human Resources Analyst II

Recommended by: Maria A. Hurtado, Assistant City Manager

Approved by:



_____

Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member _____

RESOLUTION AGREEING TO MEET THE MINIMUM EMPLOYER CONTRIBUTION TOWARD MEDICAL COST AS SET BY CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM ONE HUNDRED THIRTY-NINE DOLLARS ($139) PER MONTH FOR CALENDAR YEAR 2020

WHEREAS, the City of Hayward provides medical coverage for its employees and their eligible dependents and to qualified retirees; and

WHEREAS, Government Code 22892 of the Public Employees' Medical and Hospital Care Act (PEMHCA) states that a local agency provides a minimum health premium contribution for their participating active members; and

WHEREAS, the California Public Employees Retirement System Board adjusts the minimum contribution rate annually based on changes to the Consumer Price Index.

NOW, THEREFORE, BE IT RESOLVED, that effective January 1, 2020, the employer's contribution towards the cost of employee and retiree cost of health benefits shall be a minimum of $139 per month as required by CALPERS.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 19-748

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Iteris, Inc. to Procure an Automated Traffic Signal Performance Measures (ATSPM) System in an Amount Not-To-Exceed $328,250 and Appropriate $328,250

RECOMMENDATION

That the Council adopts a resolution (Attachment II) authorizing the City Manager to execute a Professional Services Agreement (PSA) with Iteris, Inc., to procure an Automated Traffic Signal Performance Measures (ATSPM) System in an amount not-to-exceed $328,250, and appropriate $328,250 (Attachment III) for this project from the Street System Improvements Fund 450 to front costs, of which $135,100 is reimbursable by the Metropolitan Transportation Commission (MTC) using Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds.

SUMMARY

The City strives to improve arterial operations and enhance safety at signalized intersections throughout the City by deploying an Automated Traffic Signal Performance Measures (ATSPM) System to thirty-four traffic signals on the corridors of Tennyson Road, 2nd Street, Foothill Boulevard, Mission Boulevard, A Street, and Jackson Street. The system purchase includes the system license, warranty, and support for ten (10) years after project implementation. Through the Innovative Deployments to Enhance Arterials (IDEA) Program, the MTC has awarded the City grant funding for the deployment of an ATSPM system. Federal funds available through the IDEA Program are designed to assist agencies with project implementation through capital support and technical assistance.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution - Contract Award
Attachment III	Resolution - Appropriation of Funds

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Iteris, Inc. to Procure an Automated Traffic Signal Performance Measures (ATSPM) System in an Amount Not-To-Exceed $328,250 and Appropriate $328,250

RECOMMENDATION

That the Council adopts a resolution (Attachment II) authorizing the City Manager to execute a Professional Services Agreement (PSA) with Iteris, Inc., to procure an Automated Traffic Signal Performance Measures (ATSPM) System in an amount not-to-exceed $328,250, and appropriate $328,250 (Attachment III) for this project from the Street System Improvements Fund 450 to front costs, of which $135,100 is reimbursable by the Metropolitan Transportation Commission (MTC) using Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds.

SUMMARY

The City strives to improve arterial operations and enhance safety at signalized intersections throughout the City by deploying an Automated Traffic Signal Performance Measures (ATSPM) System to thirty-four traffic signals on the corridors of Tennyson Road, 2nd Street, Foothill Boulevard, Mission Boulevard, A Street, and Jackson Street. The system purchase includes the system license, warranty, and support for ten (10) years after project implementation. Through the Innovative Deployments to Enhance Arterials (IDEA) Program, the MTC has awarded the City grant funding for the deployment of an ATSPM system. Federal funds available through the IDEA Program are designed to assist agencies with project implementation through capital support and technical assistance.

BACKGROUND

The core goals of this project include: improving travel time and travel reliability along arterials for autos and transit vehicles; improving safety of motorists, transit riders, bicyclists, and pedestrians; and decreasing motor vehicle emissions and fuel consumption. An ATSPM system will provide information and tools needed to actively monitor signal performance and proactively identify and correct deficiencies before they negatively impact arterial operations. Deploying an ATSPM system is a cost-effective way to improve traditional signal retiming processes by providing continuous performance monitoring capability using high-resolution data and real-time performance measures.

DISCUSSION

Staff posted a Request for Proposals (RFP) on the City's website and sent notification emails to twelve consultants known to be at the forefront of critical subject areas, such as bicycle and pedestrian planning, engineering, and research that will be essential to creating a successful plan. The RFP was released on September 3, 2019. Inquiries regarding the RFP were due September 20, 2019, and proposals were due by 5:00 p.m. on September 27, 2019. The City received three proposals. Proposals were received from: CT West, Inc., with Miovision Technologies, Inc., as a sub-vendor (CT West); Econolite Systems Inc., with Western Pacific Signal, LLC as a sub-vendor (Econolite); and Iteris, Inc., (Iteris).

The method and criteria for consultant selection was identified in the RFP. A panel of three members, consisting of the City's Senior Transportation Engineer, a Principal Transportation Engineer from MTC, and the Vice President of the City's on-call traffic consultant Advanced Mobility Group (AMG), independently scored each proposal. The City invited the top two ranked consultants, Econolite and Iteris, to vendor interviews held on October 15, 2019. The interview panel unanimously determined Iteris to be the most suitable vendor to procure the ATSPM System.

The Iteris Signal Performance Measures (Iteris SPM) platform, specifically designed for the cloud, was built to resolve arterial operations and maintenance concerns. The service does not discriminate between controller or detection manufacturers, giving agencies flexibility for hardware choices and presents metrics in formats that are intuitive to Traffic Engineers, enabling them to make proactive operations and maintenance decisions.

Iteris proposed Matt Wages, PE, as Project Manager (PM) for this project. Mr. Wages is familiar with the City's traffic signals and transportation network, as well as how the Iteris SPM solution can be applied to best support City staff. He will be the principal contact for the City and other stakeholders as necessary. Mr. Wages will oversee the work from project inception through completion and will also be responsible for coordinating staff activities and meetings.

SUSTAINABILITY FEATURES

By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. Overall, the goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles of travel and greenhouse gases.

ECONOMIC IMPACT

Improvement of safety and efficiency of the City's traffic signal system foster economic health by creating dynamic, complete communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, and increases property

values, employment, and tourism. Providing alternate modes of travel reduces single occupancy vehicles, congestion, and costs related to automobile-oriented infrastructure maintenance and construction. It also makes the overall transportation system more efficient.

FISCAL IMPACT

The adopted FY 2020 Capital Improvement Program's Streets System Improvements (Fund 450) includes $300,000 for this project. The City will use an amount not-to-exceed $328,250 to pay Iteris, Inc., directly for its services, of which $135,100 is reimbursable by MTC for actual costs incurred during the first three years (FY 2020 to FY 2022) in accordance with the Funding Agreement for Innovative Deployments to Enhance Arterials (IDEA) Category I Project, per Resolution No. 18-124. The reimbursed funds of $135,100 will be deposited back into this fund.

Bid Item	Price	Funding Source
Infrastructure and Deployment	$40,300	MTC
License, Warranty, Support (Years 1 - 3)	$94,800	MTC
License, Warranty, Support (Years 4 - 10)	$193,150	Fund 450
Total Not-to-Exceed Amount	$328,250	

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build streets that provide safe, comfortable, and convenient travel for everyone, regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goals and objectives:

Goal 1: Prioritize Safety for all Modes of Travel
Objective 1: Reduce speeding and aggressive driving behavior through four E's (i.e., Education, Enforcement, Empowerment, and Engineering)

Goal 2: Balance the diverse needs of users of the public right-of-way
Objective 1: Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes

PUBLIC CONTACT

There is no public contact needed for the procurement of the ATSPM System.

NEXT STEPS

Data Collection	December 2019
ATSPM Configuration	February 2020
ATSPM Deployment	April 2020

Prepared by: Charmine Solla, Senior Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



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Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH ITERIS, INC., FOR THE AUTOMATED TRAFFIC SIGNAL PERFORMANCE MEASURES (ATSPM) SYSTEM

WHEREAS, the City has been awarded an Innovative Deployments to Enhance Arterials (IDEA) grant by the Metropolitan Transportation for the installation of modern Bluetooth technology on the traffic signals along Tennyson Road, Foothill Boulevard, Second Street, and Mission Boulevard; and

WHEREAS, the terms of the grant require execution of an Agreement entitled "Funding Agreement for Innovative Deployments to Enhance Arterials (IDEA) Category 1 Project" between the City of Hayward and the Metropolitan Transportation Commission and through Resolution 18-124, City Council authorized the City Manager to execute this agreement; and

WHEREAS, the terms of the grant require execution of an Agreement entitled "Funding Agreement for Innovative Deployments to Enhance Arterials (IDEA) Category 1 Project – Local Match Contribution" between the City of Hayward and the Metropolitan Transportation Commission and through Resolution 18-124, City Council also authorized the City Manager to execute this agreement.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized to negotiate and execute a professional services agreement with Iteris, Inc., for the Automated Traffic Signal Performance Measures (ATSPM) System in an amount not-to-exceed $328,250, in a form approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member _____

RESOLUTION APPROPRIATING FUNDS FROM THE STREET SYSTEM IMPROVEMENTS FUND (FUND 450) FOR THE AUTOMATED TRAFFIC SIGNAL PERFORMANCE MEASURES (ATSPM) SYSTEM, IDEA GRANT PROJECT NO. 05292

WHEREAS, the City has been awarded an Innovative Deployments to Enhance Arterials (IDEA) grant by the Metropolitan Transportation for the installation of modern Bluetooth technology on the signals along Tennyson Road, Foothill Boulevard, Second Street, and Mission Boulevard; and

WHEREAS, the Agreement entitled "Funding Agreement for Innovative Deployments to Enhance Arterials (IDEA) Category 1 Project" between the City of Hayward and the Metropolitan Transportation Commission (MTC), authorized by City Council through Resolution #18-124, to reimburse the City for services performed to deliver the Automated Traffic Signal Performance Measures (ATSPM) System.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward is hereby approving an appropriation of $328,250 from the Street System Improvements Fund (Fund 450) for the ATSPM System, IDEA Grant Project No. 05292.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 19-756

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Development Services Director

SUBJECT

Adopt a Resolution Authorizing the Submittal of Senate Bill 2 Planning Grant to Accelerate Housing Production and to Receive Program Funds

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the submittal of an SB 2 Planning Grant application and to authorize receipt of program funds.

SUMMARY

The City is eligible for $310,000 in planning grant money from the State Department of Housing and Community Development (HCD) provided that the funds are used to accelerate housing production, streamline the approval of housing development at all income levels, and prioritizes infill development. The goals of the grant align with City efforts to remove barriers to housing development at all income levels. Staff recommends that the City apply for and utilize the funds to update the City's Density Bonus Ordinance to allow for density bonuses in excess of the maximum permitted under State Law, subject to specific criteria; and, to adopt Zoning Map and Ordinance Amendments to bring the zoning on various properties in line with their applicable General Plan designations, which would streamline the approval, environmental review process, and development of mixed density housing within the City.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Market Rate Developer Interview Responses: What can the City of Hayward do to encourage housing production?

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Development Services Director

SUBJECT: Adopt a Resolution Authorizing the Submittal of Senate Bill 2 Planning Grant to Accelerate Housing Production and to Receive Program Funds

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the submittal of an SB 2 Planning Grant application and to authorize receipt of program funds.

SUMMARY

The City is eligible for $310,000 in planning grant money from the State Department of Housing and Community Development (HCD) provided that the funds are used to accelerate housing production, streamline the approval of housing development at all income levels, and prioritizes infill development. The goals of the grant align with City efforts to remove barriers to housing development at all income levels. Staff recommends that the City apply for and utilize the funds to update the City's Density Bonus Ordinance to allow for density bonuses in excess of the maximum permitted under State Law, subject to specific criteria; and, to adopt Zoning Map and Ordinance Amendments to bring the zoning on various properties in line with their applicable General Plan designations, which would streamline the approval, environmental review process, and development of mixed density housing within the City.

BACKGROUND

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the state's housing shortage and high housing costs. One of those bills, Senate Bill 2 (SB 2) established a $75 recording fee on real estate documents to provide a permanent source of funding to increase the affordable housing stock. Revenue from SB 2 will vary from year to year as the funds are dependent on real estate transactions with fluctuating activity. SB 2 revenues shall be allocated to state and locally administered planning and technical assistance grants to help cities and counties prepare, adopt, and implement plans, programs and improvements to streamline housing approvals and accelerate housing production at all income levels. As a medium-sized locality, Hayward would be eligible for up to approximately $310,000 in housing grant funding.

To apply for the housing grant, a jurisdiction must: have a certified Housing Element; have submitted a recent Annual Progress Report (APR) to HCD; and, shall demonstrate a nexus from the proposed project to acceleration of housing production. The proposed project must

be consistent with State Planning Priorities to promote infill development; to protect environmental resources; to encourage efficient development patterns by using land efficiently; to build adjacent to developed area; and to locate development in an area planned for growth which is served by transportation and other essential utilities and services.

Eligible uses and activities shall demonstrate a nexus to accelerating housing production and may include updates to planning documents, zoning ordinances, and environmental analysis to eliminate the need for project level review and local process improvements to expedite permitting. Applications for the first-round planning grants are due on November 30, 2019 and shall be accompanied by a City Council Resolution authorizing application for and receipt of SB 2 planning grant funds.

On September 5, 2019, City staff presented a summary and analysis of policies and programs to incentivize housing in the City of Hayward to the Council's Homelessness and Housing Task Force. Two of the policies described in that document would be eligible for the SB 2 grant funding in that they show a clear nexus to accelerating housing production at all levels of affordability. Those two programs include 1) establishing a Density Bonus in excess of 35% for affordable housing; and 2) amending the zoning on RS (Single Family Residential) District properties to match an underlying higher density General Plan designation. See further information about each program in the Discussion section below.

In October 2019, pursuant to Administrative Rule 3.6, Grant Management Policy, the Grant Administrative Oversight Committee, which is composed of staff members from Finance, the City Manager's Office, and Community Services Division, reviewed the grant and recommended that the City submit the application.

On October 22, 2019, the Homelessness and Housing Task Force considered the grant proposal and ideas and inquired if the grant could be expanded to include other projects that would incentivize housing production and/or streamline approvals. Staff clarified that while the grant proposal is specifically geared toward the projects described in the Discussion section below, it would be possible to expand the work to include other tasks and/or staff could combine the grant work with City-initiated projects to leverage the grant resources to cover research, outreach and other aspects of the projects.

DISCUSSION

Staff recommends that the SB 2 projects focus on the following projects that would incentivize and streamline the production of affordable and market rate housing:

Density Bonus. Density bonus law allows developers to request development concessions and/or increase density in exchange for on-site affordable units. The percent density increase allowed is relative to the percentage of affordable units and the level of affordability; however, a density bonus may not exceed 35% unless a jurisdiction has specifically adopted an Ordinance allowing for a higher increase.

With the adoption of Assembly Bill 1763[1], the State recently revised Density Bonus Law to allow for higher density bonuses for 100% affordable development projects and for projects within a certain distance of a major transit stop. The City must bring the local ordinance into conformance with the updates to State Law. Staff recommends that the City take the opportunity to explore other ways to provide flexibility for projects that meet local requirements as well as State requirements. For example, other jurisdictions allow density bonuses with no specific limit or geographical area and are decided on a case by case basis in exchange for some community benefit like higher affordable housing allocations (i.e. Anaheim, Glendale and Walnut Creek). San Diego allows up to 50% density bonus plus five exceptions for projects that allocate higher numbers of affordable housing units or deeper levels of affordability. Santa Rosa and Sacramento County allow higher density bonuses within certain geographical areas (i.e. proximity to transit, located within downtown areas) or in exchange for certain development features (i.e. preservation of environmentally sensitive areas and energy conservation features), respectively.

Depending on level of density bonus requested, this could result in a requirement for CEQA clearance for an otherwise exempt project (depending on site acreage and location, project size, underlying General Plan designation). All outreach and work could be accomplished with grant funds and would take approximately nine months to one year to complete.

Consistency between Zoning/General Plan. This program would only apply to properties that have inconsistent Zoning and General Plan designations, which is applicable to approximately 1,558 properties or about 289 acres throughout the City. All of the subject properties are currently zoned RS (Single Family Residential District) which allows up to 8.7 units per acre; however, 819 of the properties have an underlying *Limited Medium Density* General Plan designation which allows up to 12 units per acre; 731 of the properties have a *Medium Density Residential* General Plan designation which allows up to 17.4 units per acre; and eight of the subject properties have a *High Density Residential* General Plan designation which allows up to 34.8 units per acre.

Only 2% of the applicable properties are over one acre in size, so the proposed rezoning would not result in a significant number of large-scale projects. Rather, this program would result in the potential for a significant number of small scale, infill developments with micro-increases in density to fill in that missing middle housing typically comprised of duplexes, triplexes, and small lot development that are typically considered "affordable by design" and have the appearance of single family development from the street. It is important to note that the proposed program would not require that a property owner take any specific and unwanted action with their property. The updated regulations would only be applicable upon redevelopment of the lot.

State law requires that Zoning and General Plan designations be consistent. If the applicable Zoning and General Plan designation are inconsistent, then the General Plan takes precedence. Thus, in the case of these properties, the higher density would be permitted. Further, if an

[1] Assembly Bill 1763 - Density Bonus for 100% Affordable Housing Projects, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1763

applicant requests to process a streamlined application subject to Senate Bill 35, staff would only be able to utilize the objective standards set forth in the General Plan, which only consists of minimum and maximum density. Typical objective standards related to setbacks, height, lot coverage, parking, minimum open space or what makes up the building form and site layout would not be permitted in the review because those standards reside in the Zoning Ordinance.

The proposed project covered by the grant would include outreach in applicable neighborhoods and with decisionmakers; a zone change or development of an Overlay District to ensure consistency with General Plan designation; development of objective Small Lot and Infill Design Guidelines to ensure compatibility between the proposed development and surrounding neighborhoods; and environmental clearance for the project. Overall, the proposed program would prioritize development of affordable housing and allow for development on specific properties subject to the adopted General Plan designation without requiring expensive and time-consuming Zone Change process and related environmental review.

ENVIRONMENTAL REVIEW

Submittal of the subject grant application is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), in that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Any municipal code amendments undertaken with the grant funds, if received, will undergo project specific CEQA analysis.

FISCAL IMPACT

Pursuant to the Grant Guidelines, funds shall be used for the costs of preparing and adopting the proposed activities including payment to subcontractors. Work must be completed prior to requesting reimbursement; therefore, the City would be required to pay for all grant related expenses prior to requesting reimbursement. Grant funds may not be utilized for administrative costs related to the grant; however, grant funds may be utilized to cover staff time related to preparation and adoption of the projects. The Planning Division would oversee the grant activities and implementation of the projects. Staff anticipates that the projects would account for about one-quarter of a full-time employee's time for one year. Initial cost estimates by staff indicate that the costs related to hiring a consultant and undertaking the projects outlined above could be achieved within the grant award amount.

STRATEGIC INITIATIVES

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities Initiative is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work, and play for all. This item supports the following goals and objectives:

Goal 2: Provide a mix of housing stock for all Hayward residents and community members, including the expansion of affordable housing opportunities and resources.

Objective 2b: Facilitate the development of diverse housing types that serve the needs of all populations.

Objective 2d: Increase the supply of affordable, safe and resilient housing in Hayward.

Goal 3: Develop a regulatory toolkit for policy makers.

Objective 3a: Update, streamline and modernize zoning & codes.

PUBLIC CONTACT

The City has held meetings with various private and affordable developers, the Rental Housing Association, and housing advocacy groups about how they believe the City can encourage housing development. Developer comments from those meetings are included in Attachment III to this report. On November 21, 2019, the City plans to continue that conversation at an upcoming Developer Convening at the Hayward Library. A comprehensive report on these efforts and meetings will be presented to the City Council in early 2020.

If the City is awarded the grant funds, City staff would continue to conduct outreach with property owners, developers and other interested parties related to the specific projects outlined above.

NEXT STEPS

If adopted, City staff will prepare and submit the SB 2 Planning Grant Application before November 30, 2019. If the grant funds are awarded to the City, Planning staff will start work on the Zoning Map and Ordinance Amendments and related Design Guidelines in Spring 2020.

Prepared by: Leigha Schmidt, Senior Planner

Recommended by: Laura Simpson, Development Services Director

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-____

Introduced by Council Member_____

RESOLUTION AUTHORIZING APPLICATION FOR, AND RECEIPT OF, SENATE BILL 2 PLANNING GRANTS PROGRAM FUNDS

WHEREAS, the State of California, Department of Housing and Community Development (Department) has issued a Notice of Funding Availability (NOFA) dated March 28, 2019, for its Planning Grants Program (PGP); and

WHEREAS, the City of Hayward desires to submit a project application for the PGP program to accelerate the production of housing and will submit a 2019 PGP grant application as described in the Planning Grants Program NOFA and SB 2 Planning Grants Program Guidelines released by the Department for the PGP Program; and

WHEREAS, the Department is authorized to provide up to $123 million under the SB 2 Planning Grants Program from the Building Homes and Jobs Trust Fund for assistance to Counties (as described in Health and Safety Code section 50470 et seq. (Chapter 364, Statutes of 2017 (SB 2)) related to the PGP Program.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HAWYARD RESOLVES AS FOLLOWS:

SECTION 1. The City Council is hereby authorized and directed to apply for and submit to the Department the 2019 Planning Grants Program application in the amount of $310,000.

SECTION 2. In connection with the PGP grant, if the application is approved by the Department, the City Manager is authorized to enter into, execute, and deliver a State of California Agreement (Standard Agreement) for the amount of $310,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the PGP grant, the City's obligations related thereto, and all amendments thereto (collectively, the "PGP Grant Documents").

SECTION 3. The City shall be subject to the terms and conditions as specified in the Standard Agreement, the SB 2 Planning Grants Program Guidelines, and any applicable PGP guidelines published by the Department. Funds are to be used for allowable expenditures as specifically identified in the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application will be enforceable through the executed Standard Agreement. The City hereby agrees to use the funds for eligible uses in the manner presented in the application as approved by the Department and in accordance with the Planning Grants NOFA, the Planning Grants Program Guidelines, and 2019 Planning Grants Program Application.

SECTION 4. The City Manager is authorized to execute the City of Hayward Planning Grants Program application, the PGP Grant Documents, and any amendments thereto, on behalf of the City as required by the Department for receipt of the PGP Grant.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

What the City of Hayward Can Do to Encourage More Housing Development? Feedback from Market Rate Developer Interviews

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1. Flexibility: Promote flexibility within development standards, design guidelines and existing zoning without requiring a Planned Development or rezone that exposes a developer to a referendum. Every site and every adjacency is unique and not everything fits within a strict rulebook, especially due to changing market conditions and the unique conditions of infill sites that confront special challenges.

2. Existing Regulations. Honor the existing standards and regulations in the zoning without exacting more during the development process, which creates uncertainty, delays projects and jeopardizes financing.

3. Definitive Obligations and More Upfront Certainty: Provide upfront clarity of required or event potential impact fees, mitigation measures, agreements or early conditions of approval to solidify fees, obligations, and timing requirements and lock in regulations and codes at the time a project is deemed complete. Developers want upfront "certainty" about project requirements so that they can plan their costs and financing accordingly.

4. Realistic Off-site Improvements: One project cannot and should not be burdened to fix impacts greater than itself just because it's viewed as having a deep pocket.

5. Cost Impacts. The Bay Area is currently experiencing inflationary cost escalation. As a result, the City's development process should be careful about adding any requirements that add costs to projects, such as expensive roof top decks, significant design elements and exterior articulation, and more parking, which make projects more expensive, and potentially infeasible.

6. Willing Compromise: Constant "asks" month after month without some compromise on the cities' part hinders and delays development. If the city wants development, then both sides will need to be willing to compromise on challenging issues.

7. Expedite Permit Processing: Review ways to decrease the time it takes to obtain entitlements – the longer it takes the more uncertainty the project will be built due to changing market, cost, financing and regulatory conditions. Work on a schedule from the very beginning of a process to help set expectations on both sides of the table and then work jointly to meet those timelines.

8. Development Opportunities: Clearly identify and market opportunities throughout the city for development.

9. City Sponsored Zoning and General Plan (GP) Amendments: If a City pre-zoned or amended the GP to a developable land use that the City supports ahead of the developer, risk is minimized for both the developer and their equity partners.

10. Fee Freeze or Deferral: Freezing or deferring fees are a huge help to proformas and project financial feasibility. Can certain fees be delayed until building permit, or ideally, until Certificate of Occupancy of the home itself? As some cities have done with below market rate fees, the city could get paid directly out of escrow. This helps the builder in every respect, especially when considering the fees that the city cannot control such as school impact fees. Additionally, provide flexibility in paying the affordable housing fee and not insisting on on-site affordable housing.

11. Ground Floor Commercial Requirements. There is not sufficient demand for retail and commercial uses to require these uses on the ground floor in all projects along Mission Boulevard and other major corridors. Additionally, these requirements increase costs and do not generate value for the project, which undermines the feasibility of a project. Focus on corner developments along Mission Blvd and other corridors for retail/commercial spaces and do not discount the potential for housing along the ground floor to create pedestrian vibrancy along this corridor as well.

12. Early Grading Permit: It greatly helps project viability if a developer can shorten the project duration by performing grading or clean-up prior to Improvement Plans and Final Map.

13. Expeditious Plan Checking: Anything that can be done to turn around reviews and commitments as quickly as possible helps housing feasibility and production.

14. Creative Problem Solving: Encourage a solution-oriented city culture when it comes to new housing development.

15. Strong Staff Partnership. Encourage strong staff partnership and authority to help guide, support and facilitate housing projects.

16. Councilmember Education: Educate the City Council to the impacts of their comments and the costs associated with them. Some City Councils like to redesign or "fix" a project without context or a true understanding of what Planning and the developer have gone through together for years in the entitlement process.

17. CEQA: This is where a developer is most vulnerable due to the unknowns, exposure from potential opposition (neighbors, unions, nimby's, etc.), and the cost associated with resolution. How can the City help to mitigate this risk? Is it in their response to comments or how they qualify feedback on the CEQA document?

18. No Union Mandates: Eliminate pressure for mandatory union labor, as this is a major way to increase costs and render a project infeasible.

19. Professional Studies and Reports: Many cities require third-party reports then dismiss them because they disagree with the conclusions. Avoid requiring useless reports that increase costs and delay processing, if their conclusions are not going to be trusted.

20. City Support: It makes a difference when Planning Commissioners and City Councilmembers stand up for developers in a public forum. Nothing sends a positive, pro-housing message faster to the development community than a decisionmaker making a public statement in favor of development in their town. There are countless benefits of development, and sometimes the community could be reminded of those benefits, such as impact fees, road improvements, retail, affordable units, school fees, open space, housing that supports jobs, site clean-up, blight removal due to redevelopment, etc.

21. Other Miscellaneous Feedback: Developers also provided other information that is helpful in understanding housing production in Hayward:

    - Stacked flat multi-family housing projects are more expensive than other product types and are not currently feasible as a stand-alone product in Hayward right now.

    - Prices are going down and costs are staying the same or increasing slightly right now.

    - Medium density housing products (18-25 units per acre) are highly feasible right now.

    - It is becoming increasingly difficult to balance the needs of the surface area of new development as there are many competing uses, such as buildings, parks, parking, landscaping, stormwater treatment, and utilities.

    - As new policy and planning ideas are considered, evaluate and be aware of any unintended consequences of these actions on the production of housing.

    - If the City is going to promote alternative modes of transportation through developer funded transportation demand management plans, the streets need to be made safer.

    - The quality of Hayward schools is a competitive disadvantage in terms of housing development compared to other nearby cities.

File #: CONS 19-770

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT

Measure C (2014 City's Sales and Use Tax) Annual Report

RECOMMENDATION

That Council reviews and receives the City's Measure C Annual Report.

SUMMARY

In 2014, the voters of the City of Hayward approved a ½ cent district sales tax (Measure C), which is a general tax that can pay for any services within the City's General Fund. However, when the Council placed the measure on the ballot in 2014, they identified several priorities for the use of these funds based on issues identified by the community: police and public safety services; street and pothole repair; illegal dumping; litter control; graffiti abatement; and capital infrastructure projects. The prioritized capital projects identified were the construction of the City's new 21st Century Library and Community Learning Center, completion of fire station retrofits and improvements, rehabilitation and expansion of the existing fire training center located at Fire Station 6, as well as extensive street improvements. This report outlines progress made on Measure C projects to date as well as current financial projections for the funds.

On October 2, 2019, the Council Budget and Finance Committee reviewed, discussed, and accepted the Measure C Annual Report. This report is presented to Council without significant changes.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Measure C 20-Year Financial Forecast Update

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT: Measure C Annual Report

RECOMMENDATION

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BACKGROUND

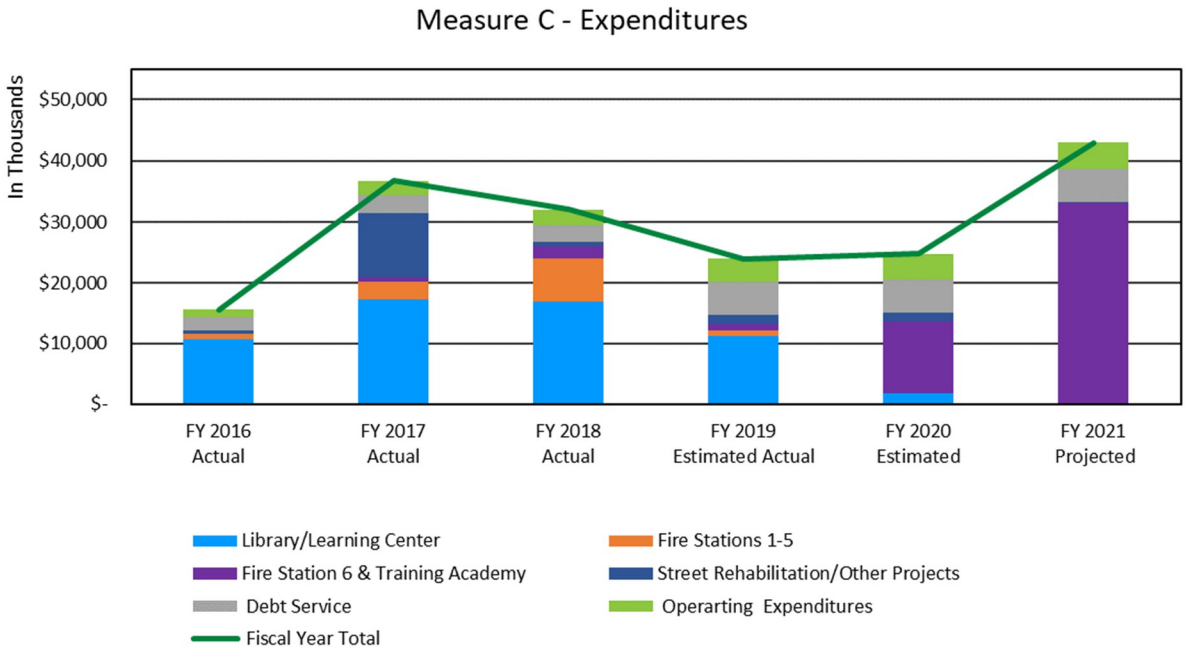
On June 3, 2014, the voters of the City of Hayward passed Measure C to create a district sales tax and increase the City's Sales and Use Tax by half a percent for twenty years. Since that time, staff has focused on the completion of current and future capital improvement projects funded by Measure C, and has looked for ways to utilize revenues to achieve the promises of Measure C. Using Measure C funds, the City completed its largest road improvement project in history, reduced graffiti around the City, built a state of the art 21st Century Library and Learning Center, retrofitted five of the City's fire stations and will create a comprehensive regional fire training center that will be used by agencies and educational institutions from around the western United States.

On October 2, 2019, the Council Budget and Finance Committee reviewed, discussed, and accepted the Measure C Annual Report. This report is presented to Council without significant changes.

DISCUSSION

Measure C Performance

With the passage of Measure C, the City developed a 20-Year Financial Forecast (Attachment II) allowing the City to project Measure C revenue over time and develop budgets for capital improvement projects and ongoing operating costs that support the Council's priorities for Measure C as outlined above. The following graph illustrates the use of Measure C related funds through FY 2021 projected.



Detailed expenditures of Measure C in FY 2019 and FY 2020 are provided in the following table. The table below shows projected revenue and expenditure activity as it relates to Measure C in FY 2019 and FY 2020, including a breakdown of capital and operating expenditures.

	FY 2019 Estimated (Unaudited)	FY 2020 Estimated
Revenues		
Measure C District Sales Tax	16,906,772	$ 16,560,976
Other Partnering Contributions		20,000,000
Total Revenues	16,906,772	36,560,976
Expenditures		
Capital		
Library/ Learning Center	11,255,976	1,773,786
Fire Facilities Design	149,600	
Fire Station 1	33,618	
Fire Station 2	115,294	
Fire Station 3	101,437	
Fire Station 4	187,088	
Fire Station 5	333,621	
Fire Station 6	277,514	2,656,724
Regional Fire Training Center	732,088	9,061,034
Street Rehabilitation	32,113	
EBRCS Radios	1,314,719	1,285,281
Other Projects	226,221	350,000
Debt Service	5,430,063	5,424,813
Operating		
Personnel	3,331,235	3,690,035
Other Operating	474,851	559,039
Total Expenditures	23,995,436	24,800,712
Beginning Fund Balance	32,118,760	25,030,095
Annual Surplus/Shortfall	(7,088,664)	11,760,264
Ending Fund Balance	$ 25,030,095	$ 36,790,359

Measure C Funded Capital Improvement Projects

21st Century Library and Community Learning Center

The 21st Century Library and Community Learning Center will serve as an invaluable asset to the Hayward community. Work on the 21st Century Library and Community Learning Center began with the selection of an architect in 2007, and construction began in January 2016. The estimated total project cost is $65,680,000.



The new 21st Century Library and Community Learning Center is a three-story, 58,000 square foot building. As a net-zero energy facility, the building will be 100% self-sufficient of electricity and will receive a LEED certified rating of Platinum from the U.S. Green Building Council. In addition to its LEED certification, the library will house 50% more library materials, including books and multi-media for all ages, 53 additional computers made available for public use, and a Makerspace featuring 3D printers, robotics, and textiles. It includes multiple community meeting rooms, and a separate Homework Support Center within the Children's Library and will offer additional services to the Hayward community.



The 21st Century Library and Community Learning Center fully opened to the community on Saturday, September 14, 2019. Construction on Heritage Plaza continues and is anticipated to be completed by June 2020.

<u>Fire Stations 1 through 5 Improvements</u>

This project involved considerable renovations to Fire Stations 1-5. Substantial improvements included seismic retrofits, energy efficient enhancements, and accessibility upgrades. Seismic retrofits at all stations will allow for immediate occupancy following a 7.0 earthquake, facilitating a smooth transition into emergency response following a natural disaster. Traffic Pre-Emption systems were installed to speed response times and minimize negative effects of Code 3 responses on traffic patterns. Energy efficiency improvements were completed at each fire station, including the installation of solar panels on Stations 2-5, which are designed to offset 70% of electricity consumption of the old buildings. However, the solar panels are projected to offset more, as the building upgrades included new energy efficient lighting and windows. A completion celebration and thank you to the community was held in October 2018.

Roads / Street Improvements

Measure C funds were used for two projects in the Roads/Street Improvements program. The FY 2016 Pavement Preventive Maintenance and Resurfacing Project was a two-year project that was completed in February 2018. In FY 2019, Measure C funds were used to complete minor construction related items associated with the FY 2019 Pavement Prevention Maintenance and Resurfacing Project.

The project provided new asphalt surfaces, and both intensive and minor roadway repairs on 312 street segments. The City leveraged funds from a combination of funding sources (i.e., Gas Tax, Measure B & BB), including $12 million from Measure C to complete the City's largest road improvement project to date. These projects also included new and upgraded curb ramps, new striping for lane delineation, crosswalks, and bike lanes. With the completion of this project, the City's average Pavement Condition Index (PCI) increased from 66 to 70 in two years.

Fire Station 6 and Regional Fire Training Center Improvement



This project will replace the existing Fire Station 6 and Fire Training Center with a new fire station and create a regional training center that will include: Classroom Buildings; Apparatus Building; Training Tower; Burn Building; Storage Building; Hangar Building; USAR Structure and Parking Lot; and an alternate design for an Outdoor Classroom, and Entry Canopy. Completion of the final design of Fire Station 6 and the Regional Fire Training Center is anticipated by the end of 2019 (pending approval by the Division of State Architect). Construction is estimated to commence in 2020.



A partnership for the Regional Fire Training Center between the City of Hayward and the Chabot-Las Positas Community College District (District) will serve a mutual benefit. The Regional Fire Training Center will be a joint center and training program with dedicated classroom space, offices, and shared use of the grounds for City of Hayward fire personnel, as well as Chabot College's Fire Technology Program. Chabot College's Fire Technology Program is an Accredited Regional Fire Academy that will offer training opportunities for entry-level and active duty fire service professionals from around the region. The District Board recently approved a ground lease for this facility and had previously approved a $20 million contribution to the construction of the facility. On October 1, 2019, Council approved a ground lease and facilities use agreement with Chabot-Las Positas Community College District for the Fire Training Center.

Staffing

The following table lists the positions that are authorized and budgeted in the Measure C fund for FY 2020, as well as the status of each position. In FY 2020, Council authorized the addition of 4.0 Full Time Equivalents (FTEs) in the Maintenance Services Department to enhance ongoing landscape maintenance and increase litter control efforts in targeted areas within the Hayward community. The green shading depicts the positions budgeted within the Maintenance Services Department; while the blue shading denotes the positions budgeted in the Police Department.

FY 2020 MEASURE C FUNDED FTES:

Positions	Authorized	Budgeted	Filled	Vacant
Groundskeeper I	5.0	5.0	5.0	0.0
Groundskeeper II	1.0	1.0	1.0	0.0
Maintenance Worker / Laborer	2.0	2.0	2.0	0.0
Maintenance Lead	1.0	1.0	1.0	0.0
Police Officer	3.0	3.0	3.0	0.0
Police Lieutenant	1.0	1.0	1.0	0.0
Crime Analyst	1.0	1.0	1.0	0.0
Certified Latent Print Examiner	1.0	1.0	1.0	0.0
Communications Supervisor	1.0	1.0	1.0	0.0
Communications Operator	7.0	7.0	7.0	0.0
TOTAL FTE	23.0	23.0	23.0	0.0

Currently, all Measure C authorized and budgeted positions are filled in FY 2020.

ECONOMIC IMPACT

There is no economic impact associated with this report as it is informational only.

FISCAL IMPACT

There is no fiscal impact associated with this report; however, staff will continue to manage the Measure C 20-Year Financial Forecast to identify opportunities for City capital improvement projects, and other costs to fulfill the promises of Measure C.

STRATEGIC INITIATIVES

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities initiative is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This item supports the following goal and objectives:

Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.
Objective 2: Foster a sense of place and support neighborhood pride.
Objective 5: Actively value diversity and promote inclusive activities.

This agenda item also supports the Tennyson Corridor Strategic Initiative. The purpose of the Tennyson Corridor initiative is to develop an attractive, cohesive, thriving Tennyson Corridor through thoughtful engagement of residents, businesses and community partnerships. This item supports the following goal and objective:

Goal 3: Improve Community Appearance
Objective 3: Enhance landscaping – Update Existing Landscape along the Corridor

SUSTAINABILITY FEATURES

The 21st Century Library and Community Learning Center is a net-zero energy facility qualifying for LEED Platinum Certification. The Regional Fire Training Center Improvement Project will include sustainability features such as minimum LEED Silver Certification, or better, and zero net energy. Additional energy efficiency improvements, such as LED lighting improvements and energy efficient windows, were completed as part of the retrofits at Fire Stations 1-5.

NEXT STEPS

Staff will continue to prioritize the completion of current and future Capital Improvement projects, and look for ways to utilize revenues to achieve the promises of Measure C and remain exemplary stewards of the funds available through Measure C.

Prepared and Recommended by: Nicole Gonzales, Deputy Director of Finance
Dustin Claussen, Director of Finance

Approved by:



Kelly McAdoo, City Manager

Measure C
20-Year Financial Forecast Update

ATTACHMENT II

Updated November 2019

Measure C 20-Year Financial Forecast																				
Year Ref.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Fiscal Year	Actual FY 2015	Actual FY 2016	Actual FY 2017	Actual FY 2018	Estimated Actual (Unaudited) FY 2019	Estimated FY 2020	Projected FY 2021*	Projected FY 2022*	Projected FY 2023*	Projected FY 2024*	Projected FY 2025*	Projected FY 2026*	Projected FY 2027*	Projected FY 2028*	Projected FY 2029*	Projected FY 2030*	Projected FY 2031*	Projected FY 2032*	Projected FY 2033*	Projected FY 2034*
Revenues																				
Measure C	8,090,470	13,436,227	14,189,607	15,216,260	16,906,772	16,560,976	17,067,418	17,557,422	18,047,425	18,203,608	18,314,725	18,746,310	19,121,236	19,503,661	19,893,734	20,291,609	20,697,441	21,111,390	21,533,618	21,964,290
Bond Issuance		65,789,797																		
Chabot Commitment						20,000,000														
Total Revenues	**8,090,470**	**79,226,024**	**14,189,607**	**15,216,260**	**16,906,772**	**36,560,976**	**17,067,418**	**17,557,422**	**18,047,425**	**18,203,608**	**18,314,725**	**18,746,310**	**19,121,236**	**19,503,661**	**19,893,734**	**20,291,609**	**20,697,441**	**21,111,390**	**21,533,618**	**21,964,290**
Expenditures																				
Capital Expenditures																				
Library/Learning Center		10,607,338	17,372,241	17,051,095	11,255,976	1,773,786														
Fire Facilities Design		930,859	1,285,242	284,537	149,600															
Fire Station 1			358,293	618,851	33,618															
Fire Station 2			587,183	1,571,806	115,294															
Fire Station 3			472,826	1,622,186	101,437															
Fire Station 4			114,900	1,609,051	187,088															
Fire Station 5			75,973	1,207,322	333,621															
Fire Station 6				65,762	277,514	2,656,724	6,500,000	4,000,000												
Fire Training Academy			681,043	2,025,836	732,088	9,061,034	26,500,000	23,500,000												
Street Rehabilitation		490,845	10,554,232	652,521	32,113					2,000,000								2,000,000		
Police Building Rehab										2,000,000	4,000,000	3,000,000								
EBRCS Radios					1,314,719	1,285,281														
Other Projects*				15,809	226,221	350,000	200,000	125,000					4,000,000	4,000,000	4,000,000					
Subtotal	**-**	**12,029,042**	**31,501,932**	**26,724,776**	**14,759,288**	**15,126,825**	**33,200,000**	**27,625,000**	**-**	**4,000,000**	**4,000,000**	**3,000,000**	**4,000,000**	**4,000,000**	**4,000,000**	**-**	**-**	**2,000,000**	**-**	**-**
Operating Expenditures																				
Police Services		569,836	1,793,135	1,935,134	2,888,328	2,819,329	3,016,682	3,227,850	3,453,799	3,695,565	3,954,255	4,231,053	4,527,227	4,844,132	5,183,222	5,546,047	5,934,270	6,349,669	6,794,146	7,269,736
Maintenance Services	205,969	708,249	601,999	614,581	774,354	1,295,629	1,386,323	1,483,366	1,587,201	1,698,305	1,817,187	1,944,390	2,080,497	2,226,132	2,381,961	2,548,698	2,727,107	2,918,004	3,122,265	3,340,823
Other Department Services					143,403	134,116														
Subtotal	**205,969**	**1,278,084**	**2,395,134**	**2,549,715**	**3,806,085**	**4,249,074**	**4,403,005**	**4,711,215**	**5,041,001**	**5,393,871**	**5,771,441**	**6,175,442**	**6,607,723**	**7,070,264**	**7,565,182**	**8,094,745**	**8,661,377**	**9,267,674**	**9,916,411**	**10,610,560**
Debt Service Expenditures		**2,326,436**	**2,859,637**	**2,732,875**	**5,430,063**	**5,424,813**	**5,420,938**	**5,419,563**	**5,415,313**	**5,407,938**	**5,425,488**	**5,419,188**	**5,436,938**	**5,434,838**	**5,434,063**	**5,426,800**	**5,424,913**	**5,420,657**	**5,379,350**	**5,372,350**
Total Expenditures	**205,969**	**15,633,562**	**36,756,704**	**32,007,366**	**23,995,436**	**24,800,712**	**43,023,943**	**37,755,778**	**10,456,313**	**14,801,808**	**15,196,929**	**14,594,630**	**16,044,661**	**16,505,102**	**16,999,245**	**13,521,545**	**14,086,290**	**16,688,330**	**15,295,761**	**15,982,910**
Annual Cash Flow	7,884,501	63,592,462	(22,567,097)	(16,791,106)	(7,088,664)	11,760,264	(25,956,525)	(20,198,356)	7,591,112	3,401,800	3,117,796	4,151,680	3,076,575	2,998,559	2,894,489	6,770,064	6,611,151	4,423,059	6,237,857	5,981,380
Cumulative Fund Balance	**7,884,501**	**71,476,963**	**48,909,867**	**32,118,760**	**25,030,095**	**36,790,359**	**10,833,834**	**(9,364,522)**	**(1,773,410)**	**1,628,390**	**4,746,186**	**8,897,866**	**11,974,442**	**14,973,001**	**17,867,490**	**24,637,554**	**31,248,705**	**35,671,765**	**41,909,621**	**47,891,001**

*The amounts identified for capital projects in future fiscal years of this projection are conceptual only and have not been approved or appropriated. Appropriation and allocation of these funds will occur annually with adoption of the City's Operating and Capital budgets.

File #: PH 19-088

DATE: November 19, 2019

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Route 238 Corridor Land Development - Parcel Group 6 Carlos Bee Quarry Project: Adopt a Resolution Certifying an Addendum to the 2014 General Plan Environmental Impact Report, Approval of Master Development Plan, and Authorization for the City Manager to Issue a Request for Proposals for the Disposition and Development of the Parcel Group

RECOMMENDATION

That Council adopts a resolution (Attachment II) certifying an addendum to the 2014 General Plan Environmental Impact Report (Attachment III), approves the Parcel Group 6 Master Development Plan (Attachment IV), and adopts a resolution (Attachment V) authorizing the City Manager to issue a Request for Proposals (Attachment VI) for the disposition and development of Parcel Group 6: Carlos Bee Quarry Project.

SUMMARY

The City of Hayward entered into a Purchase and Sale Agreement with the California Department of Transportation (Caltrans) in January 2016 to manage the disposition and development of former right of way for the now defunct Route 238 Bypass. This land is divided into 10 parcel groups and must be disposed of by 2022. This report covers Parcel Group 6: Carlos Bee Quarry.

Over the last year, the City has been working with the community to develop a vision and plan for the reintegration of Parcel Groups 5, 6, 8, and 9 back into the City. The remaining Parcel Groups 2, 3, 4, and 7 are under exclusive negotiation agreements with developers with plans being vetted with the community by the developers through the City's standard planning process.

For Parcel Group 6, the culmination of these planning efforts is the certification of an Addendum to the 2014 General Plan Environmental Impact Report (2014 GPA EIR), approval of a Master Development Plan (MDP), and issuance of a Request for Proposals (RFP) from developers for development of a maximum unit count of 500 townhome and multifamily residential units and 500 student beds/125 student units (assuming quad-style units) consistent with the City's General Plan.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution General Plan Addendum
Exhibit A	General Plan EIR Mitigation
Exhibit B	MMRP Modifications
Attachment III	Addendum to the Hayward 2040 General Plan EIR
Attachment IV	Draft Master Development Plan
Attachment V	Resolution Approving Master Plan Development
Attachment VI	Draft RFP
Attachment VII	October 24, 2019 Planning Commission Minutes

DATE: November 19, 2019

TO: Mayor and City Council

FROM: City Manager

SUBJECT: Route 238 Corridor Land Development – Parcel Group 6 Carlos Bee Quarry Project: Adopt a Resolution Certifying an Addendum to the 2014 General Plan Environmental Impact Report, Approval of Master Development Plan, and Authorization for the City Manager to Issue a Request for Proposals for the Disposition and Development of the Parcel Group

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consistent with the City's General Plan.

BACKGROUND

Route 238 Corridor Lands Development

In the mid-1960s, the California State Department of Transportation (Caltrans) purchased more than 400 parcels of property for the construction of the 14-mile Route 238 Corridor Bypass Freeway to run through the City of Hayward and parts of unincorporated Alameda County. In 1971, a lawsuit, filed in federal court on behalf of residents to be displaced by the freeway construction, blocked the project. Caltrans subsequently abandoned the freeway plan. In 1982, state legislation was passed to allow Hayward and other local jurisdictions—working through the Alameda County Transportation Authority—to develop alternative strategies for relieving traffic congestion in Central Alameda County. The legislation called for these Local Alternative Transportation Improvement Program (LATIP) projects to be funded from proceeds from the sale of properties that had been accumulated by Caltrans for the Route 238 Bypass Freeway.

In 2009, then Governor Arnold Schwarzenegger directed Caltrans to sell all property not needed for existing LATIP projects. Following this, Caltrans began to individually auction off these properties with the sole purpose of disposing of the land, without any larger land use or community considerations. To ensure the productive development of this land in a manner that maximizes land value while balancing the desires of the surrounding neighborhood and larger community, the City entered into a Purchase and Sale Agreement (PSA) with Caltrans to manage the disposition and development of these properties. The PSA divides the properties into 10 parcel groups that must be disposed of by 2022. Table 1 below provides the current status of these parcel groups:

Parcel Group	Status	Entity	Est. Disposition Timeline	Estimated Unit Counts	Affordable Unit Count
1 & 10	Sold	William Lyon Homes (SOHAY)	August 2018	472 (approved)	48 (approved)
2	Under Negotiation	The True Life Companies (Mirza)	Winter 2019	189	19
3	Under Negotiation	Eden Housing and The Pacific Companies	Winter 2020	150	150
4	Under Negotiation	Eden Housing and The Pacific Companies	2021	3	0
5	Master Development Planning	City of Hayward	Fall 2020	74	8
6	Master Development Planning	City of Hayward	Winter 2021	1,000	100
7	Under Negotiation	One Subaru of Hayward	Winter 2019/20	0	0
8	Master Development Planning	City of Hayward	TBD	0	0
9	Master Development Planning	City of Hayward	Winter 2020	0	0

Parcel Group	Status	Entity	Est. Disposition Timeline	Estimated Unit Counts	Affordable Unit Count
			TOTAL	*1,888*	*325*[1]

Program Goals

The 238 Corridor Lands Development Project provides a one-time opportunity to reintegrate these lands into the City, providing for new housing at all income levels, commercial development, open space, and trails. The four overarching goals of this community driven project are to:

- GOAL 1: Facilitate the cohesive, productive development of land driven by community vision;
- GOAL 2: Eliminate neighborhood blight;
- GOAL 3: Negotiate real estate transactions at no net cost to the City;
- GOAL 4: Generate funding for the key public benefits like open space, city-wide trails, affordable housing, public transportation, and other city priorities through on-site development requirements and sales.

On July 25, 2019, the Planning Commission held a work session to review initial development concepts for Parcel Group 6. The Commission was generally supportive of the concepts and provided the following feedback:

- Clearly articulate the riparian and creek setbacks.
- Require the Homeowners Association (HOA) to provide neighborhood security and on-street parking enforcement.

On October 3, 2019, the Council Economic Development Committee (CEDC) received a report on the draft MDP and the draft RFP. The CEDC was supportive of the MDP and RFP and only made the following recommended changes:

- Emphasize encouraging creative and innovative proposals.
- Consider more commercial use, if desired by development teams.
- Require future development to exclude natural gas utilities.
- Encourage additional outreach and solicit more neighborhood feedback throughout the planning process.
- Require additional engineering analysis regarding new intersection to ensure safety on Carlos Bee.
- Prohibit a gated community.

On October 24, the Planning Commission reviewed the draft MDP and Addendum to the 2014 GP EIR, including draft California Environmental Quality Act (CEQA) findings. The Planning Commission was supportive of the MDP and unanimously recommended approval, with the recommended change of adding a wildfire prevention requirement for the site plan into the RFP.

[1] Staff estimates 17% of total Route 238 Corridor Lands Development residential units will be affordable.

These recommendations will be integrated into the MDP and RFP along with any of Council's recommended changes.

DISCUSSION

Parcel Group 6: Carlos Bee Quarry

Parcel Group 6 is a 30-acre site, located in the Hayward Hills, bound by Highland Boulevard to the north, Carlos Bee Boulevard to the south, existing residential development to the west and a PG&E utility corridor to the east. Parcel Group 6 is also northwest of California State University, East Bay (CSUEB).

Policy Context and Code Compliance

Hayward 2040 General Plan

The current General Plan designates Parcel Group 6 as Sustainable Mixed Use (SMU) and Parks and Recreation (PR) in the Hayward 2040 General Plan. Permitted residential densities under the SMU land use designation is 4.3-100 dwelling units per acre. Any development of Parcel Group 6 will be required to be consistent with the General Plan. The SMU District encourages mixed-use development consisting of either residential with retail, residential with commercial/office, or educational or cultural facilities with public open space, along major transit corridors, near transit stations or in close proximity to public higher educational facilities or large employment centers, in order to provide transit oriented development in a sustainable way. Aside from this, the City anticipates that the Parcel Group 6 MDP will be consistent with several other General Plan goals and policies including:

- Goal LU-1: Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion and related greenhouse gas emissions.
- LU-1.4 Revitalization and Redevelopment: The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.
- LU 1.10 Infrastructure Capacities: The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.
- LU-3.7 Infill Development in Neighborhoods: The City shall protect the pattern and character of existing neighborhoods by requiring new infill developments to have complementary building forms and site features.
- LU-7.6 Open Space Access: The City shall require new hillside developments to provide public trail access (as appropriate) to adjacent greenways, open space corridors, and regional parks.

The site is also designated as a Housing Element site in the most recently adopted Housing Element. At 29.5 acres, the site under SMU would allow for a total range of 738 to 1,628 units. However, the Housing Element assumed a more attainable capacity of 606 units. The environmental analyses for this parcel group assumed a maximum of 625 units (500

townhomes/multi-family units and 500 student beds) to help meet the goals and objectives of the Housing Element including:

- H-2.1 Homeownership Housing: The City shall encourage the development of ownership housing and assist tenants to become homeowners to reach a 60 percent owner-occupancy rate, within parameters of federal and state housing laws.
- H-2.4 Integration of Affordable Housing: The City shall encourage a mix of affordability levels in residential projects and encourage dispersal of such units to achieve greater integration of affordable housing throughout the community.
- H-3.5 Compatible Development of Underutilized Sites: The City shall encourage compatible residential development in areas with underutilized land.

Zoning Ordinance

The current zoning for the site is Sustainable Mixed Use (SMU) District and Open Space (OS) District along the northern perimeter and includes the Special District 7 (SD7) overlay for the Hayward Foothill Trail. This zoning provides for 20,000 square foot minimum lot sizes and a maximum lot coverage of 90%. The required density range is 25-55 units per acre with a maximum building height of 55 feet.

With this in mind, the SMU District has no residential parking minimum and sets a maximum of 1.3 off-street parking spaces for studio/one-bedroom units and 1.5 spaces for units with two or more bedrooms.

Affordable Housing Ordinance (AHO)

Under the current AHO, a given development must provide affordable units equal to either 10% of the total units for for-sale units or 7% of the total units for rental units; pay an Affordable Housing In-lieu fee; or provide an alternative approach that exceeds these requirements. Any on-site units must be similar units to the market rate units provided in the development. This development will be required to provide on-site affordable units.

Hayward Area Planning Association's (HAPA) Bayview Concept

HAPA has for many years proposed a development concept for this site called the Bayview Village concept. Bayview Village would have about 700 units on pedestrian and bike-only streets and a parking lot for 100 cars with no cars or parking allowed within the housing units or on the streets within the project. Mobility is provided by a fast, frequent, free shuttle bus operating every ten minutes on a busway through the project, connecting Cal State East Bay and downtown Hayward BART. The project also has a Community Center with a cafe and other features, supports car rental, car share, taxis, and shared ride; vouchers for health and guaranteed ride home; a Village Van; and other features. Bayview is designed for people connected to Cal State East Bay, who use BART, who work at home, or who are retired—all markets that do not need frequent use of a personal vehicle. HAPA asserts that Bayview is able to provide housing at a much lower cost than car-based alternatives.

Bayview is designed for the six major values identified below and explained in more detail at the Bayview Village Project website at http://www.bayviewvillage.us/

- Housing Affordability
- Environmental Sustainability (LEED Platinum)
- Green Mobility
- Health and Safety
- Good Design
- Community

As a component of the RFP, staff is recommending that developers submit a brief project understanding and impact statement regarding the feasibility of developing the Bayview concept as presented in a separate Bayview Village Proposal document prepared by HAPA. Developers will address overall impressions, opportunities, constraints, and financial feasibility of the Bayview Village concept. Note that the MDP is designed to cast a broad net of proposals and the Bayview Village concept presents a specific way to achieve the MDP goals.

Existing Site Conditions

Parcel Group 6 is located north of Carlos Bee Boulevard, south of Highland Boulevard, approximately 1,500 feet northeast of Mission Boulevard and approximately 2,000 feet northwest of CSUEB. A dirt access road within a Pacific Gas & Electric (PG&E) utility corridor connects the site to Carlos Bee Boulevard. Overlook Avenue and Palisade Street terminate at the southwestern corner of the site.

Parcel Group 6 was previously used as a sand/gravel quarry and is characterized by a large, relatively level area devoid of landscaping in the center surrounded by steep slopes. A densely vegetated drainage forms the northeastern border of the 29.6-acre site. The parcel is vacant and has no direct access nor utility infrastructure adequate for residential development.

Master Development Planning Process

In 2017, the City contracted with the urban design firm, Design Workshop, to develop Master Development Plans and associated environmental review documentation for several parcel groups including Parcel 6. As a part of that contract, Design Workshop and their subcontractors conducted site specific analyses and assisted the City in developing a community driven vision for the future development. The product of this work is the attached MDP for Parcel Group 6 (Attachment IV), which captures the proposed vision for Parcel Group 6, and which articulates certain development standards and public benefits that the future development shall provide.

Public Outreach

For this parcel, staff held one neighborhood meeting in addition to a community-wide meeting on the Route 238 Corridor Lands Development project. In addition to these meetings,

staff met with several neighborhood members, including members of HAPA, to garner additional feedback. The feedback from these meetings included:

- Support for development consistent with existing zoning and General Plan designations, including a mix of residential product types.
- General support for a property assessment or fee to fund new or improved public transit options.
- Provide dedicated bike lanes for students to access campus.
- Overall concern about cumulative impacts of population growth on traffic and public services.
- Desire for walkable commercial/retail opportunities for residents.
- Restore the riparian and creek corridors.
- Include affordable, student, and faculty housing.
- Provide trails, open space, and parks.

Master Development Plan

The MDP outlines the proposed vision for the development of Parcel Group 6, which is consistent with many of the comments and requests made by the community. This section briefly summarizes five main aspects of this vision. Further discussion can be found in the draft MDP (Attachment IV).

1. Trails and Open Space

The draft MDP contemplates preserving over 12 acres of dedicated open space located around the northern boundary of the project site and in the steeply sloped areas. The current conceptual plan includes an approximately 1.5-acre neighborhood park to be located in an easily accessible area for the neighborhood and surrounding community. A loop of the Hayward Foothill trail is included to circumnavigate the site.

2. Streets, Circulation, and Transportation Demand Management

Parcel Group 6 has no current roadway access infrastructure. The draft MDP includes the creation of a new access road and signalized intersection off of Carlos Bee Boulevard within the PG&E utility easement. Secondary site access may be accomplished through connections with Overlook Drive and/or Palisade Street.

Streets will incorporate traffic calming, sidewalks, and trail connections to increase bicyclist and pedestrian visibility and safety. Walkways and trails will provide connections to public and commercial spaces. The site's main roadways must include bikeway facilities and the development must provide access to traditional and electric, docked or dock-less bike share options such as Lime Bikes, Lyft, or Jump Bikes to encourage and promote bicycle usage among residents.

The development will need to establish a property-based fee or other financing mechanism to fund the creation of dedicated transit service to Downtown Hayward and Hayward BART.

This transit service may be established privately or through a partnership with CSUEB and AC Transit, who have both expressed preliminary interest in partnering with the City on transit connections from Parcel Group 6 to Downtown Hayward and Hayward BART. All on-street parking must adhere to the parking requirements of the SMU Zoning District.

3. Land Use and Development

The current land use concept for Parcel Group 6 must be consistent with the intent of the SMU District. The site should be developed at relatively high densities and intensities to create a walkable and mixed-use neighborhood. The draft concept contemplates the following:

- Mix of townhomes and multi-family residential units;
- Dedicated student and faculty housing; and,
- Small-scale, neighborhood serving retail and commercial space.

4. Infrastructure Improvements

The site is currently vacant and not serviced by any utilities. The new development will need to include water and stormwater/drainage infrastructure. All electrical and communication facilities will be installed in a joint trench. Utilities will connect with existing infrastructure on Carlos Bee Boulevard via the proposed signalized intersection.

Environmental Review

The Addendum to the GP EIR (Attachment III) was prepared pursuant to CEQA guidelines Section 15164 which states: "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

The proposed modifications to the GP EIR described in the Addendum would not require major revisions to the GP EIR due to new or substantially increased significant environmental effects. The analysis contained in the Environmental Checklist confirms that the modified project is within the scope of the GP EIR and will have no new or more severe significant effects and no new mitigation measures are required. Therefore, no subsequent or supplemental EIR or further CEQA review is required prior to approval of the proposed project, as described in the Addendum. The resolution approving findings regarding compliance with CEQA can be found in Attachment II.

Request for Proposals

Upon City Council approval of the MDP and RFP (Attachment VI), the City will issue the RFP to select a developer to execute the proposed vision for development of Parcel Group 6. The City is the landowner of the parcel and therefore has the ability to set the explicit expectations for the future developer. The MDP provides some context for these expectations; however, the RFP further outlines the specific development parameters a developer must meet. This

section briefly summarizes the key land use and development parameters contained within the RFP:

1. Planning Requirements

Any future development will need to provide a diversity and mix of residential product types, up to 500 units. In addition to this, proposals must include a minimum of 125 units of student housing (500 beds in quad style units).

2. 238 Foothill Trail and Parkland Dedication Requirements

Developers will be responsible for constructing the 16-foot wide Hayward Foothill Trail throughout the parcel. The specific location of the trail will require approval by the City and the Hayward Area Recreation and Park District (HARD). The developer will also need to establish a Landscape and Lighting District or other property-based financing mechanism to fund ongoing maintenance of the trail. In addition to this, the developer may have to meet additional Parkland Dedication Requirements.

3. Affordable Housing Requirements

The selected developer will be required to satisfy the requirements of the Affordable Housing Ordinance through the construction of on-site affordable units.

4. Green Development

The selected developer will be required to incorporate green building and landscaping elements in their proposed project that reduce the use of energy, water, and natural resources. No natural gas utilities will be allowed for the development.

5. Transportation Demand Management

In keeping with the goals of the Sustainable Mixed-Use General Plan Designation, developers will be required to submit a Transportation Demand Management (TDM) Plan. The plan must detail strategies on how the development will promote walking, biking, and taking transit to reduce trips in single occupied vehicles. A minimum of 10% trip reduction is required for this development.

TDM plans must also include shuttle access to Downtown Hayward and Hayward BART. This may be accomplished through partnerships with CSUEB and/or AC Transit. Car share, electric bike share (Lime, Lyft, Jump Bikes), and free transit passes for residents are examples of additional TDM strategies the City expects from this development. Lastly, the TDM plan must include strict on-street parking regulations and enforcement.

6. Hayward Resident Priority Preference Plan

Consistent with ta recent City Council referral, prospective developers of the remaining 238 properties will be asked to include in their proposals a Hayward Resident Priority Preference Plan for including a priority preference for Hayward residents to purchase or lease market rate units in instances where all other financial considerations are equal, if possible. The Hayward Resident Priority Preference Plan for the leasing and sale of market rate housing units in their development must be pursuant to applicable state and federal Fair Housing laws and state any impact of this program on purchase price.

RFP Process Timeline

Responses to the RFP are tentatively due in January of next year. Following review of the applications, staff will internally rank the proposals and invite finalists to take part in interview panels consisting of staff. The recommended finalist will be brought to the City Council for approval and authorization to enter into an Exclusive Negotiation Agreement (ENA).

Following this, the City will enter into an ENA for a 12-month period to negotiate a Disposition and Development Agreement (DDA). The Developer will be required to obtain concurrent approval of the DDA with the project's site plan and TDM Plan. Tentative Map approvals may take place after DDA approval but prior to closing at a date negotiated in the DDA. The City has no obligations to approve the DDA, site plan, TDM Plan, or Tentative Map.

ECONOMIC IMPACT

No property taxes are currently being paid on these parcel groups. Resale of the parcel groups may partially return them to the tax rolls, provide an opportunity for new residential development needed to address the goals of the Housing Element, and provide new commercial development opportunities.

The sale of the parcel groups will be made pursuant to SB 470, which allows cities to sell public land for private development if the sale creates economic opportunity. Economic opportunity includes the creation and retention of jobs, increasing property tax revenues to all taxing entities, creation of affordable housing, implementation of a sustainable communities strategy, and implementation of a transit related project. The disposition agreement for the project will need to include one or more of these elements as an obligation and/or outcome of the development.

FISCAL IMPACT

The estimated amount of new tax revenue to be generated will be calculated at the time a single development proposal is selected for negotiations.

STRATEGIC INITIATIVES

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities initiative is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This item supports the following goals:

Goal 1: Improve the quality of life for residents, business owners, and community members in all Hayward Neighborhoods

Goal 2: Provide a mix of housing stock for all Hayward residents and community members, including the expansion of affordable housing opportunities and resources.

NEXT STEPS

ITEM	GOVERNING BODY	SCHEDULED DATE
Authorization to Enter into Exclusive Negotiations with Selected Developer	Hayward City Council	Spring 2020
Approval of DDA, Site Plan, and TDM Plan	Planning Commission Hayward City Council	Spring 2021

Prepared by: Monica Davis, Community Services Manager

Recommended by: Jennifer Ott, Deputy City Manager

Approved by:



_____

Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-___

Introduced by Council Member _____

RESOLUTION ADOPTING AND CERTIFYING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED 2014 HAYWARD GENERAL PLAN ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM PERTAINING TO THE ROUTE 238 CORRIDOR LANDS DEVELOPMENT PARCEL GROUP 6: CARLOS BEE QUARRY

WHEREAS, the City of Hayward has prepared a Master Development Plan for the Route 238 Corridor Lands Development Parcel Group 6: Carlos Bee Quarry to allow for the development of a maximum unit count of 500 townhome and multifamily residential units and 500 student beds/125 student units (assuming quad-style units) and other associated infrastructure, utility, and public amenity improvements, and;

WHEREAS, an Addendum to the previously certified 2014 General Plan Environmental Impact Report and Mitigation Monitoring and Reporting Program was prepared to assess and mitigation of any potential environmental impacts of the Project; and,

WHEREAS, the Planning Commission considered the Project at a public hearing held on October 24, 2019, and recommended that the City Council adopt the Addendum to the previously certified environmental documents; and,

WHEREAS, notice of the hearing was published in the manner required by law and the hearing was held by the City Council on November 5, 2019.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby finds and determines as follows:

CALIFORNIA ENVIRONMENTAL QUALITY ACT

1. In July 2014, the City Council certified a Final Program Environmental Impact Report, adopted the Statement of Overriding Considerations, approved the Mitigation Monitoring and Reporting Program, Adopted the Hayward 2040 General Plan, and Approved related amendments to the General Plan Land Use Map for certain properties in the Planning Area.

2. Pursuant to CEQA Guidelines Section 15164, LSA prepared for the City an Addendum, dated October 2019, analyzing the proposed land use changes and associated development project for Route 238 Corridor Lands Parcel Group 6: Carlos Bee Quarry Master Development

Plan. Pursuant to CEQA Guidelines 15164(g), an Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

3. That there has been no substantial change proposed in the project or the circumstances under which the project is being undertaken, nor is there any new information that would require additional environmental review; therefore, the previously certified Mitigation Monitoring and Reporting Program and Related Technical Memoranda remain valid.

4. That the adopted Final EIR identified all potential significant adverse impacts and feasible mitigation measures that would reduce impacts to a level of less than significant, and that all the applicable mitigation measures identified in the Mitigation Monitoring and Reporting Program will be implemented, if not already implemented and applicable to the project as described in the Addendum. Based on the Final EIR, the Addendum, and the whole record before the City Council, there is no substantial evidence that the project would have a significant effect on the environment.

5. That the project complies with CEQA, and that the previously certified Final EIR, Mitigation Monitoring and Reporting Program, Technical Memoranda and Addendum was presented to the City Council, which reviewed and considered the information contained therein prior to approving the project.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Hayward, based on the foregoing findings, hereby adopts and certifies the Addendum to the certified 2014 General Plan Environmental Impact Report and Mitigation Monitoring and Reporting Program.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

EXHIBITS

Exhibit A 2014 General Plan EIR Mitigation Monitoring and Reporting Program (MMRP)
Exhibit B Mitigation Monitoring and Reporting Program Modifications

2. SUMMARY

This EIR chapter provides a summary description of the City of Hayward 2040 General Plan, a list of associated environmental issues to be resolved, a summary identification of significant impacts and mitigation measures associated with the 2040 General Plan, and a summary identification of possible alternatives to the 2040 General Plan (pursuant to CEQA Guidelines Section 15123, Summary).

This summary should not be relied upon for a thorough understanding of the details of the project, its individual impacts, and related mitigation needs. Please refer to Chapter 3 for a complete description of the project, Chapters 5 through 19 for a complete description of environmental impacts and associated mitigation measures, Chapter 20 for a description and evaluation of alternatives to the project, and Chapter 21 for CEQA-mandated sections.

2.1 PROPOSED 2040 GENERAL PLAN

The City of Hayward is proposing to adopt the 2040 General Plan. The 2040 General Plan represents the community's view of its future and expresses the community's conservation and development goals for the next 26 years (2014-2040). The purpose of 2040 General Plan is to: (1) identify land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development; (2) provide a basis for a community's decision-making regarding land use; (3) provide citizens an opportunity to participate in the planning and decision-making process; and (4) inform citizens, developers, decision-makers, and others of the ground rules that guide development in the community.

The project objectives of the 2040 General Plan are:

#1: Hayward should value, challenge, and support youth by providing excellent public schools and youth enrichment activities and programs.

#2: Hayward should have safe and clean neighborhoods with an expanded network of parks and thriving commercial centers that incorporate attractive design, provide easy access to jobs, support a diverse population, encourage long-term residency, and inspire all residents to live active, healthy, and green lifestyles.

#3: Hayward should develop and enhance its utility, communications, and technology infrastructure; and provide exceptional police, fire, and emergency services.

#4: Hayward should be a business-friendly community that has a robust and diversified economy based in innovation, creativity, and local entrepreneurship.

#5: Hayward should have a safe, walkable, vibrant, and prosperous Downtown that serves as an attractive area for businesses and a destination for shopping and dining, arts and entertainment, and college-town culture.

#6: Hayward should have a reputation as a great college town and a community that offers a range of opportunities for life-long learning.

#7: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options.

#8: Hayward should preserve, enhance, increase, and connect its baylands, hillsides, greenway trails, and regional parks to protect environmental resources, mitigate the impacts of rising sea levels, and provide opportunities to live an active outdoor lifestyle.

The 2040 General Plan would allow up to approximately 7,472 additional single family dwelling units, 7,399 additional multi-family dwelling units, and 25,787 additional jobs over current (2010) conditions in the Planning Area. The jobs are generally categorized as follows: retail, service, manufacturing, wholesale, agricultural, and other. Approximately 79 percent of the 2010-2040 housing growth in the Planning Area is expected to occur in five Priority Development Areas (PDAs) in the City. As a largely built-out community, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. The development capacity assumptions are derived from already adopted plans and initiatives as well as on housing, population, and employment projections issued by the Association of Bay Area Governments (ABAG).

The adopted 2002 General Plan can already accommodate ABAG-projected 2040 housing, population, and employment growth in the Planning Area. Therefore, the 2040 General Plan focuses primarily on new and revised goals, policies, and implementation programs to reflect the City's recent accomplishments, adopted plans and initiatives, and new priorities. The 2040 General Plan does not significantly alter existing or create any new land use designations, or result in significant redesignation of land, in the Planning Area.

Implementation of the Hayward 2040 General Plan would require the following City actions:

(1) Certification of the Final Environmental Impact Report for the proposed General Plan;

(2) Adoption of the 2040 General Plan itself; and

(3) Approval of any associated zoning amendments and any associated amendments to other City regulations to reflect and implement the land uses, goals, policies, and implementation programs specified by the 2040 General Plan.

2.2 ENVIRONMENTAL ISSUES

As required by the CEQA Guidelines, this EIR addresses the following areas of potential environmental impact or controversy known to the Lead Agency (the City), including those issues and concerns identified by the City in its Notice of Preparation (NOP) of this EIR (dated August 2, 2013) and by other agencies, organizations, and individuals in response to the NOP. These environmental concerns relate to the following topics (listed in the order that they are addressed in this EIR):

- Aesthetics and Visual Resources,

- Agricultural and Forestry Resources,
- Air Quality,
- Biological Resources,
- Geology, Soils, and Minerals,
- Global Climate Change and Greenhouse Gas Emissions,
- Hazards and Hazardous Materials,
- Historic and Cultural Resources,
- Hydrology and Water Quality,
- Land Use and Planning,
- Noise,
- Population and Housing,
- Public Services,
- Transportation and Circulation, and
- Utilities and Service Systems.

2.3 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the 15 environmental topics listed above, any ***"significant"*** project or cumulative impact and associated mitigation measure or measures identified in this EIR are summarized in Table 2.1, the SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES, which follows. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 5 through 19 of this EIR. The chart is arranged in five columns: (1) identified impacts, (2) significance without mitigation, (3) recommended mitigation measures, (4) the entity responsible for implementing each mitigation measure, and (5) the level of impact significance after implementation of the mitigation measure(s).

Table 2.1
SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
AIR QUALITY				
Impact 7-1: Conflict With or Obstruct Implementation of Applicable Air Quality Plans. The proposed General Plan would be substantially consistent with all applicable control measures in the Bay Area 2010 Clean Air Plan. However, the proposed General Plan would still have significant and unavoidable impacts associated with short-term construction and long-term operational emissions, as well as health risk exposure associated with toxic air contaminants and $PM_{2.5}$, as noted under Impacts 7-2, 7-3, and 7-4. Because the proposed General Plan exceeds the District's air quality thresholds of significance, the proposed General Plan would not be considered to be fully consistent with the Clean Air Plan goals. This would be a ***significant impact***.	S	**Mitigation 7-1.** There are no additional measures that would reduce this impact. As discussed under Impacts 7-2, 7-3 and 7-4, the identified impacts from short-term construction emissions, long-term operational emissions, and health risk exposure to TAC and $PM_{2.5}$ impacts would remain significant and unavoidable after application of all feasible mitigation. Therefore, in accordance with guidance from BAAQMD, the proposed General Plan would not be fully consistent with the primary goals of the Bay Area Clean Air Plan. This impact would be ***significant and unavoidable***.	City	SU
Impact 7-2: Short-Term Construction Emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$. Implementation of the proposed General Plan would involve construction of development projects that would result in the temporary generation of ROG and NO_X (ozone precursors), and PM_{10} and $PM_{2.5}$ (criteria pollutant) emissions from site preparation (e.g.,	S	**Mitigation 7-2.** There are no additional measures available that would reduce impacts from short-term construction emissions. All feasible construction emission reduction measures have been incorporated into the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable.***	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
excavation, grading, and clearing), off-road equipment, material import/export, worker commute exhaust emissions, paving, and other miscellaneous activities. Emissions from individual construction projects could exceed BAAQMD's project-level significance thresholds. This would be a ***significant impact***.				
Impact 7-3: Long-Term Operational Emissions of ROG, NO_X, CO, PM_{10} and $PM_{2.5}$. Project-related operational emissions of the ozone precursors ROG and NO_X would be reduced on an annual basis over the General Plan implementation period, as compared with existing conditions. However, operational PM_{10} and $PM_{2.5}$ emissions would increase compared to baseline conditions. While the proposed General Plan would be consistent with all applicable control measures in the 2010 Bay Area Clean Air Plan, the rate of increase in VMT and vehicle trips under the proposed General Plan would be higher than the rate of population increase by 2035. Therefore, impacts associated with long-term operational emissions under the proposed General Plan would be a ***significant impact***.	S	**Mitigation 7-3.** There are no additional measures that would substantially reduce impacts from long-term operational emissions. All feasible long-term operational emission reduction measures have been incorporated into the goals, policies and programs in the proposed General Plan. This impact would therefore be ***significant and unavoidable.***	City	SU
Impact 7-4: Exposure to Toxic Air Contaminants (TACs) and Fine Particulate Matter ($PM_{2.5}$). Implementation of development projects consistent with the	S	**Mitigation 7-4.** Incorporation of specific source-reduction and receptor-oriented risk reduction measures and best management (BMPs) into the proposed General Plan (see Tables 7.9 and	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
proposed General Plan could involve siting of sensitive receptors near major roadways or near major stationary sources of TAC and $PM_{2.5}$ emissions, as well as the siting of potential new sources of these emissions. Such actions could increase community health risk exposure associated with these emissions. While the proposed General Plan contains a Community Risk Reduction Strategy consisting of goals, policies, implementation programs, and specific BMPs to reduce these risks, the effectiveness of the Strategy in reducing health risk exposure cannot be quantified at this time. Therefore, impacts associated with health risk exposure to TACs and $PM_{2.5}$ would be a ***significant impact***.		7.10 above), would further reduce impacts associated with health risk exposure to TACs and $PM_{2.5}$, as part of the Community Risk Reduction Strategy. While the above-referenced source-reduction and receptor-oriented measures and BMPs would reduce health risk exposure, the overall effectiveness of these measures and BMPs in reducing communitywide health risk exposure cannot be quantified at this time, due to lack of quantification methodology and/or limited research on their effectiveness. There are no additional mitigation measures that would substantially reduce community health risk exposure to TACs and $PM_{2.5}$. All feasible risk reduction measures and BMPs have been incorporated into the Community Risk Reduction Strategy contained within the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable***.		
NOISE				
Impact 15-1: Short-Term Construction Noise Levels. Implementation of projects under the proposed General Plan would involve construction that would result in temporary noise generation primarily from the use of heavy-duty construction equipment. Based on modeling for typical construction activities, short-term construction-generated noise could exceed applicable standards. This would represent a ***significant impact***.	S	**Mitigation 15-1.** The proposed General Plan Goal HAZ-8 and Policies HAZ-8.17, HAZ-8.20, and HAZ-8.21 establish the overall goal and intentions of the City with regards to construction-related noise. Policy HAZ-8.17 refers to a community noise control ordinance for the purposes of regulating community noise levels. The City has adopted Section 4-1.03.4 of the Municipal Code (Construction and Alteration of Structures; Landscaping Activities), which	City	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		states that individual devices/pieces of construction equipment are not to exceed 83 dB at a distance of 25 feet from the source and 86 dB at any point of the property plane Monday through Saturday from 7:00 AM to 7:00 PM and Sundays from 10:00 AM to 6:00 PM, "unless otherwise provided pursuant to a duly-issued permit or a condition of approval." Thus, while the code establishes specific standards to reduce construction noise from typical construction activities, it may not apply to all development projects requiring discretionary approval. Policy HAZ-8.20 establishes that a site-specific noise study may be required by the City for discretionary projects requiring land use entitlements. In addition, Policy HAZ-8.21 establishes limits on construction noise-generating activities to the less sensitive times of the day, when people are less likely to be disturbed. While adoption of these proposed General Plan policies could reduce potential impacts, these policies would not fully prevent exposure of sensitive receptors located near construction activities to excessive noise levels. Some construction projects could still be approved that would not be subject to specific noise studies or be required to reduce construction noise levels.		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Therefore, this impact would remain **significant and unavoidable.**		
Impact 15-2: Long-Term Traffic Noise Levels. Implementation of the proposed General Plan would increase noise levels along transportation routes with nearby sensitive receptors. Proposed policies would establish noise standards for new development and require that site-specific noise studies be conducted to reduce noise exposure. However, in some instances, traffic-related noise increases could be more than 3 dB, the level typically audible to the human ear and; therefore, considered a substantial increase in noise. This would represent a ***significant impact***.	S	**Mitigation 15-2.** The implementation of the proposed policies and standards included in Tables 15.5 and 15.6 above would require all new development to comply with the City's noise standards, noise mitigation procedures, and sensitive land use siting policies. The proposed policies would require new projects to evaluate noise exposure and provide mitigation measures, if applicable, to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, conducting project-level noise studies to comply with adopted noise standards would ensure that individuals are not exposed to excessive noise levels. Although adoption of the proposed policies would ensure that new development would comply with adopted noise standards and, therefore, would not expose new receptors to excessive noise levels, the proposed General Plan would still result in increases in traffic-related noise (i.e., increases of 3 or more dB and up to 15 dB in some areas of the City). As a result, project-generated increases in noise would result in a substantial permanent increase in community noise levels that could adversely affect existing receptors.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Much of the City is already built out, and anticipated growth under the proposed General Plan is expected to occur as infill, primarily in PDAs located near transit stations, in the City's downtown, and along major corridors. The ability of the City to reduce adverse effects of increased traffic noise on existing receptors by either constructing sound barriers or walls, or requiring new development to construct these sound walls, is constrained by a number of factors. First, many existing homes and other sensitive uses front on major traffic corridors from which the increased traffic noise is generated, and construction of new sound walls would be infeasible or incompatible with these developed uses. Second, the proposed General Plan contains Policy LU-4.10 (New Sound Walls and Fences), which discourages the construction of new sound walls and fences along corridors, and encourages new developments to front corridors whenever feasible. There are no additional, feasible measures or policies that would reduce this impact. Therefore, this impact would remain ***significant and unavoidable.***		
TRANSPORTATION AND CIRCULATION				
Impact 18-1: Project Intersection Impacts. Under the 2035 Project condition, implementation of the proposed General Plan would result in traffic volumes that exceed the City standard for intersection performance.	S	**Mitigation 18-1.** Make the following intersection improvements:		
		(a) Intersection 13: NB I-880 Ramps / Whipple Road-Industrial Parkway SW. Widen	City	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
According to City guidelines, this change due to the proposed General Plan would potentially constitute a ***'considerable' project contribution to the significant cumulative impact.***		to convert northbound shared through-right lane to separate northbound right turn lane and a northbound through lane. Implementation of this mitigation would reduce conditions to LOS E with 64.5 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.		
		(b) Intersection 18: Industrial Boulevard / WB SR 92 ramps – Cryer St. (1) Widen to add second northbound left turn lane (which could be done with striping if 10 foot lanes allowed); (2) Add second receiving lane on on-ramp (ramp would need reconfiguring). Implementation of this mitigation would reduce conditions to LOS E with 57.2 seconds of delay during the AM peak hour and reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to the on-ramp would be subject to the review and approval of other jurisdictions and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be ***significant and unavoidable***.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(c) Intersection 21: Hesperian Boulevard / Industrial Parkway. (1) Widen to convert the northbound through-right lane to a third northbound through (NBT) lane and one northbound right (NBR) lane; (2) Widen to convert eastbound through-right lane (EBTR) to second eastbound thru (EBT) lane and one eastbound right (EBR) lane; (3) Widen to convert southbound through-right (SBTR) to one southbound through (SBT) lane and one southbound right (SBR) lane; (4) Add overlap phasing at NBR, EBR, SBR, and WBR movements. Implementation of this mitigation would reduce conditions to LOS E with 75.7 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.	City	LS
		(d) Intersection 22: Santa Clara Street / Jackson Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions or return the operations to the No Project condition. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.		
		(e) Intersection 23: Santa Clara Street / Winton Avenue. (1) Widen to reconfigure northbound approach to 2 northbound left (NBL), 1 northbound through (NBT),and 1 northbound shared through-right (NBTR); (2) Widen to reconfigure southbound approach to 1 southbound left (SBL), 2 southbound through (SBT), and 1 southbound right (SBR); (3) Widen to reconfigure westbound approach to 1 westbound left (WBL), 2 westbound through (WBT), 1 westbound shared through-right (WBTR); (4) Add overlap on all signal phases except for the northbound-right (NBR) phase. Implementation of this mitigation would reduce conditions to LOS E with 75.2 seconds of delay during the PM peak hour and reduce the impact to ***less-than-significant*** with the new General Plan Policy of allowing LOS E.	City	LS
		(f) Intersection 25: Santa Clara St / West A St. (1) Widen to add exclusive northbound right (NBR) at least as far back as Amador Way	City	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		and widen to have dual left, convert northbound shared through-right (NBTR) to northbound through (NBT) resulting in 2 northbound left (NBL) lanes, 2 northbound through (NBT) lanes, and one northbound right (NBR); (2) Add second eastbound left (EBL) lane; (3) Add another southbound through (SBT) lane; (4) Add overlap for right turns on all signal phases). Implementation of this mitigation would reduce conditions to LOS D with 50.4 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.		
		(g) Intersection 31: Foothill Blvd / Mattox Rd. (1) Reconfigure the southbound (SB) off-ramp lanes to 2 southbound left (SBL) lanes, 3 southbound through (SBT) lanes, and 1 southbound right (SBR); (2) Add overlaps for SBR and northbound right (NBR). Implementation of this mitigation would reduce conditions to LOS F with 90.7 seconds of delay during the AM peak hour and to LOS E with 76.9 seconds of delay during the PM peak hour, which returns the operations to better than the	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		No Project condition. However, additional improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. These improvements to the intersection would be subject to coordination with and approval of Alameda County, and this intersection is not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.		
Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a ***significant cumulative impact.***	S	**Mitigation 18-2.** Make the following intersection improvements: **(a) Intersection 2: Mission Boulevard / A Street**. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(b) Intersection 6: SB I-880 Ramps / A Street. Reconfigure eastbound approach to 1 eastbound through (EBT) lane, 1 eastbound through-right (EBTR) lane and 1 right (EBR) lane and optimize signal timings. Implementation of this mitigation would reduce conditions to LOS E with 79.7 seconds of delay during the AM peak hour and LOS E with 77.8 seconds of delay during the PM peak hour, and would reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to A Street would be subject to the review and approval of other jurisdictions and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.	City	SU
		(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard. Optimize signal cycle length to 115 seconds. Implementation of this mitigation would reduce conditions to LOS E with 73.8 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.	City	LS
		(d) Intersection 11: Mission Boulevard / Industrial Parkway. There is no feasible mitigation for this impact. The signal cycle length could be optimized to 115 seconds; this mitigation would reduce conditions to LOS E with	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		74.8 seconds of delay during the PM peak hour, but the AM peak hour would remain at LOS F with 128.1 seconds of delay. Significant improvements would be required to maintain LOS E conditions during the AM peak hour. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(e) Intersection 12: Industrial Parkway SW / Industrial Parkway. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(f) Intersection 14: SB I-880 / Industrial Parkway. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(g) Intersection 15: Hesperian Boulevard / EB SR 92 Ramps. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(h) Intersection 16: Hesperian Boulevard / WB SR 92 Ramps. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative	City	SU

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LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(i) Intersection 17: Industrial Parkway / EB SR 92 Ramps & Sleepy Hollow Avenue. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(j) Intersection 24: Hesperian Boulevard / West Winton Avenue. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(k) Intersection 26: Mission Boulevard / Sunset Boulevard. There is no feasible	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(l) Intersection 29: Mission Boulevard / D Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.	City	SU
		(m) Intersection 40: Hesperian Boulevard / Tennyson Road. Widen to reconfigure to 1 northbound left (NBL) lane, 3 northbound through (NBT) lanes, and 1 northbound right (NBR) lane. Implementation of this mitigation would reduce conditions to LOS E with 78.0 seconds of delay during the PM peak hour. However, this mitigation is considered to be	City	SU

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LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		infeasible because widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

2.4 SUMMARY OF ALTERNATIVES

To provide a basis for further understanding of the environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines require an EIR to also "…describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

2.4.1 Identified Alternatives

Pursuant to these CEQA sections, Chapter 20 identifies and evaluates the following three alternatives to the project:

- **Alternative 1: No Project--Existing 2002 General Plan.** Alternative 1 consists of buildout of the Planning Area in accordance with the existing Hayward 2002 General Plan. Alternative 1 would result in the same number of single family residences, approximately 659 fewer multi-family dwelling units, a reduction in employment potential of 1,734 jobs, and a more auto-oriented development character in the Planning Area. The Planning Area population would be approximately 204,600 under the existing General Plan and 206,580 under the 2040 General Plan, a difference of less than 2,000.

- **Alternative 2: Overall Lower Development Density and Intensity.** Alternative 2 assumes adoption of a similar 2040 General Plan, but with an overall lower density and intensity of development in the Planning Area--for example, less new (net) residential development in the Priority Development Areas (PDAs) and less new (net) potential employment in the Planning Area. For the sake of comparison, new potential multi-family residential units and new potential employment would each be reduced by 20 percent compared to the proposed General Plan. Therefore, this alternative would result in 5,920 new multi-family units and 20,620 new jobs, compared to 7,399 new dwelling units and 25,787 new jobs under the 2040 General Plan, a reduction of 1,479 dwelling units and 5,167 jobs. ABAG projects that Hayward will grow to a total of 60,584 dwelling units by 2040; this alternative would result in about 57,308 units. The Planning Area household population would be approximately 202,000 under the alternative and 206,580 under the 2040 General Plan, a difference of 4,580.

- **Alternative 3: Less Employment in the Industrial Technology and Innovation Corridor.** Alternative 3 assumes adoption of a similar 2040 General Plan, but with less employment in the Industrial Technology and Innovation Corridor--for example, a combination of less new (net) development and less employee-intensive uses (e.g., manufacturing and warehousing at 1 employee per 750 square feet vs. research & development at 1 employee per 450 square feet). For the sake of comparison, this alternative assumes that the net change in employment across the Planning Area (including secondary employment not in the Industrial Corridor) would be reduced by 15 percent compared to the proposed General Plan. Therefore, this alternative would result in approximately 21,920 new jobs, compared to 25,787 new jobs under the 2040 General Plan, a reduction of 3,867 jobs. Further details of this alternative would be based on the fiscal analysis prepared for the 2040 General Plan.

- **Alternative 4: Alternative Plan Location.** Section 15126.6(a) of the CEQA Guidelines states, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project[.]" Further, section 15126.6(c) explains, "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental effects."

  Because an alternative project location would be infeasible, would not achieve the project objectives, and would not necessarily avoid or lessen the significant impacts of the project and might result in new significant impacts, an alternative that would involve a different project location was eliminated from further detailed consideration. No further evaluation of alternative project locations is required under CEQA.

2.4.2 Environmentally Superior Alternative

The CEQA Guidelines (section 15126[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Other than Alternative 1 (No Project--Existing 2002 General Plan), Alternative 2: Overall Lower Development Density and Intensity would result in the least adverse environmental impacts, and would therefore be the "environmentally superior alternative." This conclusion is based on the avoidance of significant unavoidable traffic intersection impacts of the project and the reduction of other significant unavoidable and less-than-significant impacts (see EIR Table 20.1).

3. DRAFT EIR REVISIONS

The following section includes all revisions to the Draft EIR made in response to comments received during the Draft EIR comment period. All text revisions are indicated by strike-through and underlining plus a bracket in the left margin next to the revised line(s). All of the revised pages supersede the corresponding pages in the February 2014 Draft EIR. None of the criteria listed in CEQA Guidelines section 15088.5 (Recirculation of an EIR Prior to Certification) indicating the need for recirculation of the February 2014 Draft EIR has been met as a result of the revisions. In particular:

- no new significant environmental impact due to the project or due to a new mitigation measure has been identified;
- no substantial increase in the severity of an environmental impact has been identified; and
- no additional feasible project alternative or mitigation measure considerably different from others analyzed in the Draft EIR has been identified that would clearly lessen the significant environmental impacts of the project.

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
proposed General Plan could involve siting of sensitive receptors near major roadways or near major stationary sources of TAC and $PM_{2.5}$ emissions, as well as the siting of potential new sources of these emissions. Such actions could increase community health risk exposure associated with these emissions. While the proposed General Plan contains a Community Risk Reduction Strategy consisting of goals, policies, implementation programs, and specific BMPs to reduce these risks, the effectiveness of the Strategy in reducing health risk exposure cannot be quantified at this time. Therefore, impacts associated with health risk exposure to TACs and $PM_{2.5}$ would be a ***significant impact***.		7.10 above), would further reduce impacts associated with health risk exposure to TACs and $PM_{2.5}$, as part of the Community Risk Reduction Strategy. While the above-referenced source-reduction and receptor-oriented measures and BMPs would reduce health risk exposure, the overall effectiveness of these measures and BMPs in reducing communitywide health risk exposure cannot be quantified at this time, due to lack of quantification methodology and/or limited research on their effectiveness. There are no additional mitigation measures that would substantially reduce community health risk exposure to TACs and $PM_{2.5}$. All feasible risk reduction measures and BMPs have been incorporated into the Community Risk Reduction Strategy contained within the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable***.		
NOISE				
Impact 15-1: Short-Term Construction Noise Levels. Implementation of projects under the proposed General Plan would involve construction that would result in temporary noise generation primarily from the use of heavy-duty construction equipment. Based on modeling for typical construction activities, short-term construction-generated noise could exceed applicable standards. This would represent a ***significant impact***.	S	**Mitigation 15-1.** The proposed General Plan includes Goal HAZ-8; ~~and~~ Policies HAZ-8.17, HAZ-8.20, ~~and~~ HAZ-8.21, and HAZ-8.24; and Implementation Program HAZ 7, which establish the overall goal and intentions of the City with regards to construction-related noise. Policy HAZ-8.17 refers to a community noise control ordinance for the purposes of regulating community noise levels. The City has adopted Section 4-1.03.4 of the Municipal Code	City	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(Construction and Alteration of Structures; Landscaping Activities), which		

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		states that individual devices/pieces of construction equipment are not to exceed 83 dB at a distance of 25 feet from the source and 86 dB at any point of the property plane Monday through Saturday from 7:00 AM to 7:00 PM and Sundays from 10:00 AM to 6:00 PM, "unless otherwise provided pursuant to a duly-issued permit or a condition of approval." Thus, while the code establishes specific standards to reduce construction noise from typical construction activities, it may not apply to all development projects requiring discretionary approval. However, Policy HAZ-8.24 establishes the City's intent to develop specific construction noise standards, and Implementation Program HAZ-7 would result in the preparation and adoption of a Construction Noise Control Ordinance that would apply to all construction projects, including discretionary projects. Policy HAZ-8.20 establishes that a site-specific noise study may be required by the City for discretionary projects requiring land use entitlements. In addition, Policy HAZ-8.21 establishes limits on construction noise-generating activities to the less sensitive times of the day, when people are less likely to be disturbed.		

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~While a~~Adoption of these proposed General Plan policies and implementation program ~~could reduce potential impacts, these policies~~ would ~~not fully prevent~~ ensure that exposure of sensitive receptors located near construction activities to excessive noise levels would be avoided or reduced to~~. Some construction projects could still be approved that would not be subject to specific noise studies or be required to reduce construction noise levels.~~		

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~Therefore, this impact would remain **significant and unavoidable.**~~ a ***less-than-significant level.***		
Impact 15-2: Long-Term Traffic Noise Levels. Implementation of the proposed General Plan would increase noise levels along transportation routes with nearby sensitive receptors. Proposed policies would establish noise standards for new development and require that site-specific noise studies be conducted to reduce noise exposure. However, in some instances, traffic-related noise increases could be more than 3 dB, the level typically audible to the human ear and~~:~~, therefore, considered a substantial increase in noise. This would represent a ***significant impact***.	S	**Mitigation 15-2.** The implementation of the proposed policies and standards included in Tables 15.5 and 15.6 above would require all new development to comply with the City's noise standards, noise mitigation procedures, and sensitive land use siting policies. The proposed policies would require new projects to evaluate noise exposure and provide mitigation measures, if applicable, to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, conducting project-level noise studies to comply with adopted noise standards would ensure that individuals are not exposed to excessive noise levels. Although adoption of the proposed policies would ensure that new development would comply with adopted noise standards and, therefore, would not expose new receptors to excessive noise levels, the proposed General Plan would still result in increases in traffic-related noise (i.e., increases of 3 or more dB and up to 15 dB in some areas of the City). As a result, project-generated increases in noise would result in a substantial permanent increase in community noise levels that could adversely affect existing receptors.	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Much of the City is already built out, and anticipated growth under the proposed General Plan is expected to occur as infill, primarily in PDAs located near transit stations, in the City's downtown, and along major corridors. The ability of the City to reduce adverse effects of increased traffic noise on existing receptors by either constructing sound barriers or walls, or requiring new development to construct these sound walls, is constrained by a number of factors. First, many existing homes and other sensitive uses front on major traffic corridors from which the increased traffic noise is generated, and construction of new sound walls would be infeasible or incompatible with these developed uses. Second, the proposed General Plan contains Policy LU-4.10 (New Sound Walls and Fences), which discourages the construction of new sound walls and fences along corridors, and encourages new developments to front corridors whenever feasible. There are no additional, feasible measures or policies that would reduce this impact. Therefore, this impact would remain ***significant and unavoidable.***		
TRANSPORTATION AND CIRCULATION				
Impact 18-1: Project Intersection Impacts. Under the 2035 Project condition, implementation of the proposed General Plan would result in traffic volumes that exceed the City standard for intersection performance.	S	**Mitigation 18-1.** Make the following intersection improvements:		
		(a) Intersection 13: NB I-880 Ramps / Whipple Road-Industrial Parkway SW. Widen	City	LS

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
According to City guidelines, this change due to the proposed General Plan would potentially constitute a ***'considerable' project contribution to the significant cumulative impact.***		to convert northbound shared through-right lane to separate northbound right turn lane and a northbound through lane. This may require additional right of way of approximately 12 feet. Implementation of this mitigation would reduce conditions to LOS E with 64.5 seconds of delay during the PM peak hour and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. These improvements to the ramp intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation would require coordination with these jurisdictions for implementation. The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		mitigations need to be implemented. The proposed mitigations are considered to be feasible after a determination is made for fair share contribution and coordination with Caltrans and other jurisdictions as applicable. The impact is considered to be ***less-than-significant.***		
		(b) Intersection 18: Industrial Boulevard / WB SR 92 ramps – Cryer St. (1) Widen to add second northbound left turn lane (which could be done with striping if 10 foot lanes allowed); (2) Add second receiving lane on on-ramp (ramp would need reconfiguring). Implementation of this mitigation would reduce conditions to LOS E with 57.2 seconds of delay during the AM peak hour and reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, major AC Transit routes traverse this intersection, and mitigation would require coordination with AC Transit to	City	~~SU~~LS

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		ensure there are no impacts to bus stop locations and bus service. These improvements to the ~~on~~ ramp intersection, would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation would require coordination with other jurisdictions. The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after a determination is made for fair share contribution and coordination with Caltrans, AC Transit, and other jurisdictions as applicable. The impact is considered to be ***less-than-significant.*** ~~is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.~~		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(c) Intersection 21: Hesperian Boulevard / Industrial Parkway. (1) Widen to convert the northbound through-right lane to a third northbound through (NBT) lane and one northbound right (NBR) lane; this will require approximately 12 feet of additional right of way. (2) Widen to convert eastbound through-right lane (EBTR) to second eastbound thru (EBT) lane and one eastbound right (EBR) lane; this will require approximately 12 feet of additional right of way. (3) Widen to convert southbound through-right (SBTR) to one southbound through (SBT) lane and one southbound right (SBR) lane; this will require approximately 12 feet of additional right of way. (4) Add overlap phasing at NBR, EBR, SBR, and WBR movements. Implementation of this mitigation would reduce conditions to LOS E with 75.7 seconds of delay during the PM peak hour and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location.	City	LS

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. Also, major AC Transit routes traverse this intersection. Mitigation would require coordination with Alameda County and AC Transit to ensure there are no impacts on the bicycle network, pedestrian amenities, bus stop locations, and bus service. The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after coordination with Alameda County and AC Transit. The impact is considered to be ***less-than-significant.***		
		(d) Intersection 22: Santa Clara Street / Jackson Street. (1) Widen to add a 4th westbound through lane (WBT); this will require approximately 12 feet of additional right of way.	City	SU

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(2) Widen to add a 2nd eastbound left turn lane (EBLT); this will require approximately 12 feet of additional right of way. (3) Widen to add a 2nd northbound through lane (NBT); this will require approximately 12 feet of additional right of way. (4) Widen to add a 2nd southbound through lane (SBT); this will require approximately 12 feet of additional right of way. Implementation of these improvements would mitigate both Project level and Cumulative level impacts, and improve conditions to LOS E with 66.9 seconds of delay during the AM peak hour, and LOS E with 91.0 seconds of delay during the PM peak hour. The mitigations would reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. ~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions or return the operations to the No Project condition. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		proposed General Plan policies and programs supporting alternative modes. These improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward. At this time, these measures are considered to be infeasible, and ~~As a result this~~ the impact is considered to be ***significant and unavoidable***.		
		(e) Intersection 23: Santa Clara Street / Winton Avenue. (1) Widen to reconfigure northbound approach to 2 northbound left (NBL), 1 northbound through (NBT),and 1 northbound shared through-right (NBTR); this will require approximately 12 feet of additional right of way. (2) Widen to reconfigure southbound approach to 1 southbound left (SBL), 2 southbound through (SBT), and 1 southbound right (SBR); this will require approximately 12 feet of additional right of way. (3) Widen to reconfigure westbound approach to 1 westbound left (WBL), 2 westbound through (WBT), 1 westbound shared through-right (WBTR); this will require approximately 12 feet of additional right of way.	City	LS

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(4) Add overlap on all signal phases except for the northbound-right (NBR) phase. Implementation of this mitigation would reduce conditions to LOS E with 75.2 seconds of delay during the PM peak hour and reduce the impact to *less-than-significant* with the new General Plan Policy of allowing LOS E. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. Also, major AC Transit routes traverse this intersection. Mitigation would require coordination with Alameda County and AC Transit to ensure there are no impacts on the bicycle network, pedestrian amenities, bus stop locations, and bus service.		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after coordination with Alameda County and AC Transit. The impact is considered to be ***less-than-significant.***		
		(f) Intersection 25: Santa Clara St / West A St. (1) Widen to add exclusive northbound right (NBR) at least as far back as Amador Way	City	LS

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		and widen to have dual left, convert northbound shared through-right (NBTR) to northbound through (NBT) resulting in 2 northbound left (NBL) lanes, 2 northbound through (NBT) lanes, and one northbound right (NBR); this will require approximately 12 feet of additional right of way. (2) Add second eastbound left (EBL) lane; this will require approximately 12 feet of additional right of way. (3) Add another southbound through (SBT) lane; this will require approximately 12 feet of additional right of way. (4) Add overlap for right turns on all signal phases~~)~~. Implementation of this mitigation would reduce conditions to LOS D with 50.4 seconds of delay during the PM peak hour and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection is located on the Alameda Countywide Bicycle		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		network; mitigation would require coordination with Alameda County to ensure there are no impacts to the bicycle network. The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after coordination with Alameda County. The impact is considered to be ***less-than-significant.***		
		(g) Intersection 31: Foothill Blvd / Mattox Rd. (1) Reconfigure the southbound (SB) off-ramp lanes to 2 southbound left (SBL) lanes, 3 southbound through (SBT) lanes, and 1 southbound right (SBR); (2) Add overlaps for SBR and northbound right (NBR). Implementation of this mitigation would reduce conditions to LOS F with 90.7 seconds of delay during the AM peak hour and to LOS E with 76.9 seconds of delay during the PM peak hour, which returns the operations to better than the	City	SU

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		No Project condition. However, ~~additional~~ significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. This intersection is under the jurisdiction of Alameda County. In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. ~~These improvements to the intersection would be subject to coordination with and approval of Alameda County, and this intersection is not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is~~ At this time, these measures are considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a ***significant cumulative impact.***	S	**Mitigation 18-2.** Make the following intersection improvements: **(a) Intersection 2: Mission Boulevard / A Street**. (1) Widen to add a 4th westbound left turn lane (WBL); (2) Widen to add a 2nd westbound through lane (WBT); (3) Widen to add 2 exclusive westbound right turn lanes (WBR) (4) Widen to add a 2nd southbound through lane (SBT) (5) Widen to add a 3rd eastbound left turn lane (EBL) (6) Optimize signal cycle length to 115 seconds. Implementation of this mitigation would improve conditions to LOS E with 65.1 seconds of delay during the AM peak hour, and LOS E with 61.6 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. ~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. Also, major AC Transit routes traverse this intersection. The City has implemented Intelligent Transportation Systems (ITS) strategies at this location, including signal coordination and adaptive traffic control systems using the Sydney Coordinated Adaptive Traffic Systems (SCATS) system. These strategies could help to improve conditions and reduce impacts. However, at this time, the additional required measures are considered to be infeasible, and the~~As a result this~~ impact is considered to be ***significant and unavoidable***.		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(b) Intersection 6: SB I-880 Ramps / A Street. Reconfigure eastbound approach to 1 eastbound through (EBT) lane, 1 eastbound through-right (EBTR) lane, and 1 right (EBR) lane and optimize signal timings. Implementation of this mitigation would reduce conditions to LOS E with 79.7 seconds of delay during the AM peak hour and LOS E with 77.8 seconds of delay during the PM peak hour, and would reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to A Street would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward; therefore, until Caltrans (and other jurisdictions as applicable) approve the mitigation, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.	City	SU
		(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard. Optimize signal cycle length to 115 seconds. Implementation of this mitigation would reduce conditions to LOS E with 73.8 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.	City	LS

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(d) Intersection 11: Mission Boulevard / Industrial Parkway. (1) Widen to add a 3th southbound through lane (SBT); this will require approximately 12 feet of additional right of way. (2) Restripe the southbound shared through-right lane as a southbound right turn lane (SBR). (3) Optimize signal cycle length to 115 seconds. Implementation of this mitigation would improve conditions to LOS E with 79.3 seconds of delay during the AM peak hour, and LOS E with 57.5 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. ~~There is no feasible mitigation for this impact. The signal cycle length could be optimized to 115 seconds; this mitigation would reduce conditions to LOS E with~~	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~74.8 seconds of delay during the PM peak hour, but the AM peak hour would remain at LOS F with 128.1 seconds of delay.~~ Significant improvements would be required to maintain LOS E conditions during the AM peak hour. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**		
		(e) Intersection 12: Industrial Parkway SW / Industrial Parkway. (1) Restripe the westbound shared through-right lane as a westbound right turn lane (WBR). (2) Widen to add 2nd and 3rd westbound through lanes (WBT); this will require approximately 24 feet of additional right of way. (3) Restripe the eastbound shared through-right lane as an eastbound right turn lane (EBR).	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(4) Widen to add 2nd and 3rd eastbound through lanes (EBT); this will require approximately 24 feet of additional right of way. (5) Widen to add a 2nd southbound through lane (SBT); this will require approximately 12 feet of additional right of way. (6) Restripe the southbound shared through-right lane as a southbound right turn lane (SBR). (7) Widen to add a 2nd northbound through lane (NBT); this will require approximately 12 feet of additional right of way. (8) Optimize signal cycle length to 95 seconds. Implementation of this mitigation would improve conditions to LOS D with 45.8 seconds of delay during the AM peak hour, and LOS E with 74.2 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. ~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and		

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Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. At this time, these measures are considered to be infeasible, and the~~As a result this~~ impact is considered to be ***significant and unavoidable*****.**		
		(f) Intersection 14: SB I-880 / Industrial Parkway. (1) Provide an additional receiving lane on the west side of the intersection to allow overlap phase for southbound right turn lane; this will require approximately 12 feet of additional right of way. (2) Widen to add 3rd westbound through lane (WBT); this will require approximately 12 feet of additional right of way. (3) Widen to add 3rd eastbound through lane (EBT); this will require approximately 12 feet of additional right of way. Implementation of this mitigation would improve conditions to LOS D with 54.6 seconds of delay during the AM peak hour, and LOS D with 54.9 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require		

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*.**		
		(g) Intersection 15: Hesperian Boulevard / EB SR 92 Ramps. (1) Widen to add 3rd northbound through lane (NBT); this will require approximately 12 feet of additional right of way. (2) Widen to add 2nd eastbound left turn lane (EBL) ; this will require approximately 12 feet of additional right of way. Implementation of this mitigation would improve conditions to LOS B with 19.0 seconds of delay during the AM peak hour, and LOS D with 50.1 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**		
		(h) Intersection 16: Hesperian Boulevard / WB SR 92 Ramps. (1) Widen to add 3rd southbound through lane (SBT); this will require approximately 12 feet of additional right of way. (2) Widen to add 2nd eastbound left turn lane (EBL); this will require approximately 12 feet of additional right of way. (3) Widen to add separate eastbound right turn lane (EBR); this will require approximately 12 feet of additional right of way. (4) Provide overlap phase for eastbound right turn lane.	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Implementation of this mitigation would improve conditions to LOS E with 60.4 seconds of delay during the AM peak hour, and LOS B with 13.6 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. ~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative		

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		modes. In addition, major AC Transit routes traverse this intersection. Also, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*.**		
		(i) Intersection 17: Industrial Parkway / EB SR 92 Ramps & Sleepy Hollow Avenue. (1) Widen to add 2nd southbound through lane (SBT); this will require approximately 12 feet of additional right of way. (2) Widen to add separate southbound right turn lane (SBR); this will require approximately 12 feet of additional right of way. (3) Widen to add 2nd eastbound right turn lane (EBR); this will require approximately 12 feet of additional right of way. Implementation of this mitigation would improve conditions to LOS C with 24.3 seconds of delay during the AM peak hour, and LOS E with 61.0 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*.**		
		(j) Intersection 24: Hesperian Boulevard / West Winton Avenue. (1) Widen to add 2nd westbound left turn lane (WBL); this will require approximately 12 feet of additional right of way. (2) Optimize signal with a 105 second cycle length. Implementation of this mitigation would improve conditions to LOS E with 63.3 seconds of delay during the AM peak hour, and LOS E with 69.6 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level*	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		with the new General Plan Policy of allowing LOS E. ~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, major AC Transit routes traverse this intersection. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*.**		
		(k) Intersection 26: Mission Boulevard / Sunset Boulevard. (1) Widen to add a separate southbound left turn lane (SBL); this may require approximately 12 feet of additional right of way. (2) Widen to add a separate northbound left turn lane (NBL); this may require approximately 12 feet of additional right of way. (3) Widen to add a separate eastbound left turn lane (EBL); this may require approximately 12 feet of additional right of way.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(4) Widen to add a separate westbound left turn lane (WSBL); this may require approximately 12 feet of additional right of way. (5) Optimize signal with a 105 second cycle length. Implementation of this mitigation would improve conditions to LOS D with 35.2 seconds of delay during the AM peak hour, and LOS E with 73.7 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E. ~~There is no feasible~~		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection. At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**		
		(l) Intersection 29: Mission Boulevard / D Street. (1) Widen to add 4th southbound through lane (SBT); this may require approximately 12 feet of additional right of way. (2) Optimize signal with a 120 second cycle length. Implementation of this mitigation would improve conditions to LOS E with 60.1 seconds of delay during the AM peak hour, and LOS E with 79.5 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection. The City has implemented ITS strategies at this location, including signal coordination and adaptive traffic control systems using the SCATS system. These strategies could help to improve conditions and reduce impacts. However, at this time, the additional required measures are considered to be infeasible, and the~~As a result this~~ impact is considered to be ***significant and unavoidable***.		
		(m) Intersection 40: Hesperian Boulevard / Tennyson Road. Widen to reconfigure to 1 northbound left (NBL) lane, 3 northbound through (NBT) lanes, and 1 northbound right (NBR) lane. Implementation of this mitigation would reduce conditions to LOS E with 78.0 seconds of delay during the PM peak hour. In addition, this intersection resides in an area of	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection. ~~However~~At this time, this mitigation is considered to be		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		infeasible because widening and increasing capacity could require significant right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Table 7.3 Proposed Hayward General Plan Policies to Avoid or Reduce Construction-Related Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	sensitive land uses in proximity to TAC- and $PM_{2.5}$-emitting sources and odor sources in order to minimize health risk.	
Policy NR-2.17 Source Reduction Measures	The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new sources of toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$), and odors.	Requires the application of project-specific BMPs that reduce construction exhaust and fugitive dust as part of the City's Community Risk Reduction Strategy (see Impact 7.4).
Policy NR-2.18 Exposure Reduction BMPs for New Receptors	The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants (TAC), and fine particulate matter ($PM_{2.5}$).	Requires the application of project-specific BMPs that reduce exposure to construction exhaust and fugitive dust as part of the City's Community Risk Reduction Strategy (see Impact 7.4).
Policy NR-2.19 Exposure Reduction Measures for both Existing and New Receptors	The City shall work with area businesses, residents and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$).	Encourages voluntary reduction of construction exhaust emissions and fugitive dust, as well as exposure to these emissions, as part of the City's Community Risk Reduction Strategy (see Impact 7.4).
Implementation Program NR 19 Dust Control Ordinance	The City shall prepare a Dust Control Ordinance to regulate wind-blown dust generated from demolition, grading, excavation, and other temporary construction and landscaping activities. The ordinance shall include a list of best management practices (BMPs) designed to reduce dust, including but not limited to watering all active construction areas, covering any inactive areas on a construction site, installing wheel washers, sweeping streets surrounding project site, and installing dust monitors.	Establishes the City's intent to adopt a Dust Control Ordinance requiring application of BMPs to reduce dust from construction and landscaping activities.

Table 15.2 Proposed Hayward General Plan Policies to Avoid or Reduce Construction Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-8	Minimize human exposure to excessive noise	States the overall goal of the City to protect the overall welfare of the residents from adverse levels of noise.
Policy HAZ-8.17 Community Noise Control Ordinance	The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities.	Requires construction activities to comply with the adopted construction-noise standards (Municipal Code Chapter 4 Public Welfare, Morals and Conflict, SEC. 4-1.03.4), which is intended to prevent sensitive receptors from exposure to excessive noise levels from short-term construction activities within the City.
Policy Haz-8.20 Construction Noise Study	The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.	Allows the City to require construction noise studies for discretionary projects that have the potential to result in substantial noise levels from construction activities. Noise studies would evaluate construction noise against adopted noise standards and provide mitigation measures to reduce noise exposure if deemed necessary.
Policy Haz-8.21 Construction and Maintenance Noise Limits	The City shall limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00 am to 7:00 pm Monday through Saturday and 10:00 am to 6:00 pm on Sundays and holidays)	Limits construction and maintenance activities to the less sensitive times of the day when people are more likely to be away from home. As result, people would be less likely to be affected by daytime construction noise activities.
Policy Haz-8.22 Vibration Impact Assessment	The City shall 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 or disturbance to structures or sensitive receptors would occur.	Requires construction activities located in close proximity to existing sensitive receptors to conduct site-specific vibration noise studies. The noise studies would determine vibration impacts and include measures to reduce impacts associated with vibration noise and vibration damage to buildings, if deemed necessary. Therefore, under the proposed GPU, construction activities would not expose existing sensitive receptors to excessive levels of ground vibration.
Policy HAZ-8.24 Construction Noise Control Ordinance	The City shall develop noise control standards to regulate noise levels generated from temporary construction and landscaping activities.	Establishes the City's intent to develop noise control standards that would reduce noise levels from construction and landscaping activities.

Table 15.2 Proposed Hayward General Plan Policies to Avoid or Reduce Construction Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program HAZ 7 Construction Noise Control Ordinance	The City shall prepare and adopt a Construction Noise Control Ordinance to regulate the noise levels generated from temporary construction and landscaping activities. The ordinance shall include decibel level thresholds that should not be exceeded for construction equipment as well as establish appropriate hours and reduction measures for construction and landscaping activities to minimize impacts on nearby sensitive receptors.	Establishes the City's intent to develop a new Construction Noise Control Ordinance that would establish specific standards and appropriate hours of activity to reduce noise levels from construction and landscaping activities.

Mitigation 15-1. The proposed General Plan includes Goal HAZ-8; ~~and~~ Policies HAZ-8.17, HAZ-8.20, ~~and~~ HAZ-8.21, and HAZ-8.24; and Implementation Program HAZ 7, which establish the overall goal and intentions of the City with regards to construction-related noise. Policy HAZ-8.17 refers to a community noise control ordinance for the purposes of regulating community noise levels. The City has adopted Section 4-1.03.4 of the Municipal Code (Construction and Alteration of Structures; Landscaping Activities), which states that individual devices/pieces of construction equipment are not to exceed 83 dB at a distance of 25 feet from the source and 86 dB at any point of the property plane Monday through Saturday from 7:00 AM to 7:00 PM and Sundays from 10:00 AM to 6:00 PM, "unless otherwise provided pursuant to a duly-issued permit or a condition of approval." Thus, while the code establishes specific standards to reduce construction noise from typical construction activities, it may not apply to all development projects requiring discretionary approval. However, Policy HAZ-8.24 establishes the City's intent to develop specific construction noise standards, and Implementation Program HAZ 7 would result in the preparation and adoption of a Construction Noise Control Ordinance that would apply to all construction projects, including discretionary projects.

Policy HAZ-8.20 establishes that a site-specific noise study may be required by the City for discretionary projects requiring land use entitlements. In addition, Policy HAZ-8.21 establishes limits on construction noise-generating activities to the less sensitive times of the day, when people are less likely to be disturbed. ~~While a~~Adoption of these proposed General Plan policies and implementation program ~~could reduce potential impacts, these policies~~ would ~~not fully prevent~~ ensure that exposure of sensitive receptors located near construction activities to excessive noise levels would be avoided or reduced ~~. Some construction projects could still be approved that would not be subject to specific noise studies or be required to reduce construction noise levels. Therefore, this impact would remain **significant and unavoidable.**~~to a ***less-than-significant level*.**

Ground Vibration. Construction activities due to implementation of the proposed General Plan could result in the temporary ground vibration from the use of heavy-duty construction equipment as well as long-term exposure to ground vibration from sources such as trains, busses, and the BART. The proposed General Plan contains policies that require construction activities located in close proximity to existing sensitive land uses, as well as new development projects located in close proximity to vibration noise sources, to conduct vibration noise studies. Noise studies would determine vibration impacts, and the City would require all feasible mitigation to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. Therefore, new development would not be exposed to excessive levels of vibration and this impact would be ***less than significant*** (see criterion [b] in subsection 15.2.1, "Significance Criteria," above).

Ground vibration may result from short-term construction activities as well as long-term exposure from transportation noise sources (i.e., passenger trains, freight trains, buses). Short-term and long-term vibration exposure are discussed separately below.

(a) Short-Term Construction-Related Ground Vibration Exposure. Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance.

Summary

Adoption of proposed Policies HAZ-8.22 and HAZ-8.23 would require a project-level noise and vibration study to determine vibration-related impacts on structures and humans. For projects located within 200 feet of a vibration-noise source, noise levels could exceed the FTA recommended threshold of 72 VdB and result in excessive vibration-noise exposure to residents. However, project level noise studies would determine vibration levels at these projects and recommend feasible mitigation measures (e.g., insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration-noise to an acceptable level. Therefore, existing sensitive receptors and new sensitive receptors would not be exposed to excessive levels of ground vibration from new construction or existing vibration sources. This would be a ***less-than-significant impact.***

Mitigation. No additional mitigation is required beyond the requirements described above.

Impact 15-2: Long-Term Traffic Noise Levels. Implementation of the proposed General Plan would increase noise levels along transportation routes with nearby sensitive receptors. Proposed policies would establish noise standards for new development and require that site-specific noise studies be conducted to reduce noise exposure. However, in some instances, traffic-related noise increases could be more than 3 dB, the level typically audible to the human ear and, therefore, considered a substantial increase in noise. This would represent a ***significant impact*** (see criteria [a] and [c] in subsection 15.2.1, "Significance Criteria," above).

Future planned development with implementation of the proposed General Plan could be exposed to existing community noise as well as increases in traffic noise due to anticipated traffic increases on transportation networks within the Planning Area. In addition, existing development within the Planning Area may also be exposed to increases in traffic noise as a result of the proposed General Plan.

Single-family residential development, schools, libraries, hospitals, convalescent homes, and places of worship are considered the most noise-sensitive land uses with regards to community noise. High-density and mixed-use residential, commercial, and industrial development is less noise-sensitive because uses are primarily indoors, and typically noise exposure can be reduced through design and material choice (e.g., outdoor activity areas are located in courtyards surrounded by structures, materials with greater insulation are used).

Existing and future traffic noise levels throughout the City were modeled to determine the anticipated traffic noise levels along major roadways. For a complete list of roadway segments and the modeled distances from the roadway centerline to the 60, 65, 70, and the 75 dB Community Noise Equivalent Level (CNEL)/Day-night noise level (L_{dn}) contour and the noise level at 50 feet from the roadway centerline (see the EIR appendices**)**. Noise contours were developed for the proposed General Plan buildout year of 2040 based on modeling results, and are shown below in Figure 15-1. Table 15.4 shows the existing (baseline) traffic noise levels on modeled roadways and, the projected 2040 traffic noise levels, and the change in noise levels at 50 feet from the modeled roadways. Existing and future projected traffic noise levels were based on the traffic modeling and Average Daily Traffic (ADT) data

(a) Intersections. The threshold used to determine whether project-related impacts at signalized intersections would be considered significant is if the additional traffic associated with the project would:

- Degrade the AM or PM peak hour from an acceptable LOS D (average control delay of 55 seconds/vehicle) or better under the Existing or No Project condition to an unacceptable LOS E or worse under the Project condition except when LOS E is determined by the City of Hayward as acceptable due to costs of mitigation or when there would be other unacceptable impacts; or

- Degrade the AM or PM peak hour operating at LOS E or F under the Existing or No Project condition by increasing the average control delay per vehicle by five (5) seconds or more.

Since the proposed General Plan is a long range plan, the intersection impacts were determined comparing the future (2035) cumulative with project condition to the baseline (existing) condition. Then, to determine whether the proposed General Plan results in a "considerable" contribution to that future cumulative condition, the future with project condition was compared to the future no project condition.

(b) Congestion Management Program Roadways and Transit. For CEQA purposes, a roadway segment is considered to operate at an acceptable level if the segment operates at the level of service standard identified for that segment by the county congestion management agency. According to the Alameda County Transportation Commission (ACTC) 2011 Congestion Management Program (CMP), the ACTC has not adopted any policy for determining the threshold of significance for LOS for the Land Use Analysis Program of the CMP; therefore, for purposes of this EIR, the LOS standard for Metropolitan Transportation System (MTS) roadways, which include the CMP roadway network, has been set as any impact that:

- Results in any roadway segment currently meeting its CMP LOS E standard to degrade to an LOS F, or

- Result in more than a 5% increase in the volume to capacity (V/C) ratio for any roadway segment already exceeding its CMP LOS standard, or if already LOS F, under cumulative no project conditions.

For the MTS transit services, the LOS standard has been set as any increase in transit ridership that:

- Results in a change to the 15 to 30 minute headway standard for AC Transit bus service, or
- Results in a change to the 3.75 to 15 minute headway standard for BART.
- The Alameda CTC has not established a standard for Amtrak; therefore, for the purposes of this EIR, the LOS standard is proposed as a change to the existing 60 minute headway standard for Amtrak Capit~~a~~ol Corridor.

18.2.2 Analysis Methodology

The potential impacts to the transportation system were evaluated according to the standards and practices of the City of Hayward and ACTC using the *2000 Highway Capacity Manual* methodologies for intersections, freeways, and local roadways as well as transit headway

For the remaining intersections that would operate below the LOS standard and meet the 5 second threshold, mitigation measures were considered to reduce the impact. Per City practice, an intersection can be mitigated to a less-than-significant level if an infrastructure improvement or traffic volume reduction results in the intersection operating at its minimum threshold or better. If an intersection is currently operating at substandard LOS, the improvement must, at a minimum, return the intersection to its No Project operating conditions to achieve a less-than-significant finding.

Impact 18-1: Project Intersection Impacts. Under the 2035 Project condition, implementation of the proposed General Plan would result in traffic volumes that exceed the City standard for intersection performance. According to City guidelines, this change due to the proposed General Plan would potentially constitute a ***'considerable' project contribution to the significant cumulative impact*** (see criteria for "Intersections" in subsection 18.2.1, "Significance Criteria," above).

Mitigation 18-1. Make the following intersection improvements:

(a) Intersection 13: NB I-880 Ramps / Whipple Road-Industrial Parkway SW. Widen to convert northbound shared through-right lane to separate northbound right turn lane and a northbound through lane. This may require additional right of way of approximately 12 feet.

Implementation of this mitigation would reduce conditions to LOS E with 64.5 seconds of delay during the PM peak hour and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes.

These improvements to the ramp intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation would require coordination with these jurisdictions for implementation. The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after a determination is made for fair share contribution and coordination with Caltrans and other jurisdictions as applicable. The impact is considered to be ***less-than-significant.***

(b) Intersection 18: Industrial Boulevard / WB SR 92 ramps – Cryer St.

(1) Widen to add second northbound left turn lane (which could be done with striping if 10 foot lanes allowed);

(2) Add second receiving lane on on-ramp (ramp would need reconfiguring).

Implementation of this mitigation would reduce conditions to LOS E with 57.2 seconds of delay during the AM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.

Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, major AC Transit routes traverse this intersection, and mitigation would require coordination with AC Transit to ensure there are no impacts to bus stop locations and bus service.

These improvements to the ~~on-~~ramp intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation would require coordination with other jurisdictions. The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after a determination is made for fair share contribution and coordination with Caltrans, AC Transit, and other jurisdictions as applicable. The impact is considered to be ***less-than-significant.*** ~~is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.~~

(c) Intersection 21: Hesperian Boulevard / Industrial Parkway.

(1) Widen to convert the northbound through-right lane to a third northbound through (NBT) lane and one northbound right (NBR) lane; this will require approximately 12 feet of additional right of way.

(2) Widen to convert eastbound through-right lane (EBTR) to second eastbound thru (EBT) lane and one eastbound right (EBR) lane; this will require approximately 12 feet of additional right of way.

(continued)

Mitigation 18-1 (continued):

(3) Widen to convert southbound through-right (SBTR) to one southbound through (SBT) lane and one southbound right (SBR) lane; this will require approximately 12 feet of additional right of way.
(4) Add overlap phasing at NBR, EBR, SBR, and WBR movements.

Implementation of this mitigation would reduce conditions to LOS E with 75.7 seconds of delay during the PM peak hour and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes.

In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. Also, major AC Transit routes traverse this intersection. Mitigation would require coordination with Alameda County and AC Transit to ensure there are no impacts on the bicycle network, pedestrian amenities, bus stop locations, and bus service.

The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after coordination with Alameda County and AC Transit. The impact is considered to be ***less-than-significant.***

(d) Intersection 22: Santa Clara Street / Jackson Street.

(1) Widen to add a 4th westbound through lane (WBT); this will require approximately 12 feet of additional right of way.
(2) Widen to add a 2nd eastbound left turn lane (EBLT); this will require approximately 12 feet of additional right of way.
(3) Widen to add a 2nd northbound through lane (NBT); this will require approximately 12 feet of additional right of way.
(4) Widen to add a 2nd southbound through lane (SBT); this will require approximately 12 feet of additional right of way.

Implementation of these improvements would mitigate both Project level and Cumulative level impacts, and improve conditions to LOS E with 66.9 seconds of delay during the AM peak hour, and LOS E with 91.0 seconds of delay during the PM peak hour. The mitigations would reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions or return the operations to the No Project condition. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. These improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward. At this time, these measures are considered to be infeasible, and ~~As a result this~~ the impact is considered to be ***significant and unavoidable***.

(e) Intersection 23: Santa Clara Street / Winton Avenue.

(1) Widen to reconfigure northbound approach to 2 northbound left (NBL), 1 northbound through (NBT), and 1 northbound shared through-right (NBTR); this will require approximately 12 feet of additional right of way.

(2) Widen to reconfigure southbound approach to 1 southbound left (SBL), 2 southbound through (SBT), and 1 southbound right (SBR); this will require approximately 12 feet of additional right of way.

(3) Widen to reconfigure westbound approach to 1 westbound left (WBL), 2 westbound through (WBT), 1 westbound shared through-right (WBTR); this will require approximately 12 feet of additional right of way.

(4) Add overlap on all signal phases except for the northbound-right (NBR) phase.

Implementation of this mitigation would reduce conditions to LOS E with 75.2 seconds of delay during the PM peak hour and reduce the impact to *less-than-significant* with the new General Plan Policy of allowing LOS E.

Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes.

In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. Also, major AC Transit routes traverse this intersection. Mitigation would require coordination with Alameda County and AC Transit to ensure there are no impacts on the bicycle network, pedestrian amenities, bus stop locations, and bus service.

The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after coordination with Alameda County and AC Transit. The impact is considered to be ***less-than-significant.***

(f) Intersection 25: Santa Clara St / West A St.

(1) Widen to add exclusive northbound right (NBR) at least as far back as Amador Way and widen to have dual left, convert northbound shared through-right (NBTR) to northbound through (NBT) resulting in 2 northbound left (NBL) lanes, 2 northbound through (NBT) lanes, and one northbound right (NBR); this will require approximately 12 feet of additional right of way.

(2) Add second eastbound left (EBL) lane; this will require approximately 12 feet of additional right of way.

(3) Add another southbound through (SBT) lane; this will require approximately 12 feet of additional right of way.

(4) Add overlap for right turns on all signal phases~~)~~.

(continued)

Mitigation 18-1 (continued):

Implementation of this mitigation would reduce conditions to LOS D with 50.4 seconds of delay during the PM peak hour and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection is located on the Alameda Countywide Bicycle network; mitigation would require coordination with Alameda County to ensure there are no impacts to the bicycle network.

The buildout of the General Plan would take place over many years; the City will monitor conditions as individual projects are implemented to determine when these mitigations need to be implemented. The proposed mitigations are considered to be feasible after coordination with Alameda County. The impact is considered to be ***less-than-significant.***

(g) Intersection 31: Foothill Blvd / Mattox Rd.

(1) Reconfigure the southbound (SB) off-ramp lanes to 2 southbound left (SBL) lanes, 3 southbound through (SBT) lanes, and 1 southbound right (SBR);
(2) Add overlaps for SBR and northbound right (NBR).

Implementation of this mitigation would reduce conditions to LOS F with 90.7 seconds of delay during the AM peak hour and to LOS E with 76.9 seconds of delay during the PM peak hour, which returns the operations to better than the No Project condition. However, ~~additional~~ significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes.

This intersection is under the jurisdiction of Alameda County. In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan.

~~These improvements to the intersection would be subject to coordination with and approval of Alameda County, and this intersection is not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is~~ At this time, these measures are considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.

Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a ***significant cumulative impact*** (see criteria for "Intersections " in subsection 18.2.1, "Significance Criteria," above).

Mitigation 18-2. Make the following intersection improvements:

(a) Intersection 2: Mission Boulevard / A Street.

(1) Widen to add a 4th westbound left turn lane (WBL);
(2) Widen to add a 2nd westbound through lane (WBT);
(3) Widen to add 2 exclusive westbound right turn lanes (WBR);
(4) Widen to add a 2nd southbound through lane (SBT);
(5) Widen to add a 3rd eastbound left turn lane (EBL);
(6) Optimize signal cycle length to 115 seconds.

Implementation of this mitigation would improve conditions to LOS E with 65.1 seconds of delay during the AM peak hour, and LOS E with 61.6 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection is located on the Alameda Countywide Bicycle network and resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan. Also, major AC Transit routes traverse this intersection.

The City has implemented Intelligent Transportation Systems (ITS) strategies at this location, including signal coordination and adaptive traffic control systems using the Sydney Coordinated Adaptive Traffic Systems (SCATS) system. These strategies could help to improve conditions and reduce impacts. However, at this time, the additional required measures are considered to be infeasible, and the~~As a result this~~ impact is considered to be ***significant and unavoidable***.

(b) Intersection 6: SB I-880 Ramps / A Street. Reconfigure eastbound approach to 1 eastbound through (EBT) lane, 1 eastbound through-right (EBTR) lane, and 1 right (EBR) lane and optimize signal timings. Implementation of this mitigation would reduce conditions to LOS E with 79.7 seconds of delay during the AM peak hour and LOS E with 77.8 seconds of delay during the PM peak hour, and would reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to A Street would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward; therefore, until Caltrans (and other jurisdictions as applicable) approve the mitigation, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.

(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard. Optimize signal cycle length to 115 seconds. Implementation of this mitigation would reduce conditions to LOS E with 73.8 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.

(d) Intersection 11: Mission Boulevard / Industrial Parkway.

(1) Widen to add a 3th southbound through lane (SBT); this will require approximately 12 feet of additional right of way.

(2) Restripe the southbound shared through-right lane as a southbound right turn lane (SBR).

(3) Optimize signal cycle length to 115 seconds.

Implementation of this mitigation would improve conditions to LOS E with 79.3 seconds of delay during the AM peak hour, and LOS E with 57.5 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact. The signal cycle length could be optimized to 115 seconds; this mitigation would reduce conditions to LOS E with 74.8 seconds of delay during the PM peak hour, but the AM peak hour would remain at LOS F with 128.1 seconds of delay.~~ Significant improvements would be required to maintain LOS E conditions during the AM peak hour. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**

(continued)

Mitigation 18-2 (continued):

(e) Intersection 12: Industrial Parkway SW / Industrial Parkway.

(1) Restripe the westbound shared through-right lane as a westbound right turn lane (WBR).
(2) Widen to add 2nd and 3rd westbound through lanes (WBT); this will require approximately 24 feet of additional right of way.
(3) Restripe the eastbound shared through-right lane as an eastbound right turn lane (EBR).
(4) Widen to add 2nd and 3rd eastbound through lanes (EBT); this will require approximately 24 feet of additional right of way.
(5) Widen to add a 2nd southbound through lane (SBT); this will require approximately 12 feet of additional right of way.
(6) Restripe the southbound shared through-right lane as a southbound right turn lane (SBR).
(7) Widen to add a 2nd northbound through lane (NBT); this will require approximately 12 feet of additional right of way.
(8) Optimize signal cycle length to 95 seconds.

Implementation of this mitigation would improve conditions to LOS D with 45.8 seconds of delay during the AM peak hour, and LOS E with 74.2 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan.

At this time, these measures are considered to be infeasible, and the~~As a result this~~ impact is considered to be ***significant and unavoidable*****.**

(f) Intersection 14: SB I-880 / Industrial Parkway.

(1) Provide an additional receiving lane on the west side of the intersection to allow overlap phase for southbound right turn lane; this will require approximately 12 feet of additional right of way.
(2) Widen to add 3rd westbound through lane (WBT); this will require approximately 12 feet of additional right of way.
(3) Widen to add 3rd eastbound through lane (EBT); this will require approximately 12 feet of additional right of way.

Implementation of this mitigation would improve conditions to LOS D with 54.6 seconds of delay during the AM peak hour, and LOS D with 54.9 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**

(g) Intersection 15: Hesperian Boulevard / EB SR 92 Ramps.

(1) Widen to add 3rd northbound through lane (NBT); this will require approximately 12 feet of additional right of way.
(2) Widen to add 2nd eastbound left turn lane (EBL) ; this will require approximately 12 feet of additional right of way.

Implementation of this mitigation would improve conditions to LOS B with 19.0 seconds of delay during the AM peak hour, and LOS D with 50.1 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**

(h) Intersection 16: Hesperian Boulevard / WB SR 92 Ramps.

(1) Widen to add 3rd southbound through lane (SBT); this will require approximately 12 feet of additional right of way.

(2) Widen to add 2nd eastbound left turn lane (EBL); this will require approximately 12 feet of additional right of way.
(3) Widen to add separate eastbound right turn lane (EBR); this will require approximately 12 feet of additional right of way.
(4) Provide overlap phase for eastbound right turn lane.

Implementation of this mitigation would improve conditions to LOS E with 60.4 seconds of delay during the AM peak hour, and LOS B with 13.6 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, major AC Transit routes traverse this intersection. Also, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**

(i) Intersection 17: Industrial Parkway / EB SR 92 Ramps & Sleepy Hollow Avenue.

(1) Widen to add 2nd southbound through lane (SBT); this will require approximately 12 feet of additional right of way.
(2) Widen to add separate southbound right turn lane (SBR); this will require approximately 12 feet of additional right of way.
(3) Widen to add 2nd eastbound right turn lane (EBR); this will require approximately 12 feet of additional right of way.

Implementation of this mitigation would improve conditions to LOS C with 24.3 seconds of delay during the AM peak hour, and LOS E with 61.0 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, these improvements to the intersection would be subject to the review and approval of other jurisdictions, including Caltrans, and not solely under the jurisdiction of the City of Hayward.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**

(continued)

Mitigation 18-2 (continued):

(j) Intersection 24: Hesperian Boulevard / West Winton Avenue.

(1) Widen to add 2nd westbound left turn lane (WBL); this will require approximately 12 feet of additional right of way.
(2) Optimize signal with a 105 second cycle length.

Implementation of this mitigation would improve conditions to LOS E with 63.3 seconds of delay during the AM peak hour, and LOS E with 69.6 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, major AC Transit routes traverse this intersection.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*.**

(k) Intersection 26: Mission Boulevard / Sunset Boulevard.

(1) Widen to add a separate southbound left turn lane (SBL); this may require approximately 12 feet of additional right of way.
(2) Widen to add a separate northbound left turn lane (NBL); this may require approximately 12 feet of additional right of way.
(3) Widen to add a separate eastbound left turn lane (EBL); this may require approximately 12 feet of additional right of way.
(4) Widen to add a separate westbound left turn lane (WSBL); this may require approximately 12 feet of additional right of way.
(5) Optimize signal with a 105 second cycle length.

Implementation of this mitigation would improve conditions to LOS D with 35.2 seconds of delay during the AM peak hour, and LOS E with 73.7 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection.

At this time, these measures are considered to be infeasible, ~~As a result this~~ and the impact is considered to be ***significant and unavoidable*****.**

(l) Intersection 29: Mission Boulevard / D Street.
(1) Widen to add 4th southbound through lane (SBT); this may require approximately 12 feet of additional right of way.
(2) Optimize signal with a 120 second cycle length.

Implementation of this mitigation would improve conditions to LOS E with 60.1 seconds of delay during the AM peak hour, and LOS E with 79.5 seconds of delay during the PM peak hour, and reduce the impact to a *less-than-significant level* with the new General Plan Policy of allowing LOS E.

~~There is no feasible mitigation for this impact.~~ Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection.

The City has implemented ITS strategies at this location, including signal coordination and adaptive traffic control systems using the SCATS system. These strategies could help to improve conditions and reduce impacts. However, at this time, the additional required measures are considered to be infeasible, and the~~As a result this~~ impact is considered to be ***significant and unavoidable***.

(m) Intersection 40: Hesperian Boulevard / Tennyson Road. Widen to reconfigure to 1 northbound left (NBL) lane, 3 northbound through (NBT) lanes, and 1 northbound right (NBR) lane. Implementation of this mitigation would reduce conditions to LOS E with 78.0 seconds of delay during the PM peak hour. In addition, this intersection resides in an area of Countywide Significance as identified in the Countywide Pedestrian Plan, and major AC Transit routes traverse this intersection. ~~However~~At this time, this mitigation is considered to be infeasible because widening and increasing capacity could require significant right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.

2020 Impacts on MTS and CMP Roadways. New development under the proposed General Plan would add new vehicle trips on the MTS and CMP roadway segments, including during peak commute hours. However, increased numbers of vehicle trips resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity. These changes to future traffic would represent a ***less-than-significant impact*** (see criteria for "Roadway Impacts" in subsection 18.2.1b, "Significance Criteria," above).

Mitigation. None required.

2035 Impacts on MTS and CMP Roadways. New development under the proposed General Plan would add new vehicle trips on the MTS and CMP roadway segments, including during peak commute hours. However, increased numbers of vehicle trips resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity. These changes to future traffic would represent a ***less-than-significant impact*** (see criteria for "Roadway Impacts" in subsection 18.2.1b, "Significance Criteria," above).

Mitigation. None required.

In addition, Table 18.9 identifies proposed General Plan policies and implementation programs that would avoid or reduce impacts on roadways.

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(2) Transit. Some commuters are expected to use the transit system to travel to work, particularly the AC Transit buses, BART trains to and from the Hayward and South Hayward stations, and Amtrak Capit~~a~~ol Corridor.

The transit baseline forecasts for Cumulative 2020 and Cumulative 2035 were extracted for all AC Transit bus routes, BART, and Amtrak trains serving Hayward from the Alameda CTC Countywide Model. The daily ridership was factored into peak hour ridership for Baseline and Plus Project conditions.

Cumulative 2020 Conditions. The proposed General Plan has the potential to generate increases in systemwide ridership for AC Transit, BART, and Amtrak Capit~~a~~ol Corridor (see Table 18.10).

- When compared to 2020 No Project, the ridership on AC Transit is expected to increase with the proposed General Plan. The transit ridership on all AC Transit routes serving Hayward increases by 2.29% overall and varies by individual route. The ridership on one AC Transit bus (Route 86) increases by 24.3% as a result of the proposed General Plan. However, given the available capacity on Route 86 within Hayward, this is not considered an impact. For the other AC Transit routes, the change in future AC Transit ridership is not expected to cause a significant impact to the peak hour bus service that would result in a change beyond the 15 to 30 minute headways standard (significance threshold).

- When compared to 2020 No Project, the ridership on BART is expected to increase with the proposed General Plan. The ridership on any BART line or station does not increase by more than 0.13 % as a result of the proposed General Plan. Therefore, given the future

Table 18.10
TRANSIT CMP ANALYSIS--COMPARISON OF CUMULATIVE 2020 NO-PROJECT AND 2020 PLUS GENERAL PLAN PROJECT PM PEAK HOUR TRANSIT RIDERSHIP

Operator/Route	2020 Ridership - PM Peak Hour				Significant	Requires
	No Project	With Project	Difference	Percent Diff	Impact	Frequency Change
BART						
Hayward Lines						
Berryessa - Richmond	8,550	8,554	3	0.04%	no	no
Daly City - Dublin/Pleasanton	14,257	14,258	1	0.00%	no	no
Daly City - S. Hayward	1,042	1,043	1	0.05%	no	no
Daly City - San Jose	12,317	12,320	3	0.02%	no	no
Sum	**36,167**	**36,174**	**7**	**0.02%**		
Hayward Stations						
Hayward	1,556	1,558	2	0.13%	no	no
South Hayward	2,000	2,001	1	0.06%	no	no
Bay Fair	2,198	2,200	2	0.09%	no	no
Castro Valley	3,220	3,220	0	0.01%	no	no
Sum	**8,974**	**8,979**	**5**	**0.06%**		
Amtrak - Capitaol Corridor	**743**	**748**	**5**	**0.71%**	no	no
AC Transit Routes						
22	-	-	-	0.00%	no	no
32	-	-	-	0.00%	no	no
37	-	-	-	0.00%	no	no
48	143	143	0	0.04%	no	no
60	-	-	-	0.00%	no	no
68	-	-	-	0.00%	no	no
83	214	215	0	0.12%	no	no
85	1,234	1,235	0	0.04%	no	no
86	207	258	50	24.30%	no	no
93	663	663	0	0.02%	no	no
94	109	109	-	0.00%	no	no
95	272	272	(0)	-0.16%	no	no
97	1,688	1,694	7	0.39%	no	no
99	889	888	(1)	-0.16%	no	no
386	61	61	-	0.00%	no	no
M	653	654	0	0.05%	no	no
S	87	88	0	0.51%	no	no
Sum	**6,223**	**6,280**	**57**	**0.91%**		
Total	**52,107**	**52,182**	**75**	**0.14%**		

capacity of the four BART lines that serve the City, the change in future BART ridership is not expected to cause a significant impact to the peak hour BART service that would result in a change beyond the 3.75-15 minute headways standard.

- When compared to 2020 No Project, the ridership on Amtrak Capit~~a~~ol Corridor is expected to increase with the proposed General Plan. The ridership on the route or at the Hayward Station does not increase by more than 0.71% as a result of the proposed General Plan. Therefore, given the future capacity of the Amtrak Capit~~a~~ol Corridor that serves the City, the change in future Capit~~a~~ol Corridor ridership is not expected to cause a significant impact to the peak hour Capit~~a~~ol Corridor service that would result in a change beyond the current frequency of service.

Cumulative 2035 Conditions. The proposed General Plan has the potential to generate increases in systemwide ridership for AC Transit, BART, and Amtrak Capit~~a~~ol Corridor (see Table 18.11).

- When compared to 2035 No Project, the ridership on AC Transit is expected to increase with the proposed General Plan. The transit ridership on all AC Transit routes serving Hayward increases by 0.91% overall and varies by individual route. The ridership on one AC Transit bus (Route 86) increases by over 50% as a result of the proposed General Plan. However, given the available capacity on Route 86 within Hayward, this is not considered an impact. For the other AC Transit routes, the change in future AC Transit ridership is not expected to cause a significant impact to the peak hour bus service that would result in a change beyond the 15 to 30 minute headways standard.

- When compared to 2035 No Project, the ridership on BART is expected to increase with the proposed General Plan. The ridership on any BART line or station does not increase by more than 0.17 % as a result of the proposed General Plan. Therefore, given the future capacity of the 4 BART lines that serve the City, the change in future BART ridership is not expected to cause a significant impact to the peak hour BART service that would result in a change beyond the 3.75-15 minute headways standard.

- When compared to 2035 No Project, the ridership on Amtrak Capit~~a~~ol Corridor is expected to increase with the proposed General Plan. The ridership on the route or at the Hayward Station does not increase by more than 1.7% as a result of the proposed General Plan. Therefore, given the future capacity of the Amtrak Capit~~a~~ol Corridor that serve the City, the change in future Capit~~a~~ol Corridor ridership is not expected to cause a significant impact to the peak hour Capit~~a~~ol Corridor service that would result in a change beyond the current frequency of service.

The proposed General Plan includes policies and programs to support transit (see Table 18.12).
2020 Impact on MTS Transit. New development under the proposed General Plan by 2020 would add new transit trips on the existing bus and rail network, including during peak commute hours. However, increased numbers of transit riders resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity in 2020. These changes to transit ridership would represent a ***less-than-significant impact*** (see criteria for "Transit Impacts" in subsection 18.2.1b, "Significance Criteria," above.)

Mitigation. None required.

Table 18.11
TRANSIT CMP ANALYSIS--COMPARISON OF CUMULATIVE 2035 NO-PROJECT AND 2035 PLUS GENERAL PLAN PROJECT PM PEAK HOUR TRANSIT RIDERSHIP

Operator/Route	2035 Ridership - PM Peak Hour				Significant	Requires
	No Project	With Project	Difference	Percent Diff	Impact	Frequency Change
BART						
Hayward Lines						
Berryessa - Richmond	21,737	21,748	11	0.05%	no	no
Daly City - Dublin/Pleasanton	20,809	20,811	2	0.01%	no	no
Daly City - S. Hayward	1,002	1,003	2	0.16%	no	no
Daly City - San Jose	23,561	23,569	8	0.03%	no	no
Sum	**67,109**	**67,132**	**22**	**0.03%**		
Hayward Stations						
Hayward	3,322	3,329	6	0.19%	no	no
South Hayward	3,603	3,607	4	0.11%	no	no
Bay Fair	3,759	3,765	6	0.17%	no	no
Castro Valley	5,732	5,733	1	0.01%	no	no
Sum	**16,416**	**16,434**	**17**	**0.10%**		
Amtrak - Capitaol Corridor	**976**	**992**	**17**	**1.70%**	no	no
AC Transit Routes						
22	-	-	-	0.00%	no	no
32	-	-	-	0.00%	no	no
37	-	-	-	0.00%	no	no
48	188	188	0	0.11%	no	no
60	-	-	-	0.00%	no	no
68	-	-	-	0.00%	no	no
83	329	330	1	0.24%	no	no
85	1,571	1,572	1	0.09%	no	no
86	284	442	158	55.85%	no	no
93	782	783	0	0.05%	no	no
94	127	127	-	0.00%	no	no
95	318	316	(1)	-0.44%	no	no
97	1,970	1,991	21	1.05%	no	no
99	1,031	1,026	(5)	-0.45%	no	no
386	92	92	-	0.00%	no	no
M	1,001	1,002	1	0.10%	no	no
S	92	93	1	1.53%	no	no
Sum	**7,784**	**7,962**	**178**	**2.29%**		
Total	**92,285**	**92,520**	**234**	**0.25%**		

not implement the substantial improvements proposed by the 2040 General Plan to bicycle, pedestrian, and transit circulation and connectivity (see chapter 18 tables).

Under this alternative, projected systemwide ridership on AC Transit, BART, and Amtrak Capit~~a~~ol Corridor would be less compared to the 2040 General Plan (see Table 18.11 in chapter 18). Because these transit providers have existing capacity to accommodate the projected increased ridership under the 2040 General Plan, the more efficient use of the transit system under the 2040 General Plan is considered a beneficial effect. This beneficial effect would be reduced under the No Project alternative.

(o) Utilities and Service Systems. This alternative would result in reduced water demand, wastewater generation, and solid waste compared to the 2040 General Plan.

20.1.3 Attainment of Project Objectives

With fewer housing units, less employment, and more auto-oriented development, Alternative 1: No Project--Existing 2002 General Plan would be less effective in achieving the project objectives (listed at the beginning of this chapter), especially objectives #5 and #7.

20.2 ALTERNATIVE 2: OVERALL LOWER DEVELOPMENT DENSITY AND INTENSITY

20.2.1 Principal Characteristics

Alternative 2 assumes adoption of a similar 2040 General Plan, but with an overall lower density and intensity of development in the Planning Area--for example, less new (net) residential development in the Priority Development Areas (PDAs) and less new (net) potential employment in the Planning Area. For the sake of comparison, new potential multi-family residential units and new potential employment would each by reduced by 20 percent compared to the proposed General Plan. Therefore, this alternative would result in 5,920 new multi-family units and 20,620 new jobs, compared to 7,399 new dwelling units and 25,787 new jobs under the 2040 General Plan, a reduction of 1,479 dwelling units and 5,167 jobs.

ABAG projects that Hayward will grow to a total of 60,584 dwelling units by 2040; this alternative would result in about 57,308 units. The Planning Area household population would be approximately 202,000 under the alternative and 206,580 under the 2040 General Plan, a difference of 4,580.

20.2.2 Comparative Impacts and Mitigating Effects

(a) Aesthetics and Visual Resources. With less overall development, Alternative 2 would have reduced impacts compared to the 2040 General Plan with respect to aesthetics and visual resources.

(b) Agricultural Resources. With both the existing and 2040 General Plans subject to development within the established Urban Limit Line, this alternative would result in similar potential impacts on agricultural resources.

(c) Air Quality. Alternative 2 would result in lower air pollutant emissions, and fewer sensitive receptors exposed to toxic air contaminants (TACs), $PM_{2.5,}$ and odors.

(l) Population and Housing. Alternative 2 would result in smaller increases in population, housing, employment, and revenue accruing to the City. There would also be less new housing to meet the community and regional need for market-rate housing and affordable housing.

(m) Public Services. This alternative would result in a corresponding reduction in impacts on fire protection/emergency medical service (EMS), police protection, public schools, libraries, and parks and recreation compared to the 2040 General Plan. However, with less development, fewer development fees to maintain and enhance these public services would be collected.

(n) Transportation and Circulation. For this alternative, trip generation and traffic impacts from new development within the Planning Area would be reduced compared to the 2040 General Plan. The transportation and circulation impacts of the 2040 General Plan are evaluated in chapter 18 (Transportation and Circulation). Buildout under this alternative would avoid the significant impacts of the 2040 General Plan on nine study intersections (see Table 18.3 in chapter 18). In addition, the alternative would implement the substantial improvements proposed by the 2040 General Plan to bicycle, pedestrian, and transit circulation and connectivity (see chapter 18 tables).

Under this alternative, projected systemwide ridership on AC Transit, BART, and Amtrak Capit~~a~~ol Corridor would be less compared to the 2040 General Plan. Because these transit providers have existing capacity to accommodate the projected increased ridership under the 2040 General Plan, the more efficient use of the transit system under the 2040 General Plan is considered a beneficial effect. This beneficial effect would be reduced under Alternative 2.

(o) Utilities and Service Systems. This alternative would result in reduced water demand, wastewater generation, and solid waste compared to the 2040 General Plan.

20.2.3 Attainment of Project Objectives

With fewer housing units and less employment, Alternative 2: Overall Lower Development Density and Intensity would be less effective in achieving the project objectives (listed at the beginning of this chapter), but the alternative still would include the goals, plans, and implementation programs of the 2040 General Plan.

20.3 ALTERNATIVE 3: LESS EMPLOYMENT IN THE INDUSTRIAL TECHNOLOGY AND INNOVATION CORRIDOR

20.3.1 Principal Characteristics

Alternative 3 assumes adoption of a similar 2040 General Plan, but with less employment in the Industrial Technology and Innovation Corridor--for example, a combination of less new (net) development and less employee-intensive uses (e.g., manufacturing and warehousing at 1 employee per 750 square feet vs. research & development at 1 employee per 450 square feet). For the sake of comparison, this alternative assumes that the net change in employment across the Planning Area (including secondary employment not in the Industrial Corridor) would be reduced by 15 percent compared to the proposed General Plan. Therefore, this alternative would result in approximately 21,920 new jobs, compared to 25,787 new jobs under the 2040

The proactive sustainability policies in the 2040 General Plan (e.g., for on-site stormwater retention and natural filtering) would continue to be implemented (see chapter 13 tables). With less overall development under this alternative, fewer occupants and buildings within the Planning Area would be exposed to flooding and sea level rise risks.

(j) Land Use and Planning. This alternative would have similar impacts with respect to community cohesion and consistency with adopted plans. Both the alternative and the proposed 2040 General Plan include numerous policies to ensure that new development would be compatible and integrated with the established land use pattern, and their implementation would be an additional benefit to land use and planning over existing conditions (see chapter 14 tables).

(k) Noise. Buildout under this alternative would result in less noise than under the 2040 General Plan due primarily to a reduction in the number of new vehicle trips added to local roadways.

(l) Population and Housing. Alternative 3 would result in smaller increases in employment and revenue accruing to the City.

(m) Public Services. This alternative would result in a corresponding reduction in impacts on fire protection/emergency medical service (EMS), police protection, libraries, and parks and recreation compared to the 2040 General Plan. However, with less development, fewer development fees to maintain and enhance these public services would be collected.

(n) Transportation and Circulation. For this alternative, trip generation and traffic impacts from new development within the Planning Area would be reduced compared to the 2040 General Plan. The transportation and circulation impacts of the 2040 General Plan are evaluated in chapter 18 (Transportation and Circulation). Buildout under this alternative would reduce the significant impacts of the 2040 General Plan on nine study intersections (see Table 18.3 in chapter 18). In addition, the alternative would implement the substantial improvements proposed by the 2040 General Plan to bicycle, pedestrian, and transit circulation and connectivity (see chapter 18 tables).

Under this alternative, projected systemwide ridership on AC Transit, BART, and Amtrak Capit~~a~~ol Corridor would be less compared to the 2040 General Plan. Because these transit providers have existing capacity to accommodate the projected increased ridership under the 2040 General Plan, the more efficient use of the transit system under the 2040 General Plan is considered a beneficial effect. This beneficial effect would be reduced under Alternative 3.

(o) Utilities and Service Systems. This alternative would result in reduced water demand, wastewater generation, and solid waste compared to the 2040 General Plan.

20.2.3 Attainment of Project Objectives

With less employment, Alternative 3: Less Employment in the Industrial Technology and Innovation Corridor would be less effective in achieving the project objectives (listed at the beginning of this chapter), especially objective #4. The alternative still would include the goals, plans, and implementation programs of the 2040 General Plan.

Impacts	Significance without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance with Mitigation
TRANSPORTATION AND CIRCULATION	**S**	**Mitigation 18-2.** Make the following intersection improvements		
Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a ***significant cumulative impact***		**(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard/Orchard Avenue. (Parcel Group 5 & 6 Addendum Intersection 4)** (PM Peak Hour) Optimize signal cycle length to 115 seconds and restripe the outer westbound through land as a shared through/right turn lane. With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS E (61.1 seconds of delay) during the PM peak hour. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.	**City**	**LTS**
		(n) Intersection 9: Mission Boulevard/Harder Road. (Parcel Group 5 & 6 Addendum Intersection 11). (PM Peak Hour): Re-optimize signal timing splits to provide additional green time for eastbound left turn and westbound left turn movements. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (91.4 seconds of delay) during the PM peak hour. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.	**City**	**LTS**

Impacts	Significance without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance with Mitigation
		(o) Intersection 30: Mission Boulevard/Fletcher Lane (Parcel Group 5 & 6 Addendum Intersection 1). (AM Peak Hour): Install an eastbound left turn pocket and restripe the current eastbound shared left/through lane to a dedicated through lane. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (100.8 seconds of delay) during the AM peak hour. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.	**City**	**LTS**
		(p) Intersection 43: Mission Boulevard/Palisade Street (Parcel Group 5 & 6 Addendum Intersection 3). (AM Peak Hour): Signalize northbound and westbound (right-out) movements at the intersection (the southbound direction is not impacted). With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS A (7.0 seconds of delay) during the AM peak hour. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.	**City**	**LTS**

LSA

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

MEMORANDUM

DATE: July 19, 2019

TO: Jennifer Ott, Deputy City Manager
John Stefanski, Management Analyst II

FROM: Theresa Wallace, AICP, Principal
Shanna Guiler, AICP, Associate/Environmental Planner

SUBJECT: California Environmental Quality Act (CEQA) Addendum for the Route 238 Development Project – Quarry Site (Parcel Group 6)

This document, prepared pursuant to the California Environmental Quality Act (CEQA) and the regulations and policies of the City of Hayward, provides information and analysis concerning the Route 238 Development Project – Quarry Site (Parcel Group 6) (proposed project). This document is an Addendum to the City of Hayward 2040 General Plan Environmental Impact Report[1] (GP EIR), certified by the City of Hayward in July 2014. This Addendum to the GP EIR evaluates whether changes to development assumptions included in the General Plan associated with the proposed project would result in new or substantially more adverse significant effects or require new mitigation measures not identified in the GP EIR. See Attachment A for a full description of the proposed project. The City of Hayward is the Lead Agency under CEQA. In accordance with CEQA Section 21093(b) and CEQA Guidelines Section 15152(a), this Addendum tiers off the GP EIR, certified in July 2014, which is hereby incorporated by reference.

INTRODUCTION

The proposed project area is approximately 29.5 acres in size and consists of a single parcel bound by Highland Boulevard to the north, Carlos Bee Boulevard to the south, existing residential development to the west, and a Pacific Gas & Electric (PG&E) utility corridor to the east.

The proposed project would result in the construction of 500 townhomes, housing for up to 500 students, up to 10,000 square feet of retail/commercial space, passive open space, a neighborhood park, and associated roadway and infrastructure improvements to serve the project site. The project would require a Site Plan Review, Tentative Tract Map, Improvement Plans Review, Final Map, Grading Permit and Building Permit.

This Addendum is prepared pursuant to CEQA Guidelines Section 15164 which states: "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some

[1] Hayward, City of, 2014. *Final Environmental Impact Report City of Hayward General Plan*. May.

changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15162 specifies that "no subsequent EIR shall be prepared for that project unless the lead agency determines … one or more of the following:"

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

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

    a. The project will have one or more significant effects not discussed in the previous EIR;

    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.

Pursuant to CEQA Guidelines Section 15164(e), the purpose of this Addendum is to describe and evaluate the proposed project (Route 238 Development Project – Quarry Site), assess the proposed modifications to the project evaluated in the GP EIR, and identify the reasons for the City's conclusion that changes to the proposed project and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental EIR.

Attachment A to this Addendum provides a complete description of the proposed project, its location, existing site characteristics, proposed development, and required approvals and entitlements.

Attachment B to this Addendum provides the Environmental Checklist prepared for the project. This checklist provides information to: (1) compare the environmental impacts of the proposed project with impacts expected to result from development approved in the City of Hayward 2040 General

Plan and evaluated in the GP EIR; (2) demonstrate that the proposed project would not result in new or more severe significant environmental impacts; (3) revise mitigation measures identified in the GP EIR if necessary, and (4) conclude that no substantial changes with respect to the circumstances under which the project would be undertaken since the GP EIR was certified resulted in new or more severe significant environmental effects.

COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTIONS 15162 AND 15163

The following discussion summarizes the reasons that a subsequent or supplemental EIR, pursuant to CEQA Guidelines Sections 15162 and 15163, is not required and an Addendum to the GP EIR is the appropriate CEQA document.

Substantial Changes

Per the analysis included in Attachment B, Environmental Checklist, impacts associated with the proposed project are within the scope of the GP EIR. The proposed project would not result in project-specific impacts beyond those identified in the GP EIR, would not substantially increase the severity of impacts identified in the GP EIR, and would not require major revisions to the GP EIR. Therefore, the proposed changes to the project would be minor modifications, not substantial changes, and an Addendum is the appropriate document to address these minor modifications rather than a subsequent or supplemental EIR.

Substantial Changes in Circumstances

As described in the Environmental Checklist for each topic, environmental conditions in and around the project site have not changed such that implementation of the proposed minor modifications to the GP EIR would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the GP EIR, and thus would not require major revisions to the GP EIR.

New Information

No new information of substantial importance, which was not known or could not have been known when the GP EIR was certified, has been identified which shows that the proposed modifications to the GP EIR associated with the proposed project would be expected to result in: (1) new significant environmental effects not identified in the GP EIR; (2) substantially more severe environmental effects than shown in the GP EIR; (3) mitigation measures or alternatives previously determined to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the City declines to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives which are considerably different from those analyzed in the GP EIR would substantially reduce one or more significant effects on the environment, but the City declines to adopt the mitigation measure or alternative. As described through the Environmental Checklist, no new or substantially more severe impacts are expected beyond those identified in the GP EIR. Impacts identified as a result of the proposed project fall under the previously identified impacts in the GP EIR. Mitigation measures from the GP EIR have been modified to mitigate identified impacts;

however, these mitigation measures are not considerably different than those analyzed in the GP EIR.

STANDARD CONDITIONS OF APPROVAL

Standard Conditions of Approval (SCAs) have been identified that incorporate development policies and standards from various plans, policies, and ordinances (i.e., Hayward Municipal Code, California Building Code, Uniform Fire Code, the Regional Water Quality Control Board's Municipal Regional Permit, etc.), which have been found to substantially mitigate environmental effects. The City of Hayward applies SCAs for all projects and amends these conditions as needed. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

In reviewing project applications, the City determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCAs apply to a specific project. Because these SCAs are mandatory requirements imposed on a citywide basis, environmental analyses assume that these SCAs will be imposed and implemented by the project, and are not imposed as mitigation measures under CEQA.

CONCLUSION

The proposed modifications to the GP EIR described in this Addendum would not require major revisions to the GP EIR due to new or substantially increased significant environmental effects. The analysis contained in the Environmental Checklist confirms that the modified project is within the scope of the GP EIR and will have no new or more severe significant effects and no new mitigation measures are required. Therefore, no subsequent or supplemental EIR or further CEQA review is required prior to approval of the proposed project, as described in this Addendum.

Attachment: A – Project Description
B – Environmental Checklist

ATTACHMENT A
PROJECT DESCRIPTION

The following describes the proposed Route 238 Property Development – Quarry Site (Parcel Group 6) project (proposed project) that includes residential uses, designated open space and active park land, new public streets, infrastructure improvements, and installation of a portion of the Hayward Foothill Trail on approximately 29.5 acres of land owned by the City of Hayward (City). In addition to the description of the proposed project itself, this section includes a summary description of the project's location and existing site characteristics. This project description is part of the preparation of an Addendum to the City of Hayward 2040 General Plan Environmental Impact Report[1] (GP EIR), certified by the City of Hayward in July 2014. The City is the CEQA lead agency for the proposed project.

PROJECT BACKGROUND

In the 1960s, the California Department of Transportation (Caltrans) purchased over 400 parcels in the Hayward foothills, east of Foothill and Mission Boulevards, for the construction of the Route 238 Bypass Freeway project. However, in 1971 the community filed a lawsuit to stop the project and it was eventually abandoned. Caltrans has been selling the State-owned properties within the right-of-way because they are no longer required for the freeway project.

In January 2016, the City negotiated a purchase and sale agreement with Caltrans to acquire several remaining parcel groups along the former freeway alignment. The City's goal is to develop these properties with uses that would be consistent with the comprehensive vision of the City's General Plan and to integrate these properties with the rest of the community. The acquisition and development of each of these parcel groups is independent from one another, and no part of any one development is related to or dependent on the development of any other group of parcels.

PROJECT SITE

The following section describes the location and site characteristics for the proposed project area and provides a brief overview of the existing land uses within and in the vicinity of the site.

Location and Surrounding Land Uses

The City of Hayward occupies approximately 64 square miles in southwestern Alameda County, approximately 14 miles south of Downtown Oakland, 20 miles southeast of Downtown San Francisco, and 25 miles north of Downtown San Jose. The City's planning area (Sphere of Influence) encompasses approximately 72 square miles and includes all land within the Hayward City limits and adjacent unincorporated county land, including Garin Regional Park, open space areas east of the City, portions of San Lorenzo and Castro Valley, and the communities of Hayward Acres, Cherryland, and Fairview.

[1] Hayward, City of, 2014. *Final Environmental Impact Report City of Hayward General Plan*. May.

The proposed project is located on the site of a former sand/gravel quarry, known as the Quarry Property (Parcel Group 6), which is located north of Carlos Bee Boulevard, south of Highland Boulevard, approximately 1,000 feet northeast of Mission Boulevard and approximately 2,000 feet northwest of California State University, East Bay (CSU East Bay).

Regional vehicular access to the project site is provided by Interstate 580 (I-580) located approximately 2.5 miles north of the project site and State Route 238 (SR 238) that traverses the City. Figures 1 and 2 show the regional and local context of the proposed project site. A dirt access road within a Pacific Gas & Electric (PG&E) utility corridor connects the site to Carlos Bee Boulevard. Overlook Avenue and Palisade Street terminate at the southwestern corner of the site.

A green belt of trees along an unnamed drainage borders the northern side of Parcel Group 6. Single-family homes fronting on Highland Boulevard surround the northern side of the site, north of the drainage. Multifamily residential uses are located to the east and single-family residences are located to the west of the site. North of the housing on Highland Boulevard, the Hayward Plunge Trail is located adjacent to Ward Creek.

Site Characteristics and Current Site Conditions

The proposed project area is approximately 29.5 acres in size and consists of a single parcel bound by Highland Boulevard to the north, Carlos Bee Boulevard to the south, existing residential development to the west, and a PG&E utility corridor to the east.

The site was previously used as a sand/gravel quarry and is characterized by a large, relatively level area devoid of landscaping in the center of the site that is surrounded by steep slopes. A densely vegetated drainage area forms the northeastern border of the site. Concrete slabs, presumably from the quarry operation, remain on a hill in the western part of the site.

General Plan

The General Plan Land Use Map designates Parcel Group 6 as Sustainable Mixed-Use (with a natural drainage area along the northern boundary of the site designated as Parks and Recreation). The site is zoned as Sustainable Mixed-Use (up to 55 units/net acre) with the drainage zoned as Open Space. The site is also within the Hayward Foothills Trail Special Design District. The purpose of the Hayward Foothills Trail Special Design District is to ensure development of a continuous trail along the 238 Bypass Land Use Study properties. Specific development standards and design guidelines are outlined for the trail with a general location of the trail in the City of Hayward Zoning Ordinance.

The GP EIR analyzed implementation and buildout of the General Plan over a 26-year planning period. Although, no specific development projects were proposed in conjunction with the General Plan, the GP EIR analyzed a development potential of approximately 7,472 additional single-family dwelling units, 7,339 additional multi-family dwelling units, and 25,787 additional jobs. The jobs are generally categorized as follows: retail, service, manufacturing, wholesale, agricultural, and other.

As a largely built-out community, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. The development capacity assumptions are derived from already adopted plans and initiatives as well as on housing, population, and

employment projections issued by ABAG**.** Table A identifies the Hayward 2040 General Plan development capacity assumptions used in the GP EIR.

Table A: Existing and Proposed Development in the General Plan Planning Period

Land Use	Existing 2010	Proposed Through 2040	Net New Development
Single-Family Housing	30,989	38,461	7,472
Multi-Family Housing	20,395	27,794	7,399
Employment	76,067	101,854	25,787

Source: City of Hayward (July 2014).

PROPOSED PROJECT

The Quarry Site (Parcel Group 6) Project would consist of the following components, described in greater detail below. The land use concept for the proposed project is shown in Figure 3.

- Mix of townhome and multi-family residential units (maximum of 500 units) and housing for approximately 500 university students;
- Small scale retail and commercial space;
- Approximately 12.25 acres of passive open space, including undeveloped areas, and land set aside to preserve riparian areas and protect steep slopes;
- An approximately 1.5-acre neighborhood park;
- Internal loop roads providing access to development areas;
- A new roadway connection from the internal loop roads to Overlook Avenue;
- A new segment of the Hayward Foothill Trail, an approximately 16-foot wide multi-use trail;
- A new signalized intersection at Carlos Bee Boulevard and the project access road; and
- Additional street improvements such as curbs, gutters, sidewalks, on-street parking bulb-outs, utilities, and lighting.

The proposed project is consistent with the intent of the Sustainable Mixed Use designation and would be developed at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors. No changes in General Plan or Zoning Ordinance designations would be required for the proposed project.

Housing

The proposed project would include a mixture of townhome/multi-family residential development and student housing. A maximum of 500 multi-family or townhouses are proposed, along with housing for 500 students attending CSU East Bay.

Retail/Commercial

A maximum of 10,000 square feet of retail, such as cafés or restaurants, or commercial uses, such as professional office, co-working space or other neighborhood serving uses would be developed.

Parking

Consistent with the City of Hayward Zoning Ordinance, Parcel Group 6 would allow development of up to approximately 1,350 off-street parking spaces to accommodate the proposed 500 townhomes/apartments (maximum 1.5 spaces for units with two or more bedrooms) and 500 units of student housing (1.2 spaces for each occupant).[2] Up to 57 off-street parking spaces would be provided for the retail component of the proposed project. On-street parking would also likely be provided on internal roadways within the project site.

Open Space, Park, and Pedestrian/Bicycle Connections

The proposed project would include approximately 11 acres of dedicated open space located around the drainage along the northern boundary of the project site and in the steeply sloped areas. The project would preserve steeply sloped areas and the riparian corridor where a minimum 25-foot buffer would be established from the edge of the restriction area. This area consists primarily of drainage corridor and/or steeply sloped areas, which are not feasible for active or passive use with the exception of the proposed Hayward Foothill Trail corridor.

Another 1.2 acres of passive open space would be located near the proposed entry. These small areas are not steeply sloped or part of a riparian area, but are too small to accommodate housing development.

The proposed project would include an approximately 1.5-acre neighborhood park in a centrally located area. This neighborhood park may include a large passive lawn area, shaded picnic area, playgrounds, walking and jogging paths, small hardscape space for gathering, seating benches, trash receptacles, dog stations, and large shade trees. Other pedestrian walkways would provide connections to each residential area and establish a pedestrian friendly system throughout the site.

A portion of the Hayward Foothill Trail would run along the northern and western boundary of the project site, and north/south within the PG&E utility corridor just east of the site. The trail would consist of an approximately 16-foot wide multi-use trail to accommodate pedestrians and bicyclists.

On-Site Pedestrian and Vehicle Circulation

Primary access to the project site would be from Carlos Bee Boulevard via a new signalized intersection connecting to a new roadway. The proposed roadway would loop through the proposed development with secondary roadways provided, as needed. This internal loop roadway is intended as a two-lane roadway, with sidewalks and planting strips on both sides, and on-street parking. Secondary access would be provided via a new connection with Overlook Drive.

[2] Hayward, City of, 2019. City of Hayward Zoning Ordinance. Available online at: https://www.hayward-ca.gov/sites/default/files/Ch-10_A-1_S-1.750_SustainableMixedUse.pdf (accessed April 2, 2019).

The new signalized intersection is proposed to be located where the PG&E overhead transmission lines and easement cross Carlos Bee Boulevard. Coordination will be required with PG&E to determine any required regulatory requirements for installing traffic signals and safety lighting under the PG&E transmission lines. Additional work will be required to restripe Carlos Bee Boulevard, create turn pockets, and new pedestrian crosswalks at the new intersection.

Infrastructure Requirements

A PG&E overhead transmission line is located within a 200-foot wide easement adjacent to the southeastern side of the site. Utility infrastructure is currently only accessible by right-of-way in Overlook Avenue as no known utility easements serve the site.

Water. The project site is located in the 500-foot pressure zone of the City's water system. An existing 6-inch main located in Overlook Avenue currently serves the site. A 6-inch main is located along the southern boundary of the site, adjacent to the PG&E easement. An 8-inch main is located in Carlos Bee Boulevard where the new intersection and access road would be constructed.

All new water infrastructure would be required for the development. Approximately 4,000 feet of 8-inch water main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch "public" main would be required in the new access road connecting to Carlos Bee Boulevard. Domestic water capacity is not likely to be an issue, but adequate fire flow will need to be analyzed. An adjacent higher pressure zone could be considered for supply in the event that adequate fire flow could not be generated in the 500 zone.

Sewer Service. An existing 8-inch vitrified clay pipe (VCP) main in Overlook Avenue currently serves the site. All new sewer collection infrastructure would be required for the development. Approximately 4,000 feet of 8-inch sewer main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch "public" main would need to be installed in the new access road connecting to Carlos Bee Boulevard. The new sewer infrastructure would connect to the existing 8-inch sewer main in Carlos Bee Boulevard at the new intersection.

Stormwater/Drainage. An existing 12-inch concrete storm drain main in Overlook Avenue currently serves the site. All new storm drain infrastructure would be required to serve the site. Approximately 4,250 feet of 18-inch storm drain pipe, manholes, and catch basins would be required for the backbone infrastructure. Additionally, the proposed project would need to provide approximately 10,000 square feet of landscaped bioretention area to provide storm water treatment for the roads and parking areas.

Storm water regulations require that new development to provide hydromodification of all proposed runoff, which will limit the future runoff to existing runoff levels, thus preventing an increased demand on the storm water system downstream. The proposed development will be required to provide locations for detention to meet these hydromodification requirements, located either in detention ponds on site, or in underground storage vaults within the development footprint. Approximately 30,000 cubic feet of detention volume is anticipated to be needed to accommodate site runoff.

Gas and Electrical Improvements. Electric service is distributed to the site by overhead electric lines on joint utility poles located in Overlook Avenue. An existing PG&E overhead transmission line is located within a 200-foot wide easement adjacent to the southern boundary of this site. Gas service is distributed to the site by a 3-inch main located in Overlook Avenue and a 6-inch main in Carlos Bee Boulevard.

All new underground joint trench (including electric, gas, and communications) would be required to serve the site. Approximately 4,250 feet of joint trench would be required. All joint trench utilities would be able to connect to the existing infrastructure at the proposed intersection on Carlos Bee Boulevard.

Outdoor Lighting. Outdoor lighting would be in conformance with the City's Municipal Code. It is anticipated that lighting would be provided at major intersections and mid-block pedestrian crossings as appropriate for public safety, and along vertical curves where lighting is needed for public safety due to topographic constraints. Limited safety and security lighting and indirect shielded lighting would also be provided at park sites, and along trail corridors including but not limited to parking areas, roadways, and walkways/trails where appropriate. The project does not propose lighted ball fields or other light intensive uses at the proposed park site.

Grading

Approximately 20,000 cubic yards of grading and export would occur on the project site to remove organic and unsuitable material from the site. An additional approximately 60,000 cubic yards of cut and fill earthwork would be required to balance the site and establish grades for the proposed project. Based on the field exploration conducted as part of the geotechnical investigation[3] for the proposed project, some of the more resistant bedrock on the site may be marginally rippable[4] and require heavy to very heavy equipment and/or blasting for excavating utilities or deep foundations.

Sustainable Development Features

Various LEED (Leadership in Energy and Environmental Design)[5] features have been incorporated into the proposed project, to encourage sustainable practices in design and development. These features include:

- A discernible center or focal point within the development
- Housing within a five minute walk of the center
- A variety of dwelling types

[3] ENGEO, 2017. Route 238 Bypass – Group 6, Hayward, California, Preliminary Geotechnical Exploration, January 9.

[4] The rippability of an earth (rock) material is a measure of its ability to be excavated with conventional excavation equipment.

[5] LEED is the most widely used green building rating system in the world. LEED provides a framework that project teams can apply to create healthy, highly efficient, and cost-saving green buildings. LEED certification is a globally recognized symbol of sustainability achievement.

- A variety of stores and commercial activity
- Playgrounds near all dwellings
- Connected streets
- Narrow, shaded streets conducive to pedestrians and cyclists
- Buildings close to the street at a pedestrian scale
- Parking or garages placed behind buildings and away from street frontages
- A community decision process for maintenance, security, and neighborhood development

Construction

Development of the project would require the demolition of the existing buildings on the project site, and the removal of all paving from the site. Construction is anticipated to occur over 36 to 48 months, starting in spring 2021. For the purpose of this analysis, it is assumed that project construction would not require pile driving, but would utilize a typical mix of construction equipment for projects of a similar type and size, including graders, bulldozers, jackhammers, and cement mixers. In addition, some of the more resistant bedrock on the site may require heavy to very heavy equipment and/or blasting for excavating utilities or deep foundations.

RELATED PROJECTS

When evaluating cumulative impacts, CEQA requires the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document, or some reasonable combination of the two approaches.

The cumulative analysis of this Addendum is consistent with Section 15130(b)(1) of the CEQA Guidelines as it is based on both a list of past, present and probable future development projects in the area (short-term cumulative development) and a summary of development projections. Cumulative impacts would most likely result from short-term and long-term development in the immediate vicinity of the proposed project. Where appropriate, this Addendum assesses the short-term and long-term cumulative impacts that would result from the project plus other projected development in the project vicinity. The following sections discuss the anticipated short-term and long-term development in the project vicinity.

Short-Term Development. As described above, the proposed project is anticipated to start construction in spring 2021, extending approximately 36 to 48 months. Other projects anticipated to be under construction concurrent with the proposed project, include other projects located within the Route 238 Study Area. These projects are located in the vicinity of the proposed project and could contribute to cumulative construction impacts. These projects are described below.

- **Parcel Group 5 (Bunker Hill).** Parcel Group 5 is located northwest of Harder Road, approximately 1,000 feet east of Mission Boulevard and adjacent to and southwest of CSU East Bay. Proposed development at this site would include up to 74 single-family residential units and 8 accessory dwelling units (ADUs), approximately 10.5 acres of open space, and associated roadway and infrastructure connections.

- **Parcel Group 7 (Mission Boulevard/Carlos Bee Boulevard).** Parcel Group 7 is located at the southeastern corner of Mission Boulevard and Carlos Bee Boulevard. Proposed development at this site would include a new auto dealership. The new auto dealership would consist of an approximately 65,000-square foot facility that will include sales, service, and display. The new dealership would be located on the lower five acres of the site towards Mission Boulevard.

- **Parcel Group 8 (Grove Way/Foothill Boulevard).** Parcel Group 8 is located at the northern end of the City, south of Grove Way and east of Foothill Boulevard. Proposed development at this site would include: a mix of townhomes, commercial, multifamily high density residential and a large open space parkland.

- **Parcel Group 9 (Apple Avenue/Oak Street).** Parcel Group 9 is located at the northern end of the City, immediately east of the I-580/SR-238 interchange, north of the Apple Avenue and Oak Street intersection. Proposed development at this site would include a 150-room hotel.

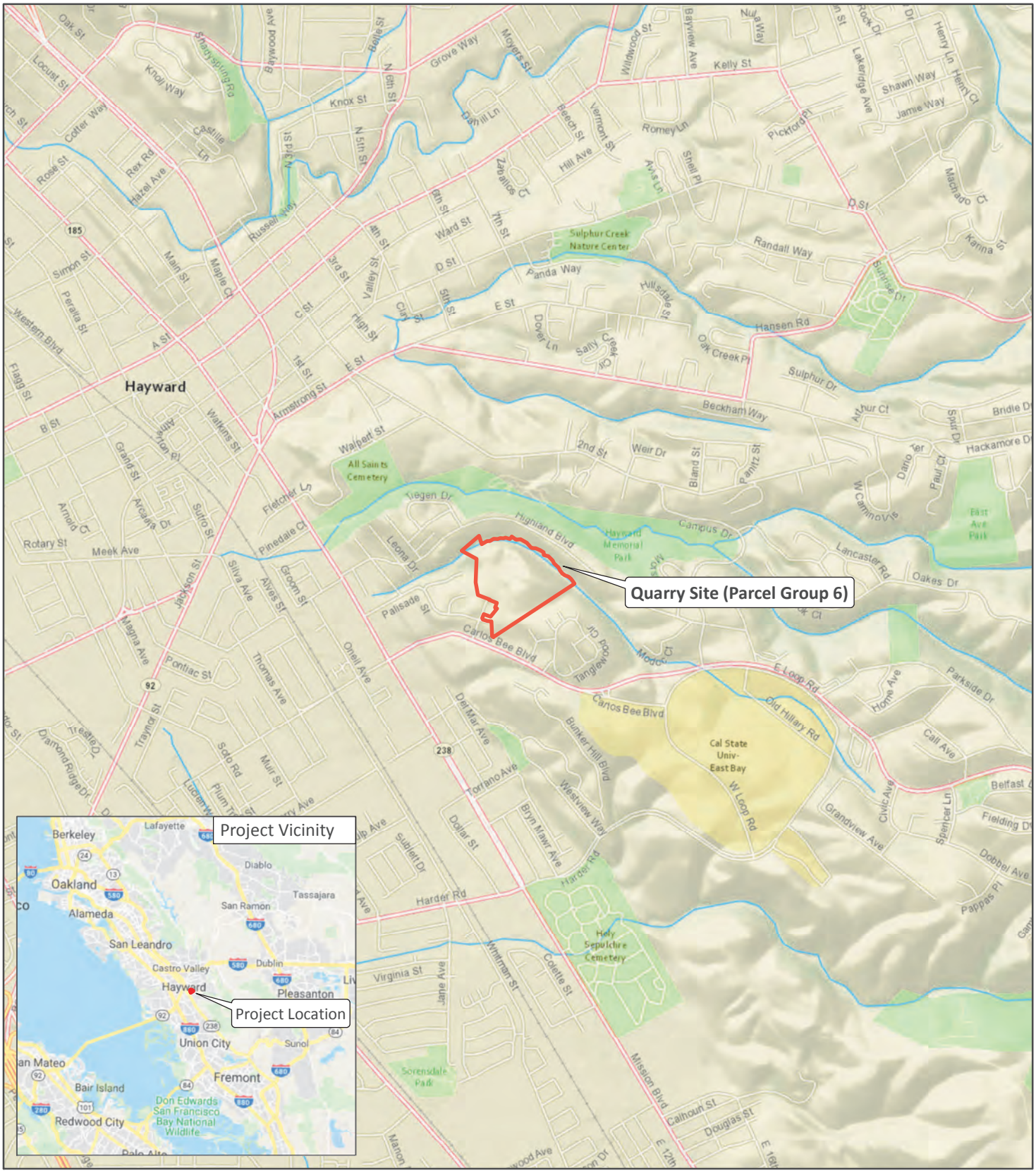
Long-Term Development. The potential development outlined in the 2014 General Plan was considered in the cumulative analysis in this Addendum, along with the specific projects identified above. Because the 2014 General Plan and the GP EIR developed growth forecasts through 2040 to account for growth within the General Plan Planning Area, including the project site, use of the development projections from these two documents is inherently cumulative, in that the projections consider impacts of development generated by future planned uses. Since 2014, updated growth forecasts have projected slightly less growth within the City than was estimated in 2014; therefore, use of the 2014 General Plan's assumptions is conservative, as it potentially overstates growth potential and intensity of environmental effects. Moreover, projects approved within in the General Plan Planning Area have not exceeded the growth forecasts or developed in a way that would change the likely environmental impacts associated with future growth. Therefore, the cumulative effects of long-term development are fully reflected in the 2014 General Plan's growth forecasts and analyzed within this Addendum accordingly.

AMENDMENTS AND PERMITS

As part of the proposed project evaluated in this Addendum, the following approvals and permits would be required:

- Site Plan Review
- Tentative Tract Map
- Final Map

- Grading Permit
- Improvement Plans
- Building Permit



LSA

LEGEND

Parcel Group

FIGURE 1

Route 238 Property Development Project –
Quarry Site (Parcel Group 6)
Hayward, California

Regional Location and Overview Map

0 1000 2000
FEET

SOURCE: Google Streets Map (2019); National Geographic (2019).

I:\DEW1701\GIS\Maps\CEQA - Parcel Group 6\Figure 1_Regional Location and Overview Map.mxd (5/15/2019)



LSA

LEGEND

Parcel Group

Parcel

0 150 300

FEET

SOURCE: Microsoft Bing Basemap.

FIGURE 2

Route 238 Property Development Project –
Quarry Site (Parcel Group 6)
Hayward, California

Parcel Group 6 – Quarry: Aerial

I:\DEW1701\GIS\Maps\CEQA - Parcel Group 6\Figure 2_Parcel Group 6 - Quarry Aerial.mxd (5/15/2019)



- Total Land Area – 29.63 ac
- Creek and Riparian Conservation Zone – 5.28 ac
- Open Space and Steep Slope Zone, No Landscaping – 6.97 ac
- Neighborhood Park – 1.50 ac
- Roadway Infrastructure Area – 2.00 ac
- Net Development Area – 13.88 ac

LSA

FIGURE 3

0 200 400
FEET

N

Route 238 Property Development Project
Quarry Site (Parcel Group 6)
Conceptual Plan

SOURCE: DESIGN WORKSHOP, 2019.

P:\DEW1701 Route 238 Properties Master Plan\g\Environmental Constraints\Fig_3_Conceptual Plan-Quarry Site.ai (5/16/19)

ATTACHMENT B
ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. This checklist confirms that the Route 238 Property Development Project – Quarry Site (proposed project) described in Attachment A is within the scope of the City of Hayward 2040 General Plan EIR[1] (GP EIR), certified by the City of Hayward in July 2014. The proposed project would not result in new or substantially more severe significant effects, and no new mitigation measures are required for the proposed project.

In accordance with CEQA Section 21093(b) and CEQA Guidelines Section 15152(a), this Addendum tiers off the GP EIR, which is hereby incorporated by reference.

This environmental checklist is used to: (1) compare the environmental impacts of the proposed project with impacts expected to result from the development approved in the City of Hayward 2040 General Plan and evaluated in the GP EIR; (2) to identify whether the proposed project would result in new or more severe significant environmental impacts; (3) revise mitigation measures identified in the GP EIR; and (4) identity if substantial changes with respect to the circumstances under which the project would be undertaken since the GP EIR was certified would result in new or more severe significant environmental effects.

In summary, no new or more severe significant impacts were identified for the proposed project that were not identified and mitigated in the GP EIR, and no new mitigation measures would be required for the proposed project. In some cases, Standard Conditions of Approval have been identified to ensure compliance with development policies and standards from various plans, policies, and ordinances, which have been found to substantially mitigate environmental effects. For all environmental topics addressed in the following checklist, there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the GP EIR. Therefore, no subsequent EIR or CEQA evaluation is required for the Route 238 Development Project – Quarry Site project.

[1] Hayward, City of, 2014. *Final Environmental Impact Report City of Hayward General Plan*. May.

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1. AESTHETICS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. 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?	☐	☐	☐	☒

Discussion

Scenic Vistas

The project area is within the heavily developed central portion of the City. However, approximately half of the land within the City of Hayward consists of water, baylands, and open space. Marshland along the shoreline creates the western boundary of the City, and rolling hills form the eastern boundary of the City. The higher elevation hillside areas and portions of the shoreline provide scenic vistas of San Francisco Bay. The developed areas of the City can block scenic views from generally level areas, including views of the East Bay Hills. The hillside areas of the City are generally characterized as having a rural character with larger lots and fewer tract-home developments. [2]

The project site is located along the abandoned highway alignment, east of Mission Boulevard. Mission Boulevard carries high volumes of commuter traffic and is dominated by commercial and residential uses. The project site is within the hillside area primarily surrounded by residential, commercial, and university uses. Parcel Group 6 was previously used as a quarry and is characterized by a large level area devoid of vegetation in the center of the site that is surrounded by steep slopes. Dense riparian vegetation surrounds the natural drainage area that borders the northern side of the site.

Limited views of San Francisco Bay exist along the southeastern and southwestern sides of the site. Due to the surrounding steep topography, the majority of the site is not visible from surrounding roadways, such as Highland Boulevard, Overlook Avenue, and Carlos Bee Boulevard.

[2] Hayward, City of, 2014. *Hayward 2040 General Plan Background Report.*

The proposed project is designed to concentrate development within the low-lying, flat area in the center of the project site, preserving the steeply sloped areas and vegetated drainage areas around the site perimeter. Further, the proposed project would be required to comply with General Plan policies related to scenic vistas, the City's Design Guidelines, and the City's Hillside Design and Urban/Wildland Interface Guidelines. Therefore, impacts associated with the proposed project would not result in new impacts to scenic vistas or substantially increase the severity of impacts identified in the GP EIR.

Scenic Resources

County designated-scenic highways within the City include I-580, I-880, and SR-92.[3] In addition, I-580, located just north of Hayward, is also eligible for State Scenic Highway designation.[4] None of these routes is located within proximity of the project site and the site is not visible from these roadways. Therefore, impacts associated with the proposed project would not result in new impacts to scenic resources within view of a scenic highway or substantially increase the severity of impacts identified in the GP EIR.

Visual Character

The project site consists of a former quarry site, characterized by a large level area devoid of vegetation in the center of the site that is surrounded by steep slopes. Dense riparian vegetation surrounds the natural drainage area that borders the northern side of the site. Development of the site with townhomes and student housing units, along with associated landscaping and roadway improvements would alter the existing visual character of the site, changing from a denuded, excavated area to a mixed-use development.

The proposed project is designed to concentrate development within the low-lying, flat portion of the project site and to preserve the steeply sloped areas and riparian vegetation surrounding the existing drainages as undeveloped open space. Preservation of these areas around the boundary of the site would block views of the development from surrounding roadways and properties and would provide for the physical and visual separation of the proposed development from adjacent residential communities.

The proposed project would comply with General Plan Policies LU-7.2, LU-7.3, LU-7.4, LU-7.5, NR-8.1 and NR-8.2, which require hillside developments to adhere to design guidelines that respect natural topography, minimize site grading, preserve scenic resources, and mitigate visual impacts.

Existing topographical and landscape features would be maintained and enhanced where feasible and open space buffers would visually separate the new development from existing adjacent developments. The change in character of the project site, once developed, would be visually compatible with surrounding development. Therefore, the proposed project would not substantially

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3 Hayward, City of, 2014. *Hayward 2040 General Plan Background Report.*

4 California Department of Transportation, 2018. California Scenic Highway Mapping System, Alameda County. Available online at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (last accessed February 5, 2018).

degrade the existing visual character or quality of the site and its surroundings and this impact would be less than significant. Therefore, the proposed project would not result in new impacts to visual character beyond those less-than-significant impacts identified in the GP EIR.

Light and Glare

The site is vacant; therefore, no existing sources of light and glare exist on site. The surrounding steep topography and dense riparian vegetation block potential light and glare spillover from adjacent residential uses and vehicles traveling along nearby roadways.

The proposed project would introduce new sources of light and glare into the area. Proposed residential and commercial development would include indoor lighting and outdoor lighting for safety purposes. The proposed roadways, and pathways would also include outdoor lighting. At night, these new sources of light would be visible from a distance; however, the addition of new light sources associated with the proposed project would generally blend in with surrounding development and would represent a continuation of the existing development within this area of the City. Design Review of the proposed project would ensure that lighting within the project site is sufficient to protect public safety but does not excessively illuminate the surrounding area. Therefore, the proposed project would not create impacts related to light and glare that would be more severe than those identified in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to aesthetics and visual resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred related to visual resources. In addition, no revisions to the project, or new information that could not have been known at the time the GP EIR was certified would lead to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.7 Design Guidelines. The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.*

- *Policy LU-3.6 Residential Design Strategies. The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:*

    - *Creating a highly connected block and street network.*

    - *Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.*

- *Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.*
- *Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.*
- *Locating parking facilities below or behind apartment and condominium buildings.*
- *Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.*
- *Ensuring that windows are provided on facades that front streets or public spaces.*

- *Policy LU-7.2 Ridgelines. The City shall discourage the placement of homes and structure near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend development with the natural features of the hillside.*
- *Policy LU-7.3 Hillside Street Layouts. The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.*
- *Policy LU-7.4 Hillside Street Design. The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curb and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.*
- *Policy LU-7.5 Clustered Developments. The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.*
- *Policy NR-1.7 Native Tree Protection. The City shall encourage protection of mature, native tree species to the maximum extent practicable, to support the local ecosystem, provide shade, create windbreaks, and enhance the aesthetics of new and existing development.*
- *Policy NR-8.1 Hillside Residential Design Standards. The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.*
- *Policy NR-8.2 Hillside Site Preparation Techniques. The City shall require low-impact site grading, soils, repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.*

- *Policy M-3.6 Context Sensitive. The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.*

- *Policy M-3.11 Adequate Street Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.*

- *Policy M-5.5 Streetscape Design. The City shall require the pedestrian-oriented streets be designed and maintained to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trach receptacles, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*

- *Policy HQL-8.3 Trees of Significance. The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.*

- *Policy ED-5.5 Quality Development. The City shall require new development to include quality site, architectural, and landscape design features to improve and protect the appearance and reputation of Hayward.*

- *Policy CS-1.10 Lighting. The City shall encourage property owners to use appropriate levels of exterior lighting to discourage criminal activity, enhance natural surveillance opportunities and reduce fear.*

Conclusion

The GP EIR adequately evaluated the aesthetic impacts of the proposed project. Therefore, potential impacts of the proposed project would be less-than-significant and additional mitigation is not required.

2. AGRICULTURE AND FORESTRY 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 regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

The City of Hayward and surrounding area primarily consist of developed, urban land, with pockets of vacant properties; undeveloped bayshore and open space exists on the western and eastern margins of the City. No farmland designated by the California Department of Conservation Farmland Mapping and Monitoring Program (FMPP) is located within the City limits. Grazing land is located east of the City limits.[5] No forest lands or timberlands are located on or adjacent to the site.

[5] California Department of Conservation, Division of Land Resource Protection, 2014. *Alameda County Important Farmland 2014.* Available online at: http://www.conservation.ca.gov/dlrp/fmmp/Pages/Alameda.aspx (accessed December 4, 2017).

The project site is not used for agricultural production or forestry use nor is it located on a parcel under a Williamson Act contract. Additionally, the project site is not zoned for agricultural use. Therefore, the proposed project would have no impacts on agriculture or forestry resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The GP EIR adequately evaluated the agriculture and forestry impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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

Discussion

Parcel Group 6 is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter ($PM_{2.5}$).

Based on the BAAQMD attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has basically remained unchanged since approval of the GP EIR. However, the BAAQMD has made two key regulatory changes since the GP EIR was certified in 2014. The updated Clean Air Plan was adopted in April 2017 and revised BAAQMD CEQA Guidelines were adopted in May 2017. These changes in the project circumstances as well as changes to the proposed project itself, are discussed and evaluated in the following section.

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The GP EIR referenced the BAAQMD's Bay Area 2010 Clean Air Plan to determine if the General Plan would conflict with or obstruct implementation of an applicable air quality plan. The GP EIR found that the General Plan would be substantially consistent with all applicable control measures in the Bay Area 2010 Clean Air Plan. However, the GP EIR determined that the General Plan would still have significant impacts associated with short-term construction and long-term operational emissions, as well as health risk exposure associated with toxic air contaminants and $PM_{2.5}$, and therefore, would not be considered to be fully consistent with the Clean Air Plan goals. As such, potential conflicts with the applicable air quality plan were considered to be significant and unavoidable.

The current BAAQMD clean air plan is the 2017 Clean Air Plan, adopted on April 19, 2017.[6] The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue 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 greenhouse gas (GHG) reduction targets.

The 2017 Clean Air 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. It also includes control measures 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.

Consistency with the Clean Air Plan can be determined if a project does the following: (1) supports the goals of the Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. Because the 2017 Clean Air Plan is the most current clean air plan applicable to the region, the proposed project is evaluated for compliance with this plan below.

As discussed in the Project Description (Attachment A), the proposed project is consistent with the intent of the Sustainable Mixed Use land use designation and would be developed at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors. No changes in General Plan or Zoning Ordinance designations would be required for the proposed project. Therefore, implementation of the proposed project would not substantially increase population, vehicle trips, or vehicle miles traveled (VMT). As such, the proposed project would not hinder the goals of the Clean Air Plan.

In addition, the proposed project would comply with all applicable control measures from the BAAQMD Clean Air Plan, as follows:

6 Bay Area Air Quality Management District, 2017. *Bay Area 2017 Clean Air Plan*. April 19.

Stationary Source Control Measures. The stationary source measures, designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD's Permit and Inspection programs. Since implementation of the proposed project would not include any stationary sources, the Stationary Source Measures of the Clean Air Plan are not applicable.

Transportation Control Measures. The BAAQMD identifies control measures as part of the Clean Air Plan to reduce ozone precursor emissions from stationary, area, mobile, and transportation sources. The Transportation Control Measures are designed to reduce emissions from motor vehicles by reducing vehicle trips and VMT in addition to vehicle idling and traffic congestion. The proposed project is consistent with the intent of the Sustainable Mixed Use land use designation and would be developed at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors. The proposed project would also include a new segment of the Hayward Foothill Trail, an approximately 16-foot wide multi-use trail, and additional street improvements such as curbs, gutters, sidewalks, on-street parking bulb-outs, utilities, and lighting. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled, and would increase the use of alternate means of transportation. Therefore, the proposed project would not conflict with the identified Transportation and Mobile Source Control Measures of the Clean Air Plan.

Energy Control Measures. The Clean Air Plan also includes Energy and Climate Control Measures, designed to reduce ambient concentrations of criteria pollutants and to reduce emissions of CO_2. Implementation of these measures is intended to promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the "urban heat island" effect by increasing reflectivity of roofs and parking lots, and promote the planting of (low-volatile organic compound [VOC]-emitting) trees to reduce biogenic emissions, lower air temperatures, provide shade, and absorb air pollutants. The measures include voluntary approaches to reduce the heat island effect by increasing shading in urban and suburban areas through the planting of trees. Implementation of the proposed project would include paved areas that could result in a heating effect. The proposed project would also include approximately 12.25 acres of passive open space to preserve riparian areas, an approximately 1.5-acre neighborhood park; and a new segment of the Hayward Foothill Trail, an approximately 16-foot wide multi-use trail. In addition, the proposed project would be required to comply with the latest CALGreen standard building measures and Title 24 standards. Therefore, the proposed project would not conflict with the Energy and Climate Control Measures.

Building Control Measures. The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters, but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. As identified above, the proposed project would be required to comply with the latest CALGreen standard building measures and Title 24 standards. Therefore, the proposed project would not conflict with these measures.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the proposed project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to adopt ordinances that promote urban-tree plantings. Since implementation of the proposed project would not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan would not be applicable.

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

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies, the Water Control Measures are not applicable to the proposed project.

Super GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. As identified above, the proposed project would be required to comply with the latest CALGreen standard building measures and Title 24 standards reducing GHG emissions. In addition, as discussed in Section 8 of this Environmental Checklist, Greenhouse Gas Emissions, the proposed project would be consistent with the City's Climate Action Plan. Therefore, the proposed project would not conflict with the Super-GHG Control Measures.

As discussed above, implementation of the proposed project would not disrupt or hinder implementation of the applicable measures outlined in the Clean Air Plan, including Transportation and Mobile Source Control Measures, Land Use and Local Impact Measures, and Energy Measures. Therefore, the proposed project supports the goals of the Clean Air Plan and would not conflict with any of the control measures identified in the plan or designed to bring the region into attainment. The proposed project's potential conflicts with the applicable air quality plan would be less than significant. Therefore, the proposed project would not create impacts related to clean air plan consistency more severe than impacts identified in the GP EIR.

Construction-Related Impacts

The GP EIR did not quantify construction emissions; however the GP EIR determined that implementation of the General Plan would involve construction of development projects that would result in the temporary generation of ROG, NO_x, PM_{10} and $PM_{2.5}$ emissions from site preparation (e.g., excavation, grading, and clearing), off-road equipment, material import/export, worker commute

exhaust emissions, paving, and other miscellaneous activities. The GP EIR found that emissions from individual construction projects could exceed the BAAQMD's project-level significance thresholds, and therefore would result in a significant impact. The GP EIR determined that no additional measures are available that would reduce impacts from short-term construction emissions. All feasible construction emission reduction measures have been incorporated into the General Plan. Therefore, the GP EIR determined that this impact would remain significant and unavoidable.

During construction of the proposed project, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter. In addition, the proposed project may require rock blasting.

Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

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

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROGs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the proposed project using the current California Emissions Estimator Model version 2016.3.2 (CalEEMod), consistent with BAAQMD recommendations. Construction of the proposed project would require approximately 20,000 cubic yards of grading and export would occur on the project site to remove organic and unsuitable material from the site, which was included in the CalEEMod analysis. Project construction would begin in spring 2021 and would continue for approximately 36 to 48 months; therefore, to be conservative, this analysis assumes construction would occur for the shorter duration of 36 months.

Other specific construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table 1. CalEEMod output sheets are included in Appendix A.

Table 1: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Average Daily Emissions	16.1	24.9	0.7	5.4	0.7	1.6
BAAQMD Thresholds	54.0	54.0	54.0	BMP	82.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: BMP = Best Management Practices
Source: LSA (May 2019).

As shown in Table 1, construction emissions associated with the project would be less than significant for ROG, NO_x, $PM_{2.5}$, and PM_{10} exhaust emissions. The BAAQMD requires the implementation of the BAAQMD's Basic Construction Mitigation Measures (Best Management Practices), which would be required as a Standard Condition of Approval, to reduce construction fugitive dust impacts. These measures are required for all construction projects. In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures and Additional Construction Mitigation Measures shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- A publicly-visible sign shall be posted with the telephone number and person to contact at the City of Hayward regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

- All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

- Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

- Minimizing the idling time of diesel powered construction equipment to two minutes.

- The project contractor shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

- Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).

- Requiring all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM.

- Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

The proposed project would not create impacts related to construction-related air quality more severe than impacts identified in the GP EIR.

Regional Air Pollutant Emissions

The proposed project would develop the site with new housing and retail and commercial space as well as new roadways and street improvements, a park, a multi-use trail, and open space uses. The proposed project would result in mobile air quality emissions from increased vehicle trips and area source air quality impacts such as emissions generated from the use of landscaping equipment and water heating. The GP EIR determined that project-related operational emissions of the ozone precursors ROG and NO_X would be reduced on an annual basis over the General Plan implementation period, as compared with existing conditions. However, the GP EIR also determined that operational PM_{10} and $PM_{2.5}$ emissions would increase compared to baseline conditions. According to the GP EIR, while the General Plan would be consistent with all applicable control measures in the 2010 Bay Area Clean Air Plan, the rate of increase in VMT and vehicle trips under the General Plan would be higher than the rate of population increase by 2035. Therefore, the GP EIR found that impacts associated with long-term operational emissions under the General Plan would be a significant impact.

The GP EIR determined that no additional measures would substantially reduce impacts from long-term operational emissions. All feasible long-term operational emission reduction measures have been incorporated into the goals, policies, and programs in the General Plan. Therefore, the GP EIR determined that this impact would be significant and unavoidable.

Emission estimates for operation of the proposed project were calculated using CalEEMod. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 2 below for ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$. CalEEMod output sheets are included in Appendix A.

The results shown in Table 2 indicate that the proposed project would not exceed the significance criteria for daily or annual ROG, NO_2, PM_{10} or $PM_{2.5}$ emissions; therefore, the proposed project would not have a significant effect on regional air quality and mitigation would not be required. Therefore, the proposed project would not result in new or more significant operation-related air quality impacts, and these impacts would be less than significant.

Table 2: Project Operational Emissions

	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Emissions in Pounds Per Day					
Area Source Emissions	28.0	1.0	82.5	0.5	0.5
Energy Source Emissions	0.5	4.0	1.7	0.3	0.3
Mobile Source Emissions	7.7	30.0	73.2	24.5	6.7
Total Emissions	**36.2**	**65.0**	**157.4**	**25.3**	**7.5**
BAAQMD Threshold	54.0	54.0	N/A	82.0	54.0
Exceed?	**No**	**No**	**N/A**	**No**	**No**
Emissions in Tons Per Year					
Area Source Emissions	4.9	0.1	7.4	<0.1	<0.1
Energy Source Emissions	0.1	0.7	0.3	0.1	0.1
Mobile Source Emissions	1.2	5.3	12.7	4.3	1.2
Total Emissions	**6.2**	**6.2**	**20.4**	**4.4**	**1.3**
BAAQMD Threshold	10.0	10.0	N/A	15.0	10.0
Exceed?	**No**	**No**	**N/A**	**No**	**No**

Source: LSA (May 2019).

Local CO Impacts

The BAAQMD 2017 CEQA Guidelines establish a screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

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

Implementation of the proposed project would not conflict with the Alameda County Transportation Commission (ACTC) for designated roads or highways, a regional transportation plan, or other agency plans. Additionally, the proposed project is expected to generate approximately 258 AM peak hour trips and approximately 395 PM peak hour trips would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The project site is not located in an area where mixing of air is limited. Therefore, because the project does not exceed the screening criteria, the project would not result in localized CO concentrations that would exceed State or federal standards and this potential impact would be less than significant. The proposed project would not create impacts related to local CO more severe than impacts identified in the GP EIR.

Local Community Risk and Hazard Impacts to Sensitive Receptors

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than 0.8 $\mu g/m^3$ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

As discussed in the GP EIR, implementation of development projects consistent with the General Plan could involve siting of sensitive receptors near major roadways or near major stationary sources of TAC and $PM_{2.5}$ emissions, as well as the siting of potential new sources of these emissions. Such actions could increase community health risk exposure associated with these emissions. The GP EIR found that impacts associated with health risk exposure to TACs and $PM_{2.5}$ would be a significant impact.

The GP EIR included a Community Risk Reduction Strategy (CRRS) to address health risk exposure from existing and future sources of TAC and $PM_{2.5}$ within the Hayward Planning Area. As part of the development of the CRRS, an inventory of emission sources was collected and dispersion modeling conducted to determine which areas of the Hayward Planning Area are exposed to higher concentrations of cancer risk associated with the inhalation of TACs and/or higher concentrations of $PM_{2.5}$. The modeling produced four maps for understanding how levels of cancer risk and $PM_{2.5}$ concentrations vary throughout the City, as shown in Exhibits 1 through 4 in the Hayward Community Risk Reduction Plan Technical Support Documentation in the GP EIR Air Quality appendix. Based on Exhibits 1 through 4 of the Community Risk Reduction Plan Technical Support Documentation, Parcel Group 6 is located within a low health risk exposure area.

Single-family homes fronting on Highland Boulevard surround the northern side of the site, north of the drainage area. Multifamily residential uses are located to the east and single-family residences are located to the west of the site. Construction of the proposed project may expose these surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement the BAAQMD's Basic Construction Mitigation Measures. With implementation of the Basic Construction Mitigation Measures, project construction emissions would be below the BAAQMD's significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions. Therefore, implementation of the proposed project would not result in new sources of TACs. In addition, as identified above,

Parcel Group 6 is not located near existing major sources of TACs. Therefore, the project would not expose sensitive receptors or the general public to substantial levels of TACs and would remain a less-than-significant impact. The proposed project would not result in new or more significant air quality-related impacts to sensitive receptors.

Objectionable Odors

As discussed in the GP EIR, implementation of the General Plan could result in the exposure of sensitive receptors to odors, as well as the siting of new sources of odor. As discussed in the GP EIR, existing potential sources of odor in Hayward include the Hayward Wastewater Treatment Plant and Oro Loma Wastewater Treatment Plant. No other major odor sources are identified. Other minor sources of odor associated with typical land uses located in commercial and industrial areas in urban communities are currently present in Hayward, such as restaurants, auto repair facilities, gasoline stations, manufacturing plants, and other similar uses. However, the General Plan would not introduce new sensitive receptors adjacent to or near the wastewater treatment plants. In addition, no major new sources of odor are proposed or designated in the General Plan. Therefore, the GP EIR found that since the General Plan would contain specific policies that avoid or minimize odor-related air quality impacts associated with new development, odor-related impacts would be less than significant.

During construction of the proposed project, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people. Therefore, similar to the General Plan, the proposed project would not create objectionable odors affecting a substantial number of people, and no mitigation is required.

Applicable Mitigation

The GP EIR concluded that impacts related to air quality would be significant and unavoidable, after application of feasible mitigation. With implementation of BAAQMD's Basic Construction Mitigation Measures, which would be required as a Standard Condition of Approval, the proposed project would not create impacts related to construction-related air quality more severe than impacts identified in the GP EIR and no mitigation is required.

Applicable Policies

General Plan Policies

- *Policy NR-2.1: Ambient Air Quality Standards. The City shall work with the California Air Resources Board and the Bay Area Air Quality Management District to meet State and Federal ambient air quality standards in order to protect all residents, from the health effects of air pollution.*

- *Policy NR-2.2: New Development. The City shall review proposed development applications to ensure projects incorporate feasible measures that reduce construction and operational*

emissions for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM_{10} and $PM_{2.5}$) through project location and design.

- *Policy NR-2.7: Coordination with Bay Area Air Quality Management District. The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.*

- *Policy NR-2.9: Fleet Operations. The City shall continue to purchase low-emission or zero-emission vehicles for the City's fleet and to use available clean fuel sources such as bio-diesel for trucks and heavy equipment.*

- *Policy NR-2.10: Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.*

- *Policy NR-2.12: Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.*

- *Policy NR-2.15: Community Risk Reduction Strategy. The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risks associated with toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) in both existing and new development.*

- *Policy NR-2.16: Sensitive Uses. The City shall minimize exposure of sensitive receptors to toxic air contaminants (TAC), fine particulate matter ($PM_{2.5}$), and odors to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and $PM_{2.5}$-emitting sources and odor sources in order to minimize health risk.*

- *Policy NR-2.17: Source Reduction Measures. The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new sources of toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$), and odors.*

- *Policy NR-2.18: Exposure Reduction BMPs for New Receptors. The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants (TAC), and fine particulate matter ($PM_{2.5}$).*

- *Policy NR-2.19: Exposure Reduction Measures for both Existing and New Receptors. The City shall work with area businesses, residents and partnering organizations to provide information about*

best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$).

- *Policy LU-1.1: Jobs-Housing Balance. The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.*

- *Policy LU-1.5: Transit-Oriented Development. The City shall support high-density transit-oriented development within the City's Priority Development Areas to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.*

- *Policy LU-1.6: Mixed-Use Neighborhoods. The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.*

- *Policy LU-1.9: Development Standards and Greenhouse Gas Emissions. The City shall explore the use of zoning and development standards that help reduce greenhouse gas emissions when preparing or updating plans and ordinances.*

- *Policy LU-1.12: Regional Planning. The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).*

- *Policy LU-6.5: Incompatible Uses. The City shall protect the Industrial Technology and Innovation Corridor from the encroachment of uses that would impair industrial operations or create future land use conflicts.*

- *Policy PFS-2.5: Alternative Fuels. The City shall, wherever possible, require the use of alternative fuels in new services provided by City franchisees.*

- *Policy PFS-2.6: City Facilities Near Transit. When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations.*

- *Policy HQL-7.5: Proximity to Pollution Sources. The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.*

Conclusion

As previously discussed, based on the BAAQMD attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has remained unchanged since approval of the GP EIR; therefore, baseline conditions related to air quality remain essentially unchanged. In addition, no new or more severe significant impacts would result from development of the proposed project as compared to the GP EIR. The GP EIR adequately evaluated the air quality impacts of the proposed project and with implementation of BAAQMD's Basic Construction Mitigation Measures, air quality impacts associated with the proposed project would be less than significant. Therefore, no new or more severe impacts related to air quality would be associated with the proposed project.

4. BIOLOGICAL RESOURCES

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

Discussion

Special-Status Species

Approximately 40 percent of the lands within the City are developed, recently disturbed, or ruderal. These developed, disturbed, and/or ruderal lands generally do not provide suitable habitat for special-status species. The Hayward Hills on the eastern side of the City and the baylands/salt marsh adjacent to the bay shoreline on the west provide suitable habitat for special-status species, as well as the riparian and woodland areas that cross through the City.[7]

Parcel Group 6 consists of undeveloped vacant land. Four vegetation communities or land cover types were identified to occur on the parcel group and include: disturbed/ruderal, exotic woodland, development (urban/landscaping), and riparian forest. Riparian forest is considered a sensitive biological community.

[7] Hayward, City of, 2014. *Hayward 2040 General Plan Background Report.*

Vegetation at the project site generally consists of sparse seasonal grasses with scattered trees and brush. The center of the site is barren due to past quarry operations; however, a drainage area with riparian forest borders the northern side of the site. Exotic woodland is located along the western side of the site. Another small area of exotic woodland is located near the northeastern corner of the site. Large blue gum trees are located on the steep slopes that form the site's border to the west.

Due to the abundance of native species within the riparian forest habitat, the riparian forest habitat has a moderate to high potential for rare plants (i.e., Mount Diablo fairy-lantern and oval-leaved viburnum). The proposed project has been designed to avoid sensitive biological resources areas, specifically, the riparian forest habitat. However, construction of the Hayward Foothill Trail segment within the riparian area could impact special-status plant species within the riparian area. Consistent with General Plan Policy NR-1.3, prior to construction of the proposed trail segment, a biologist will identify and map the location of special-status plant species so they can be avoided during final design and construction of the proposed trail.

Trees associated with the riparian areas, and other landscaping trees and shrubs may provide nesting habitat for raptors, passerines, and other birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Activities that may result in nest abandonment or mortality of eggs or young could result in significant impacts to protected bird species. Implementation of the following Standard Condition of Approval, in compliance with the Migratory Bird Treaty Act and the California Fish and Game Code, would ensure that potential impacts to nesting birds and raptors during construction would be less than significant:

- Prior to any vegetation removal activities, the project applicant shall provide written evidence to the City that, if feasible, all vegetation removal shall be undertaken during the non-breeding season (i.e., September 1 to January 31) to avoid direct impacts to nesting birds. If such work is scheduled during the breeding season, and per the direction of the City, the Project Applicant shall retain a qualified biologist or ornithologist to conduct a pre-construction survey of all trees, shrubs, and other suitable nesting habitat in and within 200 feet of the limits of work to search for active nests of native birds. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 30 days prior to start of work from June through July. If active nests are found during the survey, the biologist or ornithologist shall determine an appropriately sized buffer around the nest. No work shall be allowed within this buffer until the young have successfully fledged and are foraging independently. The size of the nest buffer shall be determined by a qualified biologist based on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 250 feet for raptors and 50 feet for other birds have been used to prevent disturbance. These buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated or observed near the nest. Buffers shall be identified with environmentally sensitive area fencing placed at the edge of the buffer whenever possible. Given the urban nature of the site and high degree of disturbance already present, buffers may be adjusted to avoid blocking traffic as needed.

Sensitive Natural Communities

The California Department of Fish and Wildlife (CDFW) tracks the occurrences of plant communities that are either known or believed to be of high priority for inventory in the CNDDB. As described above, the riparian forest associated with the existing drainage area on the site is considered a sensitive natural community. The proposed project is designed to avoid the riparian forest area within the project site. No native riparian tree species would be removed as part of the proposed project and no work would occur within the drainage area. Therefore, the proposed project would have no impact related to riparian habitat or other sensitive natural communities.

Wetlands

Although a formal delineation of the project site was not conducted as part of this assessment, the drainage area along the northern site boundary is likely jurisdictional under Section 404 of the Clean Water Act. No other wetlands are located within the project site. As described above, the project is designed to avoid the riparian forest within the project and no work within the creek is proposed as part of this project. Therefore, no impacts to the creeks are expected. The proposed project would not impact federally protected wetlands.

Wildlife Movement

On a local level, a variety of wildlife may use the riparian corridor on the project site to move through this section of the City, but residential activity, fences, and the general disturbance associated with urban life limit the value of this area to local wildlife. As described above, the proposed project is designed to preserve the existing riparian corridor within the project site. Wildlife can continue to move through the area using the open space lands that would remain undeveloped. Therefore, the proposed project would not impact 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.

Existing trees are located throughout and around the project site. Trees and other landscape vegetation generally have the potential to support nests of common native bird species. All native birds, regardless of their regulatory status, are protected under the federal Migratory Bird Treaty Act and California Fish and Wildlife Code. If conducted during the breeding season (February through August), vegetation removal and construction activities could directly impact nesting birds by removing trees or vegetation that support active nests. Implementation of the condition of approval described above would ensure that potential impacts to nesting birds and raptors during construction would be less than significant.

Local Polices or Ordinances

The City of Hayward Municipal Code, Chapter 10, Article 15 (Tree Preservation Ordinance) requires a permit for any person to remove any protected tree within the City of Hayward. As defined by the City's Municipal Code, Protected Trees include:

- Trees having a minimum trunk diameter of eight inches measured 54 inches above the ground. When measuring a multi-trunk tree, the diameters of the largest three trunks shall be added together.

- Street trees or other required trees such as those required as a condition of approval, Use Permit, or other Zoning requirement, regardless of size.

- All memorial trees dedicated by an entity recognized by the City, and all specimen trees that define a neighborhood or community.

- Trees of the following species that have reached a minimum of four inches diameter trunk size: Big Leaf Maple (*Acer macrophyllum*), California Buckeye (*Aesculus californica)*, Madrone (*Arbutus menziesii)*, Western Dogwood (*Cornus nuttallii)*, California Sycamore (*Platanus racemosa)*, Coast Live Oak (*Quercus agrifolia)*, Canyon Live Oak (*Quercus chrysolepis)*, Blue Oak (*Quercus douglassii)*, Oregon White Oak (*Quercus garryana)*, California Black Oak (*Quercus kelloggi)*, Valley Oak (*Quercus lobata)*, Interior Live Oak (*Quercus wislizenii)*, California Bay (*Umbellularia californica).*

- A tree or trees of any size planted as a replacement for a Protected Tree.

Any proposed tree removal on private property in conjunction with new development would be required to comply with Chapter 10, Article 15 of the Hayward Municipal Code (Tree Preservation Ordinance) which requires submittal of an Arborist Report and the issuance of a Tree Removal Permit. If approved, the project will be required to submit a landscaping plan that identifies replacement trees of equal value and other replacement measures. Compliance with the City's Tree Preservation Ordinance would ensure that the proposed project does not conflict with any local policies or ordinances protecting biological resources. This impact would be less than significant.

Habitat Conservation Plan or Natural Community Conservation Plan

The project site is not within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would have no impact.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on biological resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.2 Urban Limit Lines. The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.*

- *Policy LU-1.7 Design Guidelines. The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.*

- *Policy LU-7.5 Clustered Developments. The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.*

- *Policy NR-1.1 Native Wildlife Habitat Protection. The City shall limit or avoid new development that encroaches into important wildlife habitat; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.*

- *Policy NR-1.2 Sensitive Habitat Protection. The City shall protect sensitive biological resources, including State and Federally designated sensitive rate, threatened, and endangered plant, fish and wildlife species and their habitats from urban development and incompatible land uses.*

- *Policy NR-1.3 Sensitive Species Identification, Mapping, and Avoidance. The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened and endangered plant, fish and wildlife species and their habitats using methods and protocols in accordance with the U.S. Fish and Wildlife Services, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas.*

- *Policy NR-1.9 Native Plant Species Protection and Promotion. The City shall protect and promote native plant species in natural areas we well as in public landscaping.*

- *Policy NR-1.12 Riparian Corridor Habitat Protection. The City shall protect creek riparian habitats by:*

    - *Requiring sufficient setbacks for new development adjacent to creek slopes,*

    - *Requiring sensitive flood control designs to minimize habitat disturbance,*

    - *Maintaining natural and continuous creek corridor vegetation,*

    - *Protecting/replanting native trees, and*

- *Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, pollution that may occur from improper development in adjacent areas.*

- *Policy PFS-5.8 Enhance Recreation and Habitat. The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.*

- *Policy HQL-8.3 Trees of Significance. The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.*

Conclusion

The GP EIR adequately evaluated the biological resources impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

5. CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

As part of the Environmental Constraints Analysis prepared for the proposed project, LSA conducted background research to identify cultural resources within, and cultural resources studies of, the five parcel groups. The background research consisted of a cultural resources records search at the Northwest Information Center (NWIC), a records search of the Native American Heritage Commission's (NAHC) Sacred Lands File, and a literature review. Subsequent to this background research a cultural resources field survey was conducted. LSA's findings are documented in a cultural resources report[8] and are summarized below.

Significant cultural resources in the City include structures that may be eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or otherwise listed on the City of Hayward List of Officially-Designated Architecturally and Historically Significant Buildings. Currently, 20 structures have been officially designated by the City as Historically or Architecturally Significant. Additionally, one structure is listed on the national register of historic landmarks.[9]

The City of Hayward is located within the historic territory of the Ohlone tribe. Native Americans occupied the general area between 5,000 and 7,000 years or possibly longer. The modern city of Hayward was settled in the 1850s due to the Gold Rush. The City contains one officially designated historic district and several other areas that could potentially be designated as historic districts.[10]

Based on a records search at NWIC, no cultural resources were recorded on Parcel Group 6. The Native American Heritage Commission (NAHC) was contacted in regard to the project. Frank Lienert, NAHC Associate Government Program Analyst, stated in a letter sent to LSA via email on March 1, 2018, that a search of the Sacred Lands File "had negative results" for the parcel groups.

8 LSA, 2018. *Cultural Resources Constraints Study, Route 238 Properties*.
9 Hayward, City of, 2014. op. cit.
10 Ibid.

LSA reviewed archaeological and environmental data for the project area to assess the potential for buried pre-contact archaeological deposits in the parcel groups. An inverse relationship exists between landform age and the potential for buried cultural deposits. Some landforms predate human occupation of the region and, as such, archaeological deposits on these landforms, if present, would occur at or near the surface. Parcel Group 6 is on landforms that were formed before human occupation (Coast Range Ophiolite [gb]; Knoxville Formation [JKk]), and have a low potential for buried archaeological deposits.

Historic Resources

For a cultural resource to be considered a historical resource (i.e., eligible for listing in the California Register of Historical Resources [CRHR]), it generally must be 50 years or older. Under CEQA, historical resources can include pre-contact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

No known historic resources associated with the project site or the adjacent parcels (City of Hayward Background Conditions Report, Figures 1-3 and 1-4, and Table 1-2). Extensive excavation and present-day use of the site by off-road vehicles has likely removed or otherwise destroyed any surface pre-contact archaeological deposits that may have existed at the site.

The City of Hayward Municipal Code, Chapter 10, Article 11 (Historic Preservation Ordinance) requires that development projects involving structures or buildings at least 50 years in age or which are located within an historic district conduct additional analysis to determine if an historical alteration permit and/or historical resource demolition or relocation permit is required. Such analysis includes an evaluation prepared by a qualified historic consultant consistent with the California Register Criteria for Evaluation and the adopted Hayward Historic Context Statement to determine historical significance. Consistent with the City's Historic Preservation Ordinance, it is unlawful for any person to tear down, demolish, remove or relocate an historical resource, a potentially significant historical resource, a designated historical resource, a resource that has been listed on the City's adopted survey list, or a resource that lies within an historic district, without first obtaining an historical resource demolition or relocation permit.

In the unlikely event that historic or archaeological resources are discovered during excavation, Standard Conditions of Approval for all development projects require the contractor to stop all work adjacent to the find and contact the City of Hayward Development Services Department to preserve and record the uncovered materials so it can be safely removed. Compliance with the City's Historic Preservation Ordinance would ensure that the proposed project would not result in an adverse change in the significance of a historical resource.

Prehistoric and Historical Archaeological Resources

No archaeological resources have been identified on the project site and the project site is not considered to be sensitive for archaeological resources. As described above, In the unlikely event that historic or archaeological resources are discovered during excavation, Standard Conditions of Approval for all development projects require the contractor to stop all work adjacent to the find and contact the City of Hayward Development Services Department to preserve and record the

uncovered materials so it can be safely removed. Therefore, the proposed project would not lead to new or more severe impacts to archaeological resources beyond those identified in the GP EIR.

Disturbance of Human Remains

The potential to uncover human remains exists at locations throughout the Bay Area. Due to the existing disturbed nature of the area, it is not expected that the project would unearth artifacts or resources during project construction. However, as required by the City's Historic Preservation Ordinance (Chapter 10, Article 11 of the City of Hayward Municipal Code), the discovery of human remains shall be treated with respect and dignity and must fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws. In the unlikely event that artifacts are uncovered during the construction of the proposed project the City would implement Standard Conditions of Approval that are required of all ground-disturbing development projects within the City. Specifically, if human remains are encountered during construction activities, work would cease and the County Coroner would be notified immediately. A qualified archaeologist would also be contacted to assess the situation in consultation with the appropriate agencies. If the human remains are of Native American origin, the Coroner would notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission would provide recommendations for the proper treatment of the remains and associated grave goods. The City of Hayward would follow the recommendations from the Native American Heritage Commission or the archaeologist, as required. Therefore, no impacts to human remains interred outside of formal cemeteries would occur.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on historic and cultural resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-8.3 Historic Preservation Ordinance. The City shall maintain and implement its Historic Preservation ordinance to safeguard the heritage of the City and to preserve historic resources.*

- *Policy LU-8.4 Survey and Historic Reports. The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the City.*

- *Policy LU-8.6 Historic Preservation Standards and Guidelines. The City shall consider The Secretary of the Interior's Standards of the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings when evaluating development applications and City projects involving historic resources or development applications that may affect scenic views of the historic context of nearby historic resources.*

- *Policy LU-8.14 Demolition of Historic Resources. The City shall prohibit the demolition of historic resources unless one of the following findings can be made:*
    - *The rehabilitation and reuse of the resource is not structurally or economically feasible.*
    - *The demolition is necessary to protect the health, safety, and welfare of the public.*
    - *The public benefits of demolition outweigh the loss of the historic resource.*
- *Policy NR-7.1 Paleontological Resource Protection. The City shall prohibit any new public or private development that damages or destroys a historically- or prehistorically-significant fossil, ruin, or monument or any object of antiquity.*
- *Policy NR-7.2 Paleontological Resource Mitigation. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.*

Conclusion

The GP EIR adequately evaluated the potential cultural resources impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

6. ENERGY

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

Discussion

Energy usage was evaluated in the GP EIR in Chapter 21.6, Energy, and the environmental and regulatory setting of the Hayward Planning Area with respect to energy conservation was described in detail in Section 7.6 Natural Resources: Energy Resources and Efficiency of the General Plan Background Report (City of Hayward, 2013). Pursuant to Section 15150 of the State CEQA Guidelines, the Background Report was incorporated into the GP EIR by reference.

Similar to build out of the General Plan, the proposed project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

Construction-Period Energy Use

The anticipated construction schedule assumes that the proposed project would be built over 36 to 48 months. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the project would restrict equipment idling times to 5 minutes or less and would require construction workers to shut off idle equipment, as required by BAAQMD's Basic Construction Mitigation Measures. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, the proposed project would not result in new or more severe impacts related to energy than were identified in the GP EIR.

Operational Energy Use

Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. LSA estimated energy and natural gas consumption using default energy intensities by land use type in CalEEMod. In addition, the proposed buildings would comply with the latest CALGreen standard building measures and Title

24 standards, which were included in CalEEMod. Electricity and natural gas usage estimates associated with the proposed project are shown in Table 3.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on CalEEMod, the proposed project would result in approximately 11,453,434 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.[11] Therefore, using the USEPA fuel economy estimates for 2015, the proposed project would result in the consumption of approximately 520,610 gallons of gasoline per year. Table 3, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

Table 3: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
Townhome/Multi-Family Residential	2,500,320	11,362	252,319
Student Housing	2,111,000	43,663	190,744
Retail	104,800	460	77,547
Open Space	0	0	0
Total	**4,716,120**	**55,485**	**520,610**

Source: LSA (May 2019).

As shown in Table 3, the estimated potential increased electricity demand associated with the proposed project would be 4,716,120 kilowatt-hours (kWh) per year. In 2017, California consumed approximately 288,614 gigawatt-hours (GWh) or 288,614,000,000 kWh.[12] Of this total, Alameda County consumed 11,113 GWh or 11,112,655,423 kWh.[13] Therefore, electricity demand associated with the proposed project would be approximately 0.04 percent of Alameda County's total electricity demand.

In addition, as shown in Table 3, the estimated potential increased natural gas demand associated with the proposed project would be 55,485 therms per year. In 2017, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Alameda County consumed approximately 379 million therms or approximately 379,032,277 therms.[14] Therefore, natural gas

11 U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed May 2019).

12 California Energy Commission, 2017a. Energy Consumption Data Management Service. Electricity Consumption by County. Available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx. (accessed May 2019).

13 Ibid.

14 California Energy Commission, 2017b. Energy Consumption Data Management Service. Gas Consumption by County. Available online at: http://www.ecdms.energy.ca.gov/gasbycounty.aspx. (accessed May 2019).

demand associated with the proposed project would only be approximately 0.01 percent of Alameda County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 3, vehicle trips associated with the proposed project would consume approximately 520,610 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[15] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The proposed project would develop the site with new housing and retail and commercial space, as well as new roadways and street improvements, a park, a multi-use trail, and open space. The expected energy consumption during operation of the proposed project would be consistent with typical usage rates for single-family residential uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. The proposed project would be consistent with the intent of the Sustainable Mixed-Use designation and would be developed at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors. The proposed project would also include a new segment of the Hayward Foothill Trail, an approximately 16-foot wide multi-use trail, and additional street improvements such as curbs, gutters, sidewalks, on-street parking bulb-outs, utilities, and lighting. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled, and would increase the use of alternate means of transportation, which would allow for a decreased dependence on nonrenewable energy resources.

In addition, as indicated above, the proposed project would be constructed to the latest CALGreen standard building measures and Title 24 standards, which would help to reduce energy and natural gas consumption. Therefore, the proposed project would implement the General Plan's energy-related policies that promote jobs-housing balance, growth and infill development, green building and landscaping, complete neighborhoods, energy efficiency, and bicycling, walking, and transit amenities, and parks access. As such, the proposed project would not result in the wasteful, inefficient or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Therefore, the proposed project would not result in new or more severe impacts related to energy than were identified in the GP EIR.

Conflict or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further

[15] California Energy Commission, 2017c. California Gasoline Data, Facts, and Statistics. Available online at: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed March 2019).

this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report.[16] The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. The proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant. Therefore, the proposed project would not result in new or more severe impacts related to energy efficiency than were identified in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on energy were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

[16] California Energy Commission, 2017d. 2017 Integrated Energy Policy Report. California Energy Commission. Publication Number: CEC-100-2017-001-CMF.

Applicable Policies

General Plan Policies

- *Policy LU-1.1: Jobs-Housing Balance. The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.*

- *Policy LU-1.3: Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*

- *Policy LU-1.6: Mixed-Use Neighborhoods. The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.*

- *Policy LU-1.8: Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:*

    - *Reduce the use of energy, water, and natural resources.*

    - *Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.*

    - *Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.*

    - *Encourage the use of durable, sustainably-sourced, and/or recycled building materials.*

    - *Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.*

- *Policy LU-3.1: Complete Neighborhoods. The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.*

- *Policy NR-2.6: Greenhouse Gas Reduction in New Development. The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.*

- *Policy NR-4.1: Energy Efficiency Measures. The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.*

- *Policy NR-4.3: Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.*

- *Policy NR-4.11: Green Building Standards. The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State's zero net energy goals by 2020.*

- *Policy NR-4.12: Urban Forestry. The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.*

- *Policy NR-4.13: Energy Use Data. The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial buildings at certain points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts.*

- *Policy NR-4.15: Energy Efficiency Programs. The City shall promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners.*

- *Policy PFS-2.7: Energy Efficient Buildings and Infrastructure. The City shall continue to improve energy efficiency of City buildings and infrastructure through implementation of the Municipal Green Building Ordinance, efficiency improvements, equipment upgrades, and installation of clean, renewable energy systems.*

- *Policy M-1.6: Bicycling, Walking, and Transit Amenities. The City shall encourage the development of facilities and services, (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*

- *Policy M-3.8: Connections with New Development. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways, and transit facilities.*

- *Policy M-3.9: Private Complete Streets. The City shall encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing public roadway system and provide a seamless transition to existing and planned transportation facilities.*

- *Policy M-6.2: Encourage Bicycle Use. The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.*
- *Policy M-6.5: Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways and do not interfere with existing and proposed bicycle facilities.*
- *Policy HQL-2.1: Physical Activity and the Built Environment. The City shall support new developments or infrastructure improvements in existing neighborhoods that enable people to drive less and walk, bike, or take public transit more.*
- *Policy HQL-10.7: Parks Access. The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible.*

Conclusion

The GP EIR adequately evaluated the energy impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

7. GEOLOGY AND SOILS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? 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. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion

Information for this section was obtained from maps and publications published from the United States Geological Survey (USGS), the California Geological Survey (CGS), the Association of Bay Area Governments (ABAG), the City of Hayward General Plan, the GP EIR, and the Geotechnical Feasibility Report[17] and Preliminary Geotechnical Investigation prepared for the project site.[18]

A portion of the City is underlain with soft alluvial soils and artificial fill along the bay and on slopes in the Hayward Hills. During large earthquakes, saturated fill is susceptible to ground shaking and liquefaction-associated hazards and the slopes are susceptible to earthquake-induced landslides.

[17] ENGEO, 2016a. Geotechnical Feasibility Report, Route 238 Bypass – Group 6, Hayward, California. March 31.

[18] ENGEO, 2017. Route 238 Bypass – Group 6, Hayward, California, Preliminary Geotechnical Exploration, January 9.

Potential seismic hazards in the City also include surface rupture, ground shaking, liquefaction, lateral spreading, and fault creep.[19, 20]

A Preliminary Geotechnical Exploration[21] prepared for the site included soil borings, excavation of test pits, and excavation of exploratory trenches to evaluate subsurface conditions and geologic hazards. The Preliminary Geotechnical Exploration provided preliminary recommendations for selection of engineered fill materials, site preparation (e.g., removal of debris and loose/compressible soil), removal of existing fill and landslide materials, construction on slopes (e.g., grading of slopes, slope setbacks, debris benches and drainage terraces, toe keyways, and subsurface drainage facilities), placement of fill, and surface drainage.

Seismicity and Seismic Hazards

Fault Rupture. The City is located within a seismically active region of the San Francisco Bay area. Several major earthquake faults in the region, including the San Andreas, Hayward, and Calaveras Faults, could generate strong earthquakes in the vicinity of the parcel groups. The Hayward Fault traverses the City in a northwest to southeast direction and is considered a seismically active fault under the Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo program requires the California Geologic Survey (CGS) to establish regulatory zones around fault traces that are considered active and sufficiently defined (i.e., located). These active faults are considered to have the potential for surface fault rupture hazards and pose a hazard to structures. The Chabot and Carlos Bee Faults run parallel to the Hayward Fault and are located approximately 0.6 and 0.2 mile east of the Hayward Fault, respectively. These two faults are considered inactive. [22]

The site is adjacent to, but outside of, the designated Alquist-Priolo Earthquake Fault Zone for the Hayward Fault; therefore, fault-related ground rupture is unlikely at the project site.

Strong Seismic Ground Shaking. Multiple active faults have the potential to generate strong to very strong ground shaking at the project site. The Working Group on California Earthquake Probabilities and the USGS have predicted a 14.3 percent probability of a 6.7 magnitude (Mw, or Moment Magnitude) or greater earthquake on the Hayward Fault, a 7.4 percent chance on the Calaveras Fault, and a total probability of 72 percent that an earthquake of that magnitude will occur on one of the regional San Francisco Bay Area faults during that time. The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes.

The City requires projects to comply with the 2016 California Building Code (Title 24, California Code of Regulations), [23] which provides for stringent construction requirements on projects in areas of high seismic risk based on numerous inter-related factors. Seismic hazards cannot be completely eliminated, even with implementation of advanced building practices. However, the seismic design

19 Hayward, City of, 2014b. op. cit.
20 Fault creep is slow, constant slippage that can occur on some active faults without there being an earthquake.
21 ENGEO, 2017. op. cit.
22 Hayward, City of, 2014b. op. cit.
23 Hayward, City of, Municipal Code, Chapter 9, Article 1.

standards of the 2016 California Building Code (CBC) are intended to prevent catastrophic building failure in the most severe earthquakes currently anticipated.

A site-specific geotechnical investigation would be performed for the proposed project as required by State regulations, and the City of Hayward General Plan policies. Compliance with geotechnical recommendations and the CBC during design and construction would ensure that the potential impacts associated with ground shaking would be less than significant.

Seismic-Related Ground Failure and Liquefaction. The potential for different types of ground failure to occur during a seismic event is discussed below.

Liquefaction Potential. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil may move both horizontally and vertically. In areas where sloping ground or open slope faces are present, this mobility can result in lateral spreading. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that are relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. The State of California Seismic Hazard Zones Map does not show areas susceptible to liquefaction within the property.[24] Additionally, the majority of the site is underlain by bedrock at shallow depths. While the drainage area on the northern boundary of the site potentially contains liquefiable materials in the stream channel, any proposed improvements at the site would be set back from and not be impacted by liquefiable materials. Therefore, the potential for liquefaction at the project site is considered low and impacts related to liquefaction would be less-than-significant.

Lateral Spreading. Lateral spreading involves lateral ground movements caused by seismic shaking. These lateral ground movements are often associated with a weakening or failure of an embankment or soil mass overlying a layer of liquefied or weak soils. Due to the presence of shallow bedrock at the majority of the site, the potential for lateral spreading is considered to be low. Therefore the potential for impacts related to lateral spreading would be less than significant.

Ground Lurching Ground lurching is a result of the rolling motion imparted to the ground surface during energy released by an earthquake. Such rolling motion can cause ground cracks to form in weaker soils. The potential for the formation of these cracks is considered greater at contacts between deep alluvium and bedrock. Such an occurrence is possible at the site as in other locations in the Bay Area, but based on the site location, the offset is expected to be minor. Therefore, potential impacts related to ground lurching would be less than significant.

Landslides. Slope failure can occur as either rapid movement of large masses of soil or imperceptibly slow movement of soils on slopes. The project site is located on sloped terrain with known landslides. The State of California Seismic Hazard Zones Map shows the majority of the project site with areas susceptible to earthquake-induced landslides.

[24] ENGEO, 2017. op. cit.

The Preliminary Geotechnical Investigation includes recommendations to reduce the potential impacts associated with landslides, including: (1) removal of landslide material; (2) over excavation and rebuilding of graded slopes, as needed; and/or (3) slope setbacks for habitable structures. Incorporation of the geotechnical recommendations into the proposed project's design and construction would reduce potential impacts related to landslides to a less-than-significant level.

Erosion/Loss of Top Soil

The development of the project site would involve construction activities such as grading and excavation, which could result in temporary soil erosion when the disturbed soils are exposed to wind or rainfall. Because the proposed project would involve over one acre of land disturbance, it would be required to comply with the State Water Resources Control Board's Construction General Permit, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include erosion control best management practices that would minimize erosion during construction. Policy NR-6.5 of the General Plan also requires that the City control site preparation procedures and construction phasing to reduce erosion and exposure of soils to the maximum extent possible. Upon completion of construction, the project site would be covered with structures, pavement, and landscaping and would not include areas of exposed soil. Therefore, the proposed project would result in less-than-significant impacts related to soil erosion or loss of top soil.

Unstable and Expansive Soils

Unstable Soil/Slope Stability. The project site would not be subject to lateral spreading, but does have the potential for seismically-induced landslides. In addition, a number of very steep slopes are located around the perimeter of the quarry pit created by the quarrying operations both at the site and adjacent to the site. These steep quarry slopes include the southeastern high wall, the former quarry slope adjacent to the site on the western edge, and a ring of 1:1 inward-facing slopes on the north and western edges that are up to 30 feet high in the northwest corner. In general, these quarry slopes are steeper than building code minimums and lack features like benches or debris catchments as prescribed for general construction. The Preliminary Geotechnical Investigation provides recommendations for grading the existing slopes so that they conform to accepted standards, creating a minimum 30-foot-wide bench at the base of the quarry high wall and providing for a debris catchment berm and/or rock debris fencing, and providing slope setbacks for habitable structures in accordance with current CBC standards. Design and construction of the project in accordance with geotechnical recommendations would reduce potential impacts related to landslides to a less-than-significant level.

Subsidence/Soil Collapse. Subsidence can result from the removal of subsurface water resulting in either gradual depression or catastrophic collapse of the ground surface. The proposed project would not utilize groundwater at the project site. Dewatering is not anticipated during project construction. Therefore, potential impacts related to subsidence/soil collapse would be less than significant.

Expansive Soils. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The changes in soil volume can

result in substantial cosmetic and structural damage to buildings and hardscape developed over expansive soils. Expansive soils are typically fine grained with high clay content. Potentially expansive clay has been observed in various locations at the surface and in several test pits. In addition, existing fill at the project site could undergo vertical movement that is not easily characterized and could ultimately be inadequate to effectively support potential building and fill loads.

The Preliminary Geotechnical Investigation includes recommendations to reduce the potential impacts associated with expansive soil, including: (1) using a rigid mat foundation that is designed to resist the settlement and heave of expansive soil; (2) deepening the foundations to below the zone of moisture fluctuation, i.e., by using deep footings or drilled piers; and/or (3) using mat or footings at normal shallow depths but bottomed on a layer of select fill having a low expansion potential. The Preliminary Geotechnical Investigation also recommends that exposed soils be kept moist prior to placement of concrete for foundation construction. In addition, as described above, the proposed project would be required to comply with the 2016 California Building Code and the geotechnical recommendations identified in the site-specific geotechnical investigation. Compliance with geotechnical recommendations and the CBC during design and construction would ensure that the potential impacts associated with expansive soils would be less than significant.

Septic Tanks/Wastewater Disposal

Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. The proposed project would have no impact related to septic tanks or alternative wastewater disposal systems.

Paleontological Resources

The project site rests upon sediments and bedrock comprised of Holocene to Late Pleistocene Surficial Sediments, the Late Jurassic to early Cretaceous Knoxville Formation, the Late Jurassic to Cretaceous Franciscan Assemblage, and the Late Jurassic Coast Range Ophiolite Complex. The geology of the project site primarily consists of the Coast Range Ophiolite Complex in the northeast and central portions and the Knoxville Formation in the southwest corner. The Coast Range Ophiolite Complex igneous and metamorphic rocks have no paleontological sensitivity, while the Knoxville Formation has high paleontological sensitivity.

Only ground disturbance in areas of the Knoxville Formation would reach paleontologically sensitive deposits and have the potential to impact scientifically significant paleontological resources. In the event that paleontological resources are discovered during construction, Standard Conditions of Approval for all development projects require the contractor to stop all work adjacent to the find and contact the City of Hayward Development Services Department to preserve and record the uncovered materials so it can be safely removed. Compliance with the City's standard conditions of approval would ensure that the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to geology, soils, minerals and paleontological resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-7.1 Slopes. The City shall prohibit the construction of buildings on unstable and steep slopes (slopes greater than 25 percent).*

- *Policy LU-7.2 Ridgelines. The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend development with the natural features of the hillside.*

- *Policy LU-7.3 Hillside Street Layouts. The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.*

- *Policy LU-7.4 Hillside Street Design. The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curb and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.*

- *Policy NR-6.4 Minimizing Grading. The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.*

- *Policy NR-6.5 Erosion Control. The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution.*

- *Policy NR-8.2 Hillside Site Preparation Techniques. The City shall require low-impact site-grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.*

- *Policy HAZ-2.1 Seismic Safety Codes and Provisions. The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.*

- *Policy HAZ-2.2 Geologic Investigations. The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones:*
    - *Fault Zone (see Figure 9.2-1 in the Hazards Background Report)*
    - *Liquefaction Zone (see Figure 9.2-2 in the Hazards Background Report)*
    - *Landslide Zone (see Figure 9.2-3 in the Hazards Background Report)*

  A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards.

- *Policy HAZ-2.3 Fault Zone Assumption. The City shall assume that all sites within (or partially within) any fault zone are underlain by an active fault trace until a geotechnical investigation by a licensed geotechnical engineer provides otherwise.*

- *Policy HAZ-2.4 New Buildings in a Fault Zone. The City shall prohibit the placement of any building designed for human occupancy over active faults. All buildings shall be set back from active faults by at least 50 feet. The City may require a greater setback based on the recommendations of the licensed geotechnical engineer evaluating the site and the project.*

- *Policy HAZ-2.6 Infrastructure and Utilities. The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment.*

Conclusion

The GP EIR adequately evaluated the geology and soils impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

8. GREENHOUSE GAS EMISSIONS

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

Discussion

Greenhouse gas emissions (GHGs) associated with the General Plan are evaluated in Chapter 10, Global Climate Change and Greenhouse Gas Emissions, of the GP EIR. The following includes a discussion of the potential impacts related to GHG emissions associated with the General Plan as compared to the proposed project.

GHGs are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

While GHGs produced by human activities include naturally-occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere. Certain other gases, such as water vapor, are short-lived in the atmosphere compared to those GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this analysis, the term “GHGs” will refer collectively to the six gases identified in the bulleted list provided above.

Construction Greenhouse Gas Emissions

As discussed in the GP EIR, construction activities would generate GHG emissions through the use of on- and off-road construction equipment in new development projects. While no project-specific details were known at the time the GP EIR was prepared, short-term construction emissions were estimated for worst-case, average annual levels of development assumed to occur under the General Plan through the year 2040. Average annual development assumptions were estimated by dividing the net increase in residential units and commercial building square feet associated with build out of the General Plan by 25 years. Construction emissions were estimated for this annualized average level development within the first full calendar year after anticipated General Plan adoption in order to obtain a "worst case" estimate of average annual construction-related GHG emissions. The GP EIR determined that total construction-related GHG emissions in 2015 would be approximately 1,186 metric tons (MT) of CO_2e per year.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the proposed project would generate approximately 4,422 MT CO_2e during construction of the project and approximately 1,474 MT CO_2e per year. In addition, when considered over the 30-year life of the project, the amortized construction emissions would be approximately 147 MT of CO_2e per year. Annual construction-related GHG emissions associated with the proposed project would be higher than the estimated average annual construction-related GHG emissions identified in the GP EIR; however, as noted above the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. In addition, implementation of BAAQMD's Basic Construction Mitigation Measures would reduce construction-related GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. Therefore, project construction impacts associated with GHG emissions would be considered less than significant. Construction of the proposed project would not result in new or more severe impacts related to construction-period GHG emissions than identified in the GP EIR.

Operational Greenhouse Gas Emissions

The GP EIR estimated operational emissions from existing development in Hayward in the years 2005 and 2010, as well as projected "Business As Usual" GHG emissions associated with forecasted growth in the City's population and employment in 2020, 2040 and 2050. The 2020, 2040 and 2050 projections reflect both existing and proposed land uses and population and employment growth assumed in the proposed General Plan, but do not take into account any specific GHG reduction measures associated with State or federal legislative actions or the City's 2009 CAP. The GP EIR found that any impacts resulting from GHG associated with implementation of the General Plan would be less than significant.

Development of the proposed project would contribute to the GHG emissions identified in the GP EIR. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources, and indirect emissions from sources associated with energy consumption. Mobile-source emitters of GHGs would include project-generated vehicle trips associated with visitor trips

to the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site, and other sources.

The proposed project would develop the site with new housing and retail and commercial space, as well as new roadways and street improvements, a park, a multi-use trail, and open space uses. The proposed project is consistent with the intent of the Sustainable Mixed Use land use designation and would be developed at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors. The proposed project would also include a new segment of the Hayward Foothill Trail, an approximately 16-foot wide multi-use trail, and additional street improvements such as curbs, gutters, sidewalks, on-street parking bulb-outs, utilities, and lighting. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled, and would increase the use of alternate means of transportation, which would help reduce GHG emissions.

As discussed in the Project Description (Attachment A), the proposed project would also contain various Leadership in Energy and Environmental Design (LEED) features to encourage sustainable practices in design and development. These LEED features include: a discernible center; housing within a five minute walk of the center; a variety of dwelling types; a variety of stores and commercial activity; a school within walking distance; playgrounds near all dwellings; connected streets; narrow, shaded streets conducive to pedestrians and cyclists; buildings close to the street at a pedestrian scale; parking or garages placed behind buildings and away from street frontages; prominent civic and public buildings; and a community decision process for maintenance, security, and neighborhood development.

Following guidance from the BAAQMD, GHG emissions were estimated for the proposed project using CalEEMod. Table 4 shows the calculated GHG emissions for the proposed project. Motor vehicle emissions are the largest source of GHG emissions for the project at approximately 68 percent of the total. Energy use is the next largest category at 25 percent of CO_2e emissions. Solid waste and water use are about 4 percent and 3 percent of the total emissions, respectively. CalEEMod output sheets are included in Appendix A.

Table 4: Operational Greenhouse Gas Emissions

Emissions Source Category	Operational Emissions (Metric Tons per Year)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total Project Emissions
Area	12.1	<0.1	0.0	12.4	0
Energy	1,545.0	0.1	<0.1	1,555.3	25
Mobile	4,317.6	0.2	0.0	4,321.5	68
Waste	95.7	5.7	0.0	237.2	4
Water	104.3	2.2	0.1	173.7	3
Total Operational				**6,300.2**	**100**
BAAQMD Threshold				**1,100**	**-**
Exceed?				**No**	**-**

Source: LSA (May 2019).

According to the BAAQMD, a project would result in a less than significant GHG impact if it would:

- Result in operational-related greenhouse gas emissions of less than 1,100 metric tons of CO_2e a year; or
- Result in operational-related greenhouse gas emissions of less than 4.6 metric tons of CO_2e per service population (residents plus employees).

Based on the analysis results, the proposed project would generate approximately 6,300.2 MT CO_2e that would exceed the BAAQMD's numeric threshold of 1,100 MT CO_2e. The proposed project would develop 1,000 new residential units that would provide residences for approximately 3,120 people. This analysis also assumes that the proposed project would result in an addition of approximately five new employees; therefore, the total service population (residents plus employees) would be 3,125 people. Therefore, the project's GHG emissions would result in a GHG efficiency of 2.0 metric tons CO_2e per service population, below the BAAQMD's threshold of 4.6. Operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment and would have a less than significant impact related to operational GHG emissions. Operation of the proposed project would not result in new or more severe impacts related to GHG emissions than identified in the GP EIR.

Consistency with Greenhouse Gas Reduction Plans

The City of Hayward adopted the 2009 Climate Action Plan (CAP) to reduce GHG emissions communitywide. The 2009 CAP was designed to reduce communitywide emissions 12.5 percent below 2005 levels by the year 2020, and to set the City on a course to achieve a long-term emission reduction goal of 82.5 percent below 2005 levels by the year 2050.

As discussed in the GP EIR, the General Plan integrates and updates the comprehensive, community-wide GHG emission reduction strategy contained in the City's 2009 CAP to achieve a GHG emission reduction target of 20 percent below 2005 levels by the year 2020. The proposed General Plan also recommends longer-term goals for GHG reductions of 61.7 percent below 2005 levels by the year

2040 and 82.5 percent below 2005 levels by the year 2050. The GP EIR summarizes the total GHG emission reductions from both State and Federal regulatory actions, as well as locally based GHG emission reductions required to achieve the targets for 2020, 2040 and 2050 in Table 10.2 of the GP EIR. Legislative-adjusted projected emissions take into account GHG emission reductions as a result of State and Federal regulatory actions. Additional net GHG emission reductions would be required to meet the proposed targets for 2020, 2040 and 2050; however, the GP EIR determined that the scale of reductions required to achieve the much more aggressive longer-term emission reduction goals will require significant improvements in the availability and/or cost of technology, as well as potential increased reductions from ongoing State and Federal legislative actions.

As discussed in the GP EIR, the General Plan contains a comprehensive strategy that achieves a communitywide GHG emission reduction target of 20 percent below 2005 levels by the year 2020, and sets the City on course towards achieving ongoing GHG emission reductions in the future through the year 2050. Thus, the GP EIR determined that the General Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. In addition, the GP EIR determined that estimated GHG emissions per service population in 2020, 2040 and 2050 would be below the BAAQMD-recommended threshold of 6.6 MT CO_2e per service population per year. Thus, the GP EIR determined that the General Plan would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant.

The proposed project would develop the site with new housing and retail and commercial space, as well as new roadways and street improvements, a park, a multi-use trail, and open space. The proposed project is consistent with the intent of the Sustainable Mixed-Use designation and would be developed at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors. The proposed project would also include a new segment of the Hayward Foothill Trail, an approximately 16-foot wide multi-use trail, and additional street improvements such as curbs, gutters, sidewalks, on-street parking bulb-outs, utilities, and lighting. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled, and would increase the use of alternate means of transportation, which would help reduce GHG emissions.

The proposed project would also contain various LEED features, including the following: a discernible center; housing within a five minute walk of the center; a variety of dwelling types; a variety of stores and commercial activity; a school within walking distance; playgrounds near all dwellings; connected streets; narrow, shaded streets conducive to pedestrians and cyclists; buildings close to the street at a pedestrian scale; parking or garages placed behind buildings and away from street frontages; prominent civic and public buildings; and a community decision process for maintenance, security, and neighborhood development.

The proposed project would implement appropriate GHG reduction strategies and would not conflict with applicable plan, policy, or regulation pertaining to GHGs. The proposed project would not result in new significant impacts beyond those identified in the GP EIR. No new mitigation measures are required.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on greenhouse gas emissions were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Objectives

- *Policy NR-2.6: Greenhouse Gas Reduction in New Development. The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.*

- *Policy NR-2.7: Coordination with Bay Area Air Quality Management District. The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.*

- *Policy NR-2.10: Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.*

- *Policy NR-4.1: Energy Efficiency Measures. The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.*

- *Policy NR-4.3: Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of nonrenewable resources throughout the life-cycle of a structure.*

- *Policy NR-4.11: Green Building Standards. The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State's zero net energy goals by 2020.*

- *Policy NR-4.12: Urban Forestry. The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.*

- *Policy NR-4.1:3 Energy Use Data. The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial*

buildings at certain points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts.

- *Policy LU-1.1: Jobs-Housing Balance. The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.*

- *Policy LU-1.6: Mixed-Use Neighborhoods. The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.*

- *Policy LU-1.8: Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:*

    - *Reduce the use of energy, water, and natural resources.*

    - *Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.*

    - *Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.*

    - *Encourage the use of durable, sustainably-sourced, and/or recycled building materials.*

    - *Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.*

- *Policy M-1.4: Multimodal System Extensions. The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the City's multimodal system, maximizes connections, and minimizes barriers to connectivity.*

- *Policy M-1.6: Bicycling, Walking, and Transit Amenities. The City shall encourage the development of facilities and services, (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*

- *Policy M-5.1: Pedestrian Needs. The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.*

- *Policy M-5.2: Pedestrian System. The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways throughout the City that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.*

- *Policy M-5.4: Sidewalk Design. The City shall require that sidewalks, wherever possible, be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.*

- *Policy M-5.5: Streetscape Design. The City shall require that pedestrian-oriented streets be designed and maintained to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*

- *Policy M-6.5: Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways and do not interfere with existing and proposed bicycle facilities.*

- *Policy PFS-7.12: Construction and Demolition Waste Recycling. The City shall require demolition, remodeling and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable*.

Conclusion

The GP EIR adequately evaluated the greenhouse gas emissions impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

9. HAZARDS AND HAZARDOUS MATERIALS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion

Transport, Use, Storage, and Disposal of Hazardous Materials

The proposed project would remove existing features (e.g., quarry remnants) on the project site and construct a mixed-use development that would include residential and commercial development, open space, and a park. The proposed project could involve the use, handling, and storage of commercially-available hazardous materials associated with building maintenance, on-site vehicle use, and landscaping. These materials would likely include fuels, paints, flammable liquids, pesticides, and herbicides. However, hazardous materials stored and used at the site would be required to be managed in accordance with applicable local, State, and federal hazardous materials regulations and General Plan policies that would reduce risks associated with leakage, explosions, fires, or the escape of harmful gases. Because the proposed project would generate small quantities of hazardous materials similar in nature, type, and volume to the uses anticipated to be used as part of other foreseeable residential and commercial development projects in the City, the project would not worsen or result in new impacts related to the routine use, storage, or disposal of hazardous

materials, beyond those identified in the GP EIR. Therefore, a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials would not occur and potential impacts related to operational use of hazardous materials would be less than significant.

During project construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. The proposed project would be required to comply with federal, State, and local regulations regarding the transportation, use, and disposal of hazardous materials, including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that requires implementation of control measures for hazardous material storage and soil stockpiles, inspections, maintenance, and training, and containment of releases to prevent runoff into existing storm collection systems or waterways. In addition, Policy HAZ-6.8 of the City's General Plan indicates that the City shall promote the safe transport of hazardous materials through Hayward by maintaining formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas, and prohibiting the parking of vehicles transporting hazardous materials on City streets. Compliance with existing regulations and implementation of the SWPPP during construction would ensure that potential impacts associated with hazardous material use, transport, and disposal are considered less than significant.

Release of Hazardous Materials and Risk of Upset

The proposed project would not involve storage or use of hazardous materials (except for small quantities for routine maintenance as described above) or generation of significant hazardous wastes. As such, potential significant impacts related to a foreseeable upset would not be expected.

During construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. Management of these materials at the project site would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Compliance with the Construction General Permit would require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) designed to reduce the risk of spills or leaks from the reaching the environment. The SWPPP would also include a Spill Response Plan to address minor spills of hazardous materials. Compliance with SWPPP requirements would ensure that potential significant hazards associated with routine transport, use, or disposal of hazardous materials during and after construction would be less than significant.

A Phase I Environmental Site Assessment[25] (ESA) was prepared for the project site. The Phase I ESA evaluated the potential for past land uses to have impacted the environmental condition of the site through the review of historical information sources (e.g., historic aerial photos and maps) and government databases that list hazardous materials release sites and facilities that handle hazardous materials.

[25] ENGEO, 2016b. Phase I Environmental Site Assessment, Route 238 Bypass, Group 6, Hayward, California, April 1.

The Phase I ESA for the site indicates that the site has historically been used as a quarry, and prior to that, the land was used for dry farming. The Phase I ESA indicates the potential for fill to be present on the site and recommends that a Phase II ESA, including a geophysical survey and soil/groundwater sampling, be considered to address the potential of undocumented fill on the site. The disturbance and potential re-use of potentially contaminated fill could result in the release of contaminants into the environment.

The Geotechnical Feasibility Report prepared for the site indicates that Naturally-Occurring Asbestos (NOA) could potentially be present in site soil. The disturbance of soil potentially containing NOA could result in the exposure of construction workers or the surrounding public to asbestos. Future site occupants could also potentially be exposed to asbestos if soil containing NOA is present at the ground surface.

During a site reconnaissance performed by Baseline in December 2017, piles of construction debris including concrete, asphalt, and soil were observed on the site. The construction debris could contain contaminated materials. In addition, the former quarry operations may have involved the storage and use of hazardous materials, such as fuels and oil used for heavy equipment. Therefore, potential hazardous materials releases may have occurred at the site during quarry operations. Implementation of a Phase II ESA at the site, as recommended in the Phase I ESA, would evaluate potential contamination issues related to past uses of the site and the presence of fill and construction debris.

A Phase II ESA should be conducted at the site, as recommended in the Phase I ESA, to evaluate potential contamination issues related to past uses of the site and the presence of fill and construction debris. The Phase II ESA should also include testing of the site for the presence of NOA. If NOA is identified, project development would be required to comply with the BAAQMD's Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The BAAQMD would be required to approve an asbestos dust mitigation plan.

In addition, if a Phase II ESA identifies soil and/or groundwater contamination at levels exceeding regulatory screening levels for the proposed land use (e.g., the Regional Water Board's Environmental Screening Levels [ESLs]), the Phase II ESAs should be submitted to the appropriate regulatory oversight agency (e.g., Alameda County Environmental Health Department [ACDEH], Regional Water Board, or DTSC) for review. The Phase II ESAs should recommend corrective actions to address the identified contamination. Corrective actions may include developing and implementing a Soil Management Plan (SMP) to include guidelines for testing of excavated materials and screening criteria to determine whether excavated materials would be suitable for re-use as engineered fill. Corrective actions may also include developing and implementing a Remedial Action Plan (RAP) for the remediation of contaminated soil and/or groundwater, if required by a regulatory oversight agency. Any corrective actions should be performed under the oversight of the applicable regulatory oversight agencies, and clearance for the proposed land use should be obtained from the applicable regulatory oversight agencies.

If the Phase II ESA identifies soil and/or groundwater contamination at levels exceeding regulatory screening levels for the proposed land use (e.g., the Regional Water Board's Environmental

Screening Levels [ESLs]), the Project Applicant would be required to submit it to the appropriate regulatory oversight agency (e.g., Alameda County Environmental Health Department [ACDEH], Regional Water Board, or DTSC) for review. The Phase II ESA would recommend corrective actions to address the identified contamination, including developing and implementing a Soil Management Plan (SMP) and/or a Remedial Action Plan (RAP) for the remediation of contaminated soil and/or groundwater, if required by a regulatory oversight agency. Any corrective actions would be performed under the oversight of the applicable regulatory oversight agencies, and clearance for the proposed land use would need to be obtained from the applicable regulatory oversight agencies.

The public and/or the environment could be affected by the release of hazardous materials from the project site into the environment, by: (1) exposing workers and/or the public to potentially contaminated soil, groundwater, and vapors during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials during demolition of existing structures.

Policy HAZ-6.2 of the City's General Plan requires that environmental investigations be prepared before discretionary project approvals are issued by the City in order to ensure that soils, groundwater, and buildings affected by hazardous materials releases from prior land uses, and lead and asbestos potentially present in building materials, would not have the potential to affect the environment or the health and safety of future property owners or users.

Compliance with all applicable local, State, and federal regulations and standards pertaining to the release of hazardous materials and risk of upset would ensure that impacts associated with the release of hazardous materials would be less than significant.

Emission of Hazardous Materials within 0.25 miles of a School

Schools in the vicinity of the project site include Bret Hart Middle School, Hayward High, and California State University East Bay (CSU East Bay). No schools were identified within a quarter-mile of the project site.[26] The potential for hazardous material releases during construction and operation activities would be less than significant following required compliance with existing regulations. Therefore, the proposed project would result in a less-than-significant impact to existing or proposed school facilities from the emission of hazardous materials.

Hazardous Materials Site Pursuant to Government Code Section 65962.5

Government Code Section 65962.5 requires the Cal/EPA to develop at least annually an updated list of hazardous materials release sites known as the Cortese List. The project site was not identified on the Cortese List or other hazardous material release databases during review of regulatory records for the Phase I ESA. Therefore, no impacts associated with locating a project on a site included on a list of hazardous materials is expected to occur.

[26] Hayward, City of, 2014. Hayward 2040 General Plan Background Report. January.

Aviation Hazards

The project site is not located in the vicinity of a private airstrip or within the Airport Influence Area of the Hayward Executive Airport, and therefore the project would not result in impacts related to aviation hazards.

Emergency Response or Evacuation Plan

The proposed project involves a mixed-use development on a single parcel and would not impair implementation of or interfere with the City of Hayward Local Hazard Mitigation Plan or the Alameda County Local Hazard Mitigation Plan. The proposed project would not impair implementation of, or interfere with, emergency response or evacuation plans because the proposed project would not alter the existing streets surrounding the project site that could be used for emergency access or evacuation. The proposed project would involve limited short-term use of City streets for delivery of construction equipment and supplies, and commuting workers. During construction activities, all construction equipment would be stored on the project site. Therefore, potential impacts to emergency evacuation routes or emergency response plans from the proposed project are considered less than significant.

Wild Fire

The project site is located within the wildland urban interface as identified by the Hayward Fire Department.[27] In 1993, the City adopted the Hillside Design and Wildland/Urban Interface Guidelines[28] to address potential fire hazards for developments in the hills. The Guidelines include standards for street and sidewalks that allow for fire truck access, cluster home development to make efficient use of hillside space, and architectural and site design that allows for fire setbacks and environmental disaster mitigation. The Guidelines also establish two structure categories for the urban/wildland interface: Category I structures located on sites where maximum built-in fire protection measures are necessary due to nearby steep slopes for wildland fuel loading, and Category II structures located on sites within the remaining portions of the urban/wildland interface. Both Category I and II structures must meet or exceed the minimum California Fire Safe Guidelines and include sprinkler systems, double-paned windows, decks made from non-combustible materials, fire-resistant planting, and other fire safe design elements. The Fire Department designates which sites or lots should comply with the Category I or Category II building construction standards. Compliance with the City's Hillside Design and Wildland/Urban Interface Guidelines would ensure potential impacts related to wildland fires would be less than significant.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to hazards and hazardous materials were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was

[27] Hayward, City of, 2014b. op. cit.

[28] Hayward, City of, 1993. Hillside Design and Wildland/Urban Interface Guidelines, February 16.

certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy NR-6.15 Native Vegetation Planting. The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.*

- *Policy HAZ-5.1 Wildland/Urban Interface Guidelines. The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.*

- *Policy HAZ-5.2 Fire Prevention Codes. The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.*

- *Policy HAZ-5.3 Defensible Space and Fuel Reduction. The City shall promote defensible space concepts to encourage property owners to remove overgrown vegetation and to reduce fuel loads on hillside properties, especially near structures and homes.*

- *Policy HAZ-6.1 Hazardous Materials Program. The City shall maintain its status as a Certified Unified Program agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes:*

    - *Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans – HBMP);*

    - *California Accidental Release Prevention (CalARP) Program;*

    - *Underground Storage Tank (UST) Program;*

    - *Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans;*

    - *Hazardous Waste Generator Program;*

    - *On-site Hazardous Waste Treatment (Tiered Permit) Program; and*

    - *California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).*

- *Policy HAZ-6.2 Site Investigations. The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community.*

- *Policy HAZ-6.3 Permit Requirements. The City shall direct the Fire Chief (or their designee) and the Planning Director (or their designee) to evaluate all project applications that involve hazardous materials, electronic waste, medical waste, and other hazardous waste to determine appropriate permit requirements and procedures.*

- *Policy HAZ-6.7 Agency Coordination. The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation and disposal of hazardous materials.*

- *Policy HAZ-6.8 Truck Routes. The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible.*

- *Policy HQL-7.3 Home Use of Hazardous Materials. The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.*

- *Policy HQL-7.5 Proximity to Pollution Sources. The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials, Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.*

- *Policy HQL-9.5 Hazards Resiliency. The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare residents, businesses, and visitors in the event of an incident.*

- *Policy HQL-9.8 Climate Adaptation in Plans. The City shall address climate adaptation in all disaster preparedness and emergency response plans.*

- *Policy M-4.5 Emergency Access. The City shall develop a roadway system that is redundant (i.e., include multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*

Conclusion

The GP EIR adequately evaluated the impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

10. HYDROLOGY AND WATER QUALITY

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

Discussion

Water Quality Standards

Construction. Construction of the proposed project would involve disturbing, grading, and excavating soil, which could result in temporary erosion and movement of sediments into the storm drain system, particularly during precipitation events. The potential for chemical releases is present at most construction sites due to the use of paints, solvents, fuels, lubricants, and other hazardous materials associated with heavy construction equipment. Once released, these hazardous materials could be transported to nearby surface waterways in stormwater runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The release of sediments and other pollutants during construction and demolition could adversely affect water quality in receiving waters.

The proposed project would disturb greater than 1 acre of land, and therefore would be required to obtain coverage under the Construction General Permit (State Water Board Order 2009-0009-DW).[29] On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and soil stockpiling. The State Water Resources Control Board's Construction General Permit also requires the development of a SWPPP by a Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and construction materials and must include a list of Best Management Practices (BMPs) to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas, describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan.

Required compliance with State and local regulations regarding stormwater and dewatering during construction would ensure that the proposed project would result in less-than-significant impacts to water quality during construction.

Operation. Because the project would replace over 10,000 square feet of existing impervious surface area, the project would be required to comply with Provision C.3 requirements of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP).[30] The project would result in alteration of over 50 percent of the existing impervious surface of the project site, and therefore all new and replaced impervious surfaces would require treatment under the MRP. Provision C.3 of the MRP requires implementation of low impact development (LID) source control, site design, and stormwater treatment for regulated projects. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. Additionally, Policy NR-6.6 of the City's General Plan requires the City to promote stormwater management techniques that minimize surface water runoff and impervious ground surface, including requiring LID techniques.

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29 State Water Resources Control Board Division of Water Quality, 2009. Construction General Permit Fact Sheet. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

30 San Francisco Bay Regional Water Quality Control Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

Provision C.3.g of the MRP pertains to hydromodification management.[31] The MRP requires that regulated projects which create and/or replace over 1 acre of impervious surface and increase the amount of impervious surface compared to the existing condition include measures to address hydromodification to ensure that stormwater discharges do not cause an increase in the erosion potential of the receiving stream. Increases in runoff flow and volume must be managed so that the post-project runoff does not exceed estimated pre-project rates and durations, where such increased flow and/or volume is likely to cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts on beneficial uses due to increased erosive force. The proposed project would be subject to hydromodification management requirements because the proposed project would increase the amount of impervious surface compared to the existing condition, and stormwater runoff from the project site is eventually discharged into natural creeks, which are susceptible to erosion. Hydromodification management controls may include the installation of retention/detention systems (e.g., swales, basins, ponds, or cisterns) which would reduce runoff rates and volumes. As outlined in the project description, the proposed project would provide retention on-site either in detention ponds or in underground storage values within the development footprint, totaling approximately 30,000 cubic feet.

Additionally, Policies NR-6.4, NR-6.5, and NR-6.6 of the City's General Plan require the implementation of BMPs to minimize erosion, sedimentation, and water quality degradation resulting from the construction of new impervious surfaces. Policy PFS-5.3 of the City's General Plan requires new development projects to prepare drainage studies to assess storm runoff impacts on the local and regional storm drain and flood control system, and to develop recommended detention and drainage facilities to ensure that increased risks of flooding do not result from development and to prevent increased erosion and siltation of creek beds and banks.

Required compliance with applicable regulations and implementation of City policies, as described above, would reduce potential impacts to water quality from operation of the project to a less-than-significant level.

Deplete Groundwater Supplies

Groundwater was not encountered during subsurface exploration conducted as part of the Geotechnical Feasibility Study.[32] Due to the shallow bedrock onsite, shallow groundwater is not anticipated. However, zones of seepage may be encountered and site drainage may be difficult due to the low infiltration rates of bedrock.

Dewatering may be performed during construction activities involving excavation. If performed, construction-related dewatering would be temporary and limited to areas of excavation on the project site and would not substantially contribute to depletion of groundwater supplies.

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31 Hydromodification or hydrograph modification causes streambank erosion, channelization, increased flood flows, and other physical modifications that can adversely impact aquatic ecosystems due to increased sedimentation and reduced water quality (e.g., higher water temperatures, lower dissolved oxygen concentrations).

32 ENGEO, 2017. op. cit.

Operation of the proposed project would not involve dewatering or the use of groundwater as potable water, because potable water is supplied to the project site by the City of Hayward. The project site is predominantly undeveloped, and partially covering undeveloped areas with impervious surfaces, as proposed by the project, could reduce infiltration of rainfall and runoff, which in turn could adversely affect aquifer recharge and groundwater supplies. In accordance with the requirements of Provision C.3 of the MRP, site design and treatment measures must be implemented at the project site to encourage infiltration of storm water runoff. Site design and treatment measures may include detention and retention basins, stormwater harvesting, vegetated swales and planters, and pervious pavements. A Storm Water Control Plan that specifies the types of infiltration-based site design and treatment measures to be incorporated into the project would be required by the City prior to construction. Implementation of infiltration-based site design and treatment measures, as required by the MRP and the City, would reduce potential impacts to groundwater supplies to a less-than-significant level.

Drainage Pattern and Surface Run-off

The proposed project would not alter the course of a stream or river. The proposed project has been designed to preserve the existing drainage area on the project site. However, the project would alter drainage patterns by creating new landscaped areas and impermeable pavement surfaces. As discussed above, the proposed project would be required to comply with the hydromodification requirements of the MRP and Policies NR-6.6 and NR-6.8 of the City's General Plan. The Project Applicant would be required to prepare a drainage study to ensure that the changes in drainage patterns resulting from the project would not adversely impact storm drain and flood control systems or cause erosion and siltation of creek beds and banks.

Required compliance with applicable regulations and implementation of City policies, as described above, would reduce potential impacts of the project related to changes in drainage patterns to a less-than-significant level.

Flood Hazard, Tsunami, Seiche Zones

Based on the distance from the Bay and elevation of the project site, coastal hazards, such as sea level rise, seiche, tsunami, or extreme high tides, would not pose a threat of flooding for the proposed project. The project site is not located within 100-year flood hazard zones as mapped by the Federal Emergency Management Agency (FEMA).[33] The project site is also not located within a dam failure inundation area.[34] Therefore, the project would not result in impacts related to flooding, inundation by tsunami, or seiche.

Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

As discussed above, due to the size of the proposed project, construction and operation of the project would be subject to State and regional requirements related to stormwater runoff and any contaminated groundwater. Required compliance with State and local regulations regarding

[33] Federal Emergency Management Agency, 2009. *Flood Insurance Rate Map Unincorporated Alameda County, California.* Map Number 06001C0287G. August 3.

[34] Hayward, City of, 2014b. op. cit.

stormwater and dewatering during construction would ensure that the proposed project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As a result, a less-than-significant impact would occur.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to hydrology and water quality were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies and Actions

- *Policy LU-1.8 Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:*
    - *Reduce the use of energy, water, and natural resources.*
    - *Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.*
    - *Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.*
    - *Encourage the use of durable, sustainably-sources, and/or recycled building materials.*
    - *Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.*
- *Policy NR-1.12 Riparian Corridor Habitat Protection. The City shall protect creek riparian habitats by:*
    - *Requiring sufficient setbacks for new development adjacent to creek slopes,*
    - *Requiring sensitive flood control designs to minimize habitat disturbance,*
    - *Maintaining natural and continuous creek corridor vegetation,*
    - *Protecting/replanting native trees, and*
    - *Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, pollution that may occur from improper development in adjacent areas.*

- *Policy LU-1.10 Infrastructure Capacities. The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the City.*

- *Policy NR-6.4 Minimize Grading. The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.*

- *Policy NR-6.5 Erosion Control. The City shall concentrate new urban development in areas that are least susceptible to soil erosion into water bodies in order to reduce water pollution.*

- *Policy NR-6.6 Stormwater Management. The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.*

- *Policy NR-6.8 NPDES Permit Compliance. The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.*

- *Policy NR-6.15 Native Vegetation Planting. The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.*

- *Policy HAZ-2.7 Dam Failure. The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.*

- *Policy HAZ-3.2 Development in Flood Plains. The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.*

- *Policy HAZ-3.3 Flood Plain Management Ordinance. The City shall maintain and enforce a Flood Plain Management Ordinance to:*

    - *Promote public health, safety, and general welfare by minimizing public and private losses due to floods;*

    - *Implement the Cobey-Alquist Flood Plain Management Act, and*

    - *Comply with the eligibility requirements of the National Flood Insurance Program.*

- *Policy PFS-3.9 High Quality Service Provision. The City shall provide water service that meets or exceeds State and Federal drinking water standards.*

- *Policy PFS-4.1 Sewer Collection System Master Plan. The City shall maintain and implement the Sewer Collection System Master Plan.*

- *Policy PFS-4.2 Water Pollution Control Facility Master Plan. The City shall maintain and implement the Water Pollution Control Facility Master Plan.*

- *Policy PFS-5.1 Accommodate New and Existing Development. The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.*

- *Policy PFS-5.3 Watershed Drainage Plans. The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.*

- *Policy PFS-5.4 Green Stormwater Infrastructure. The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).*

- *Policy PFS-5.6 Grading Projects. The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage.*

- *Policy PFS-5.7 Diversion. The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.*

- *Policy PFS-5.8 Enhance Recreation and Habitat. The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.*

- *Policy HQL-7.3 Home Use of Hazardous Materials. The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.*

Conclusion

The GP EIR adequately evaluated the hydrology and water quality related impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

11. LAND USE AND PLANNING

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

Discussion

Divide an Established Community

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project would result in the development of a vacant parcel. The proposed project would not remove any public access, including pedestrian and bicycle access. The proposed project would not result in a barrier within the project site that would impede access, nor would it result in a removal of a major means of access. The proposed project would not inhibit public connectivity, and would not physically divide an established community. This impact would not result in new or more significant impacts beyond those analyzed in the GP EIR.

Conformance with Land Use Plans

The General Plan Land Use Map designates Parcel Group 6 as Sustainable Mixed-Use (with a natural drainage along the northern boundary of the site designated as Parks and Recreation). The site is zoned as Sustainable Mixed-Use (up to 55 units/net acre) with the drainage zoned as Open Space. The site is also within the Hayward Foothills Trail Special Design District. The purpose of the Hayward Foothills Trail Special Design District is to ensure development of a continuous trail along the 238 Bypass Land Use Study properties.

The proposed project is consistent with the type and intensity of development allowed within the General Plan Land Use Designation. Additionally, the proposed project would comply with the City's Hillside Design and Urban/Wildland Interface Guidelines, as well as, General Plan policies, which promote grading, landscaping, street design, and clustering of development in hillside areas to protect aesthetics, natural topography and views of surrounding open space. The proposed project would not require changes to General Plan land use designations or Zoning designations. Therefore, the proposed project would not result in new or more severe impacts related to conformity with land use plans beyond those already analyzed in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to land use and planning were determined to be less than significant and no mitigation measures were identified. No substantial

changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

- *Policy LU-1.3 Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*

- *Policy LU-1.7 Design Guidelines. The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.*

- *Policy LU-2.14 University-Oriented Uses. The City shall support the development of university-oriented uses, including student and faculty housing, satellite campuses and university-oriented retail and service uses, within the City's Priority Development Areas (excluding the Cannery Transit Neighborhood).*

- *Policy LU-3.1 Complete Neighborhoods. The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.*

- *Policy LU-3.6 Residential Design Strategies. The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:*

    - *Creating a highly connected block and street network.*

    - *Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.*

    - *Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.*

    - *Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.*

    - *Locating parking facilities below or behind apartment and condominium buildings.*

    - *Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.*

    - *Ensuring that windows are provided on facades that front streets or public spaces.*

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    - *Locating parking facilities below or behind apartment and condominium buildings.*
    - *Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.*
    - *Ensuring that windows are provided on facades that front streets or public spaces.*
- *Policy LU-7.2 Ridgelines. The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend development with the natural features of the hillside.*
- *Policy LU-7.3 Hillside Street Layouts. The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.*
- *Policy LU-7.4 Hillside Street Design. The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curb and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.*
- *Policy LU-7.5 Clustered Developments. The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.*
- *Policy NR-6.8 NPDES Permit Compliance. The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.*
- *Policy NR-8.1 Hillside Residential Design Standards. The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities,*

and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.

- *Policy NR-8.2 Hillside Site Preparation Techniques. The City shall require low-impact site grading, soils, repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.*

- *Policy M-1.3 Multimodal Connections. The City shall implement a multimodal system that connects residents to activity centers throughout the City, such as commercial centers and corridors, employment centers, transit stops/stations, the airport, schools, parks, recreation area, and other attractions.*

- *Policy M-1.4 Multimodal System Extensions. The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the City's multimodal system, maximizes connections, and minimizes barriers to connectivity.*

- *Policy M-1.6 Bicycling, Walking and Transit Amenities. The City shall encourage the development of facilities and services (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*

- *Policy M-1.7 Eliminate Gaps. The City shall strive to create a more comprehensive multimodal transportation system by eliminating gaps in roadways, bikeways, and pedestrian networks, increasing transit access in underserved areas, and removing natural and man-made barriers to accessibility and connectivity.*

- *Policy M-3.6 Context Sensitive. The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.*

- *Policy M-3.8 Connections with New Development. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways and transit facilities.*

- *Policy M-5.2 Pedestrian System. The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways through the City that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.*

- *Policy M-6.1 Bikeway System. The City shall maintain and implement the Hayward Bicycle Master Plan.*

- *Policy M-6.5 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, and do not interfere with existing and proposed bicycle facilities.*

- *Policy HAZ-2.7 Dam Failure. The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.*

- *Policy HAZ-3.3 Flood Plain Management Ordinance. The City shall maintain and enforce a Flood Plain Management Ordinance to:*

    - *Promote public health, safety, and general welfare by minimizing public and private losses due to floods;*

    - *Implement the Cobey-Alquist Flood Plain Management Act, and*

    - *Comply with the eligibility requirements of the National Flood Insurance Program.*

- *PFS-1.3 Public Facility Master Plans. The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.*

- *PFS-3.2 Urban Water Management Plan. The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.*

- *PFS-3.14 Water Conservation Standards. The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).*

- *Policy PFS-5.1 Accommodate New and Existing Development. The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.*

- *Policy PFS-5.3 Watershed Drainage Plans. The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.*

- *Policy PFS-5.8 Enhance Recreation and Habitat. The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.*

- *Policy PFS-7.3 Landfill Capacity. The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region of the duration of the contract with its landfill franchise.*

- *Policy PFS-7.4 Solid Waste Diversion. The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.*

Conclusion

The GP EIR adequately evaluated the potential land use impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

12. MINERAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

Mineral resources that exist or existed within the City limits include stone, limestone, clay, fire clay, halite, and salt. The La Vista Quarry, located to the east of Mission Boulevard and Tennyson Road, is designated as a mineral resource site of regional significance; however, all operations at the La Vista Quarry site have been terminated due to depletion of aggregate resources. No other significant mineral resources are located within the City.[35] As such, implementation of the proposed project would have no impacts on mineral resources.

The project site was a former quarry operation and is now vacant. Quarry operations started between 1957 and 1958 and terminated between 1980 and 1993. The project site is not considered a mineral resource site of regional significance.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to mineral resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

- *Policy NR-5.1 Mineral Resource Protection. The City shall protect mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction by limiting new residential or urban uses that would be incompatible with mining and mineral extraction operations.*

Conclusion

The GP EIR adequately evaluated the mineral resources impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

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35 Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

13. NOISE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☒

Discussion

The predominant sources of noise include traffic noise from major roadways, freight and passenger trains, and aircraft. Noise generated by industrial facilities and other stationary sources contribute to the ambient noise levels in their general area.[36] Table 5 summarizes the modeled existing traffic noise levels on the nearest major roadway segment to Parcel Group 6. The information in Table 5 is summarized from Table 9-11 in the Hayward 2040 General Plan Background Report. The segment of Carlos Bee Boulevard from Mission Boulevard to CSU East Bay/Hayward Boulevard runs along the southern side of Parcel Group 6. Existing noise levels along this stretch of roadway are 67 dB from 50 feet from the roadway centerline.

Table 5: Summary of Modeled Existing Traffic Noise Levels of Roadways Adjacent to Parcel Group 6

Roadway Segment	Location	dB at 50 feet from Roadway Centerline	Feet from Roadway Centerline (Distance to Noise Contours)			
			70 dBA	65 dBA	60 dBA	55 dBA
Carlos Bee Boulevard	Mission Boulevard to CSU East Bay/Hayward Boulevard	67	25	80	254	804

Source: Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Parcel Group 6 is surrounded by a mix of commercial, industrial, and residential uses. Single-family homes

[36] Hayward, City of, 2014b. op. cit.

fronting on Highland Boulevard surround the northern side of the site, north of the drainage area. Multi-family residential uses are located to the east and single-family residences are located to the west of the site.

The Hayward Executive Airport, located in the northwestern portion of the City, also generates noise from flight operations. However, the parcel group is located outside of the Hayward Executive Airport influence area.[37]

Construction-Period Impacts

The Hayward Municipal Code limits construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Saturday and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and holidays. In addition, the Hayward Municipal Code limits noise levels generated by an individual device or piece of equipment to no more than 83 dBA at a distance of 25 feet from the source and the noise level at any point outside of the property plane[38] shall not exceed 86 dBA.

The GP EIR determined that implementation of projects under the General Plan would involve construction that would result in temporary noise generated primarily from the use of heavy-duty construction equipment. The GP EIR identified that construction activities associated with future planned development could include site preparation (e.g., excavation, grading), laying of concrete foundations, paving, equipment installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders.

As discussed in the GP EIR, with regard to construction noise, the site preparation phase typically results in the most noise generation from the use of heavy-duty equipment such as excavators, graders, dozers, loaders, and trucks. Based on typical equipment noise levels and accounting for typical usage factors of individual pieces of equipment associated with a typical site preparation phase of construction, the GP EIR determined that construction noise could result in noise levels of up to 93 dB L_{eq} and 97 dB L_{max} at 25 feet from a typical construction site, which would exceed the limits allowed by the adopted Municipal Code.

The GP EIR identified Mitigation 15-1, which would limit construction activities to the less sensitive times of the day, require site-specific noise studies to reduce potential impacts, and preparation and adoption of a Construction Noise Control Ordinance that would apply to all construction projects, including discretionary projects. With adoption of the General Plan Policies and implementation program, the GP EIR concluded that exposure of sensitive receptors located near construction activities to excessive noise levels would be avoided or reduced to a less-than-significant level.

[37] Alameda County Community Development Agency, 2012. *Hayward Executive Airport - Airport Land Use Compatibility Plan.*

[38] According to the City of Hayward Municipal Code, "property plane" means a vertical plane including the property line, which determines the property boundaries in space.

Parcel Group 6 is primarily surrounded by a mix of commercial, industrial, and residential uses. Single-family homes fronting on Highland Boulevard surround the northern side of the site, north of the drainage area. Multi-family residential uses are located to the east and single-family residences are located to the west of the site.

Similar to development under the General Plan, construction of the proposed project would result in noise levels up to 93 dB L_{eq} and 97 dB L_{max} at 25 feet from a typical construction site. In addition, the project site consists of resistant onsite bedrock that may be marginally rippable. Therefore, construction of the proposed project may require rock blasting and/or very heavy equipment, such as a large bulldozer (Caterpillar D-10 or larger) and jackhammer. Maximum noise levels associated with the use of bulldozers can range up to 85 dBA L_{max} at 50 feet and maximum noise levels associated with the use of jackhammers can also range up to 89 dBA L_{max} at 50 feet.[39] Assuming the bulldozers and jackhammers would be used simultaneously, noise levels would range up to 90 dBA L_{max} at 50 feet. As identified above, the Hayward Municipal Code also limits noise levels generated by an individual device or piece of equipment to no more than 83 dBA at a distance of 25 feet from the source and the noise level at any point outside of the property plane shall not exceed 86 dBA. The project's construction noise levels could result in an exceedance of the City's allowable construction noise levels from construction equipment and could result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Consistent with Mitigation 15-1 identified in the GP EIR, and General Plan Policies HAZ-8.17, *Community Noise Control Ordinance,* HAZ-8.20, *Construction Noise Study,* HAZ-8.21, *Construction and Maintenance Noise Limits,* and HAZ-8.24, *Construction Noise Control Ordinance,* the City will require a noise impact assessment for the proposed project, which will determine construction noise impacts, will limit the hours of construction to less sensitive hours of the day, and will enforce the Construction Noise Control Ordinance to minimize noise impacts associated with construction. In compliance with these policies and Mitigation 15-1, the following Standard Condition of Approval for project construction would be implemented to ensure potential construction period noise impacts for the indicated sensitive receptors would be less-than-significant:

- The project contractor shall implement the following measures during construction of the project:
    - Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
    - Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
    - Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.

[39] Federal Highway Administration (FHWA), 2006. *Roadway Construction Noise Model User's Guide*. January.

- Construction haul trucks and materials delivery traffic shall avoid residential areas whenever feasible.
- Prohibit extended idling time of internal combustion engines.
- Ensure simultaneous operation of multiple pieces of construction equipment would not occur near noise-sensitive receptors. The construction contractor shall limit the use of construction equipment within 20 feet of noise-sensitive receptors to one piece of equipment at a time.
- Ensure that all general construction related activities are restricted to between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Saturday and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and holidays.
- Temporary noise control blanket barriers shall be installed in a manner to shield adjacent land uses.
- All noise-sensitive receptors located within 500 feet of the project site shall be sent a notice regarding the construction schedule. A sign legible at a distance of 50 feet shall also be posted at the project site. All notices and the signs shall indicate the dates and durations of construction activities, as well as provide a telephone number for a "noise disturbance coordinator."
- Designate a "disturbance coordinator" at the City of Hayward who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem, and ensure noise levels do not exceed noise ordinance standards.
- The City (or a City appointed disturbance coordinator) shall conduct spot-check short-term noise monitoring during construction activities within residential areas to evaluate noise impacts on sensitive receptors, specifically residences located adjacent to the project site.
- For days when construction activities would occur within 500 feet of an adjacent residence, such residents may request City provided lodging, to reduce construction noise impacts. Lodging accommodations shall be at the City's discretion. Affected residents shall request such accommodations through the City appointed disturbance coordinator.

Implementation of the above best management practices would limit construction activities to the less noise-sensitive periods of the day and would reduce construction impacts to the extent feasible. With implementation of this Standard Condition of Approval, the proposed project would not create impacts related to construction noise more severe than impacts identified in the GP EIR.

Vibration Impacts

The GP EIR determined that construction activities due to implementation of the General Plan could result in the temporary ground vibration from the use of heavy-duty construction equipment as well as long-term exposure to ground vibration from sources such as trains, busses, and the Bay Area Rapid Transit (BART). The GP EIR also indicated that the General Plan contains policies that require construction activities located in close proximity to existing sensitive land uses, as well as new development projects located in close proximity to vibration noise sources, to conduct vibration noise studies. Noise studies would determine vibration impacts, and the City would require all feasible mitigation to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. Therefore, the GP EIR determined that new development would not be exposed to excessive levels of vibration and this impact would be less than significant.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The proposed project is not located within close proximity to major vibration sources (e.g., railroads, freeways, BART lines). In addition, the streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and no vibration impact analysis of on-road vehicles is necessary. Once constructed, the proposed project would not contain uses that would generate groundborne vibration. This impact would be less than significant.

Construction Vibration. Construction of the project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 6 shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table 6, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne

vibration has the potential to result in annoyance to residents and workers, but would not cause any damage to the buildings.

Table 6: Vibration Source Amplitudes for Construction Equipment

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

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).
[a] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
µin/sec = micro-inches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residential buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_vdB\ (D) = L_vdB\ (25\ feet) - 30\ Log\ (D/25)$$
$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

Parcel Group 6 is primarily surrounded by a mix of commercial, industrial, and residential uses. Single-family homes fronting on Highland Boulevard surround the northern side of the site, north of the drainage area. Multi-family residential uses are located to the east and single-family residences are located to the west of the site.

Based on distance attenuation, groundborne vibration levels associated with heavy construction equipment would exceed the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage when heavy construction equipment is used within 15 feet of existing structures. Consistent with General Plan Policy HAZ-8.22, *Vibration Impact Assessment,* the City will require a vibration impact assessment for the proposed project, which will determine vibration impacts. Under this policy, the City would require all measures to reduce impacts associated with vibration noise and vibration

damage to buildings, if deemed necessary. In compliance with General Plan Policy HAZ-8.22, as a Standard Condition of Approval for the proposed project the City will require that the use of heavy construction equipment within 15 feet of existing structures be prohibited. With implementation of this Standard Condition of Approval, construction vibration levels would be below the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage. Although construction vibration levels at the adjacent sensitive receptors would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed. Therefore, impacts associated with construction vibration would be considered less than significant. With implementation of this Standard Condition of Approval, the proposed project would not create impacts related to construction vibration more severe than impacts identified in the GP EIR.

Traffic Noise Impacts

As identified in the GP EIR, future planned development with implementation of the General Plan could be exposed to existing community noise as well as increases in traffic noise due to anticipated traffic increases on transportation networks within the Planning Area. In addition, existing development within the Planning Area may also be exposed to increases in traffic noise as a result of implementing the General Plan.

The GP EIR modeled existing and future traffic noise levels throughout the City to determine the anticipated traffic noise levels along major roadways. Based on the modeling, future projected traffic volumes on modeled roadways would result in some level of traffic noise increase in most cases (in some cases traffic-related noise decreases slightly). The GP EIR identified increases in traffic noise that ranges from 3 dB up to an approximate 15 dB increase. Based on human perception of noise increase, 3 decibels is perceived as barely noticeable. Thus, with regard to traffic noise specifically, a noticeable increase in noise (i.e., 3 dB or greater), for the purposes of this analysis, would be considered a substantial increase in noise.

The GP EIR identified Mitigation 15-2, which requires all new development to comply with the City's noise standards, noise mitigation procedures, and sensitive land use siting policies. Mitigation 15-2 would require new projects to evaluate noise exposure and provide mitigation measures to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, Mitigation 15-2 requires project-level noise studies to comply with adopted noise standards to ensure that individuals are not exposed to excessive noise levels.

Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. As indicated above, a characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. The proposed project would generate approximately 6,039 average daily trips. Based on the Hayward 2040 General Plan Background Report, the adjacent Carlos Bee Boulevard carries approximately 16,100 average daily trips. Project trips would represent a small increase in noise level, up to approximately 1.4 dBA CNEL based on the following equation:

$$Change\ in\ (dBA) = 10 \times \log_{10}\left(\frac{Current\ Volume}{Future\ Volume}\right)$$

Project daily trips would not result in a perceptible noise increase along any roadway segment in the project vicinity and therefore, the noise increase would be less than significant. The proposed project would not create impacts related to traffic noise more severe than impacts identified in the GP EIR.

Stationary Noise Impacts

Stationary and area sources include landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, generators, heating, ventilation, and air conditioning [HVAC] units), garbage collection activities, commercial and industrial activities, and other stationary and area sources such as people's voices, amplified music, and public address systems.

As discussed in the GP EIR, adoption of the General Plan would include policies that require project-level noise studies to be conducted for projects prone to high noise exposure. The noise studies would evaluate noise standard compliance of the project as well as provide mitigation measures to reduce noise exposure and meet City noise goals, policies, and standards. Based on the type of development that would occur with implementation of the proposed General Plan (e.g., mostly residential and commercial), it is anticipated that stationary sources would be generally minor (e.g., HVAC units, loading docks, yard maintenance equipment) and would be able to meet adopted noise standards and policies with implementation of feasible mitigation, as recommended by project-level studies. Therefore, the GP EIR determined that additional stationary sources that result from implementation of the General Plan would comply with all City noise standards, and future or existing sensitive receptors would not be exposed to excessive noise levels from these types of sources.

Implementation of the proposed project would generate various on-site stationary noise sources, including mechanical equipment, parking lot activities, and loading dock operations.

Specific tenants for the proposed retail/commercial uses have not been identified, but uses could include retail, such as cafés or restaurants, or commercial uses, such as professional office, co-working space or other neighborhood serving uses. New commercial development proposed along with or next to residential development could result in noise levels exceeding City standards. However, typical noise levels generated by loading and unloading would be similar to noise levels generated by truck movements on local roadways.

HVAC equipment is typically the primary noise source associated with residential uses. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. HVAC operations would be required to meet all noise standards.

Precise details of HVAC equipment, including future location and sizing, are unknown at this time; therefore, for purposes of this analysis, 75 dBA at 3 feet was assumed to represent HVAC-related noise.[40] As identified above, Parcel Group 6 is primarily surrounded by a mix of commercial, industrial, and residential uses. Single-family homes fronting on Highland Boulevard surround the

[40] Trane, 2002. *Sound Data and Application Guide for the New and Quieter Air-Cooled Series R Chiller*.

northern side of the site, north of the drainage area. Multi-family residential uses are located to the east and single-family residences are located to the west of the site. This analysis assumes that the closest existing sensitive receptors would be located approximately 20 feet from proposed new residences. Adjusted for distance to the nearest off-site sensitive receptors, the off-site residences would be exposed to a noise level of 59 dBA L_{max} generated by HVAC equipment. It is assumed that, as a worst-case scenario, HVAC equipment would operate continuously through the day, evening, and night, however this noise level would not exceed the City's noise level standards for residential land uses. The proposed project could also generate noise associated with landscaping and garbage collection activities; however, these noise levels would be required to comply with the Municipal Code. The project would not expose persons to noise levels in excess of noise standards and noise impacts would be less than significant. The proposed project would not create impacts related to stationary noise sources more severe than impacts identified in the GP EIR.

Land Use Compatibility

The City sets forth normally acceptable noise level standards for exterior noise and land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for multifamily residential land uses is up to 65 dBA L_{dn}. The normally acceptable interior noise level for residential units is 45 dBA L_{dn}. The noise environment at Parcel Group 6 is dominated by vehicle traffic on Carlos Bee Boulevard and Mission Boulevard. The traffic noise modeling presented in Table 5 indicates that traffic noise level would be approximately 67 dBA L_{max} at 50 feet from Carlos Bee Boulevard. Parcel Group 6 is located approximately 140 feet north of Carlos Bee Boulevard. Therefore, based on distance attenuation, the closest proposed residence would be subject to traffic noise levels of approximately 58 dBA L_{dn}. Based on the City's noise compatibility standards, this noise level is considered normally acceptable for multifamily residential land uses, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. The proposed project would meet the City's exterior noise compatibility standards for multifamily residential land uses and would be considered to have an acceptable exterior noise level for the primary open space areas for the townhomes and student housing units. In addition, based on standard exterior to interior noise attenuation rates, with windows closed, the interior noise level of 45 dBA L_{dn} would be met and this impact would be less than significant. The proposed project would not create impacts related to noise and land use compatibility more severe than impacts identified in the GP EIR.

Aircraft Noise Source Impacts

The Hayward Executive Airport, located in the northwestern portion of the City, also generates noise from flight operations. However, the parcel group is located outside of the Hayward Executive Airport influence area.[41] The proposed project would not expose people residing or working in the project area to excessive noise levels due to the proximity of a public or public use airport. This impact would be less than significant. The proposed project would not create impacts related to aircraft noise more severe than impacts identified in the GP EIR.

[41] Alameda County Community Development Agency, 2012. *Hayward Executive Airport - Airport Land Use Compatibility Plan.*

Applicable Mitigation

Consistent with Mitigation 15-1 and 15-2 identified in the General Plan EIR, the potential noise impacts associated with construction and operation of the proposed project have been analyzed. Implementation of the Standard Condition of Approval, described above, would ensure construction noise associated with the proposed project would be less than significant, in compliance with the City's Construction Noise Control Ordinance. As described above, the proposed project would meet the City's exterior noise compatibility standards for multifamily residential land uses and would be considered to have an acceptable exterior noise level for the primary open space areas for the townhomes and student housing units. No additional mitigation is required.

Applicable Policies

General Plan Policies

- *Policy HAZ-8.1: Locating Noise Sensitive Uses. The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise.*

- *Policy HAZ-8.2: Noise Study and Mitigation. The City shall require development projects in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, and aircraft or other non-transportation noise sources) to conduct a project level environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table HAZ-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems, and the installation of noise attenuating windows and wall/ceiling insulation.*

- *Policy HAZ-8.5: Residential Noise Standards. The City shall require the design of new residential development to comply with the following noise standards:*

    - *The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an L_{dn} of 45 dB with windows closed.*

    - *For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 p.m. to 7:00 a.m.), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 a.m. to 10:00 p.m.) with windows closed.*

    - *The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, duplex or mobile home, which is typically the backyard or a fenced side yard, shall be an L_{dn} of 60 dB. This standard shall be measured at the approximate center of*

the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

- *The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an L_{dn} of 65 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.*

- *The maximum acceptable exterior noise level for the primary open space area of urban residential infill and mixed-use projects (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family or mixed-use projects) shall be an L_{dn} of 70 dB. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard). This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.*

- *Policy HAZ-8.8: Park Noise. The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes.*

- *Policy HAZ-8.17: Community Noise Control Ordinance. The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities.*

- *Policy HAZ-8.20: Construction Noise Study. The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.*

- *Policy HAZ-8.21: Construction and Maintenance Noise Limits. The City shall limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00 a.m. to 7:00 p.m. Monday through Saturday and 10:00 a.m. to 6:00 p.m. on Sundays and holidays).*

- *Policy HAZ-8.22: Vibration Impact Assessment. The City shall 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 or disturbance to structures or sensitive receptors would occur.*

- *Policy HAZ-8.24: Construction Noise Control Ordinance. The City shall develop noise control standards to regulate noise levels generated from temporary construction and landscaping activities.*

- *Implementation Program HAZ 7: Construction Noise Control Ordinance. The City shall prepare and adopt a Construction Noise Control Ordinance to regulate the noise levels generated from temporary construction and landscaping activities. The ordinance shall include decibel level thresholds that should not be exceeded for construction equipment as well as establish appropriate hours and reduction measures for construction and landscaping activities to minimize impacts on nearby sensitive receptors.*

Conclusion

The GP EIR adequately evaluated the noise impacts of the proposed project and with implementation of Standard Conditions of Approval, the proposed project would not result in new or more severe impacts related to noise associated with the proposed project than was analyzed in the GP EIR.

14. POPULATION AND HOUSING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Population Growth

The proposed project would generate housing-related population growth by adding a maximum of 500 multi-family/townhome units and student housing for approximately 500 students to the City's housing stock. The Housing Element states that the City had an average of 3.12 persons per household. Based upon an average of 3.12 persons per household, the proposed project would increase the City's population by approximately 2,060 residents[42]. This increase represents about 1.4 percent of the City's total estimated 2012 population (147,119). The estimated population generated by the project (2,060 residents) would represent approximately 1.1 percent of the City's projected 2040 population (183,533). The population growth anticipated between 2012 and 2040 is expected to be 36,420; population associated with the project would represent 5.6 percent of the anticipated growth.

The proposed project is located within the city limits of the City of Hayward. The site is identified in the General Plan for mixed-use development and the density and intensity of development is consistent with the General Plan Land Use designation. The extension of infrastructure onto the project site, including roadways and utilities that would only serve the proposed development, would not contribute to or cause additional growth to occur outside of the City boundaries or elsewhere within the vicinity of the project site, as the project site is surrounded by existing development.

The proposed project would not induce substantial unanticipated population growth in the City, and the population increase would fall within the increase identified in the City's General Plan, including the Housing Element. Therefore, the proposed project would not result in new or more significant population growth than was analyzed and described in the GP EIR.

[42] 500 x 3.12 persons per household = 1,560 residents for the multi-family units with an additional 500 students, for a total of 2,060 residents.

Displacement of Existing People or Housing

As outlined in the project description, the project site is currently vacant. Therefore, the proposed project would not displace substantial numbers of existing housing or people, such that replacement housing would need to be constructed elsewhere. This potential impact would be considered less than significant. Therefore, the proposed project would not result in new or more significant housing impacts than were analyzed and described in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to population and housing were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.2 Urban Limit Lines. The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.*

- *Policy LU-1.3 Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*

Conclusion

The GP EIR adequately evaluated the potential population and housing impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

15. PUBLIC SERVICES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

Discussion

Fire and Police Protection

The proposed project would increase demand for fire protection, police and emergency medical services due to the increased population and development at the project site. However, the increase in demand is expected to be incremental, and is not expected to require construction of a new police or fire station to serve the project.

Development associated with the proposed project would be constructed in conformance with current building codes, which require features to reduce potential fire hazards. The Hayward Police Department (HPD) would also review project design to ensure it incorporates appropriate safety features to minimize criminal activity.

General Plan policies ensure that the City reviews HPD and HPFD staffing levels to ensure the availability of adequate police and fire manpower and service facilities. Additionally, General Plan policies would prevent future growth that exceeds the community capability to provide service, including fire and police services. The implementation of these policies would ensure that adequate capital improvements are made to accommodate the increased demand for police and fire protection services. Therefore, because development associated with the proposed project is within the amount analyzed by the GP EIR, potential impacts associated with an increase in demand for police and fire protection services are considered less-than-significant and need no further mitigation.

Schools

The proposed project would include a maximum of 500 new multi-family residential units and 500 student housing units. Using student yield rates provided by HUSD[43] (see Table 7), the project site could generate approximately 32 students associated with proposed multi-family units that would attend HUSD schools. The student housing units would serve 500 students at California State University East Bay and, therefore, would not impact HUSD schools.

Table 7: Student Generation Rates

Grade Level	Proposed Dwelling Units	Student Generation Rate Used by School District for Residential Developments	Additional Students Generated by Proposed Project
Elementary (K-6)	500	0.243	122
Middle (7-8)	500	0.063	32
High (9-12)	500	0.119	60
Total	**500**	**0.425**	**214**

Source: Government Financial Strategies, Inc. 2007

As described in the Background Report prepared for the 2040 General Plan, HUSD operates 22 elementary, five middle, and four high schools. Burbank Elementary School and Cherryland Elementary School are the only overcrowded schools. However, the total number of elementary students is far below capacity, similar to middle and high schools.

The additional 214 school students would not likely exceed the current capacities available within HUSD District. Due to HUSD's recent declining enrollment, planned new facilities would not likely be needed to accommodate additional students generated by the proposed project. In order to fund the development and construction of new school facilities, HUSD receives $3.20 per square foot of new residential development and $0.51 per square foot of new commercial development. These fees were adopted on December 12, 2012, and are the maximum allowed by State law.

New residential projects in Hayward are subject to statutory fees established by the State, which in turn would be used to fund new school facilities. General Plan policies would require the City to ensure that schools are available to serve new development, to the extent allowed by State law. The implementation of these policies would ensure the planning of new school facilities to accommodate projected increases in student enrollment. The payment by developers of statutory fees would provide funding for planned school projects.

Proposed student housing is intended to serve existing students attending California State University East Bay; therefore, the proposed project is not anticipated to increase the student population such

[43] Government Financial Strategies, Inc., 2007. Hayward Unified School District Developer Fee Justification Study. January. Available online at: http://haywardusd-ca.schoolloop.com/file/1285481586257/1431759928851/1644746751803374982.pdf (Accessed April 22, 2019).

that new or physically altered university facilities would be required, the construction of which could cause significant environmental impacts.

Therefore, because the level of development and project population growth associated with the proposed project is consistent with that analyzed in the GP EIR, implementation of the proposed project would not result in demand for school services beyond existing or planned capacity of the Hayward Unified School District and California State University East Bay.

Parks

The proposed project would include approximately 11 acres of dedicated open space located around the drainage area at the northern boundary of the project site, a portion of the Hayward Foothill Trail, and an approximately 1.5-acre neighborhood park in a centrally located area. The Hayward Area Recreation District (HARD) uses a standard of 5 acres per 1,000 residents district-wide (see Policy HQL-10.2). The proposed project would generate an estimated population of 2,060; given the HARD park standards, as well as the amount of park acreage included in the project, the proposed project would meet the City's standard and would increase the amount of park acreage available to City residents. Therefore, because the proposed project would contribute to the total open space within the City and would not result in an increase in population above what was already analyzed in the GP EIR, the proposed project would result in a reduced impact related to the provision of parks.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to public services were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.3 Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*

- *Policy LU-3.1 Complete Neighborhoods. The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.*

- *Policy LU-3.2 Centralized Amenities. The City shall encourage the development of neighborhood amenities and complementary uses in central locations of the neighborhood whenever feasible.*

- *Policy LU-7.6 Open Space Access. The City shall require new hillside development to provide public trail access (as appropriate) to adjacent greenways, open space corridors, and regional parks.*

- *Policy HAZ-5.1 Wildland/Urban Interface Guidelines. The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.*

- *Policy HAZ-5.2 Fire Prevention Codes. The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.*

- *Policy HAZ-5.3 Defensible Space and Fuel Reduction. The City shall promote defensible space concepts to encourage property owners to remove overgrown vegetation and to reduce fuel loads on hillside properties, especially near structures and homes.*

- *Policy CS-1.9 Crime Prevention Through Environmental Design. The City shall continue to include the Police Department in the review of development projects to promote the implementation of Crime Prevention Through Environmental Design (CPTED) principles.*

- *Policy CS-1.10 Lighting. The City shall encourage property owners to use appropriate levels of exterior light to discourage criminal activity, enhance natural surveillance opportunities, and reduce fear*

- *Policy CS-1.11 Technology. The City shall encourage and support the use of technology (such as private surveillance cameras, deployed public camera systems, theft-prevention devices, emergency call boxes, alarms, and motion-sensor lighting) to discourage crime.*

- *Policy CS-2.2 Police Strategic Plan. The City shall maintain and implement a Police Department Strategic Plan to:*

    - *Set near-term goals for the Department in response to a dynamic and changing environment.*

    - *Align police services with the community's desires and expectations.*

    - *Accurately assess the operational needs of the Police Department to best serve the Hayward community.*

- *Policy CS-2.3 Police Staffing. The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.*

- *Policy CS-2.4 Response Time for Priority 1 Calls. The City shall strive to arrive at the scene of Priority 1 Police Calls within 5 minutes of dispatch, 90 percent of the time.*

- *Policy CS-2.5 Police Equipment and Facilities. The City shall ensure that Police equipment and facilities are provided and maintained to meet modern standards of safety, dependability, and efficiency.*

- *Policy CS-2.6 Police Facilities Master Plan. The City shall maintain and implement a Police Department Facilities Master Plan that serves as the long-term plan for providing the Police Department with state-of-the-art equipment and facilities, including police headquarters, polices substations, training facilities, detention facilities, shooting ranges, and emergency operations centers.*

- *Policy CS-2.13 Community Facilities Districts. The City shall consider the establishment of community facilities districts to ensure the new development does not constrain the City's ability to provide adequate police services to the Hayward community.*

- *Policy CS-2.14 Development Fees. The City shall consider the establishment of development impact fees to help fund Police Department operations.*

- *Policy CS-3.2 Fire and Building Codes. The City shall adopt and enforce fire and building codes.*

- *Policy CS-3.3 Development Review. The City shall continue to include the Fire Department in in the review of development proposals to ensure projects adequately address fire access and building standards.*

- *Policy CS-3.4 Adequate Water Supply for Fire Suppression. The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.*

- *Policy CS-3.5 Water Supply Infrastructure. The City shall require development to construct and install fire suppression infrastructure and equipment needed to serve the project.*

- *Policy CS-3.7 Removal of Fire Hazards. The City shall maintain code enforcement programs that require private and public property owners to minimize fire risks by:*

    - *Maintaining buildings and properties to prevent blighted conditions,*

    - *Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and*

    - *Removing litter, rubbish, and illegally dumped items from properties*.

- *Policy CS-4.1 Fire Strategic Plan. The City shall maintain and implement a Fire Department Strategic Plan to:*

    - *Set near-term goals for the Department in response to a dynamic and changing environment.*

    - *Align fire and emergency medical services with the community's desires and expectations.*

- *Accurately assess the operational needs of the Fire Department to best serve the Hayward community.*

- *Policy CS-4.2 Fire Department Staffing. The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.*

- *Policy CS-4.3 Fire Department Response Times. The City shall maintain the ability to respond to fire and emergency medical calls based on the following standards:*

  - *The first unit shall arrive on scene within five minutes of dispatch, 90 percent of the time.*

  - *All remaining units shall arrive on scene within 8 minutes of dispatch.*

- *Policy CS-4.4 Timing of Services. The City shall ensure that growth and development does not outpace the expansion of Hayward Fire Department staffing and the development of strategically located and fully equipped fire stations.*

- *Policy CS-4.7 Fire Facilities Master Plan. The City shall develop, maintain, and implement Fire Department Facilities Master Plan that serves as the long-term for providing the Fire Department with state-of-the-art equipment and facilities.*

- *Policy CS-4.11 Community Facilities Districts. The City shall consider the establishment of community facilities districts to ensure the new development does not constrain the City's ability to provide adequate fire services to the Hayward community.*

- *Policy CS-4.12 Development Fees. The City shall consider the establishment of development impact fees to help fund Fire Department operations.*

- *Policy HQL-5.3 Eyes on the Street. They City shall promote urban design principles that support active use of public spaces in neighborhoods, commercial areas, and employment centers at all times of day. Active use of public spaces provides "eyes-on-the-street" to enhance public safety in these areas.*

- *Policy HQL-5.4 Safety Measures. They City shall improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible spaces within new development projects.*

- *Policy HQL-10.1 Parks and Recreation Master Plan. The City shall with HARD to maintain and implement the Parks and Recreation Master Plan.*

- *Policy HQL-10.2 Parks Standard. The City shall seek to increase the number of parks throughout the City by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents:*

- *Two acres of local parks,*
- *Two acres of school parks,*
- *Three acres of regional parks,*
- *One mile of trails and linear parks, and*
- *Five acres of parks district-wide.*

- *Policy HQL-10.3 Miniparks and Tot Lots. The City shall encourage the creation and maintenance of neighborhood "miniparks" and tot lots through partnerships with private, non-profit, and business interests in areas where it is not possible to meet HARD standards related to park size.*

- *Policy HQL-10.12 Maximum Park Dedications. The City shall maintain park dedication requirements and in lieu fees for new residential development at the maximum allowed under State law.*

- *Policy HQL-11.1 Recreational Corridors. The City shall establish and maintain an integrated recreational corridor system that connects regional trails (e.g., Bay Trail, the San Francisco Bay Area Water Trail, San Lorenzo Creek Trail, Ridge Trail, the Juan Bautista DeAnza National Historic Trail), Baylands (i.e., Hayward Regional Shoreline), local creeks and open space corridors, hillside areas, and EBRPD and HARD parks.*

- *Policy HQL-11.2 Greenway Corridors. The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.*

- *Policy HQL-11.3 Creekside Paths and Trails. The City shall seek to accentuate, "daylight", and "green" creeks, culverts, and underground drainage infrastructure through infrastructure improvements and the development review process to establish or extend pathways and trails.*

- *Policy EDL-3.11 School Impact Fees. The City shall coordinate with school districts to ensure that the impacts of new development are identified and mitigated through the payment of school impact fees in accordance with State law.*

- *Policy EDL-6.1 Standard for Library Space. The City shall strive to expand library space within the community to meet and maintain a minimum standard of 0.75 square feet of space per 1,000 residents (excluding school and college libraries).*

- *Policy EDL-6.8 Library Impact Fee. The City shall consider the establishment of a library impact fee for new residential construction.*

Conclusion

The GP EIR adequately evaluated the potential public services impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

16. RECREATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New 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?	☐	☐	☒	☐

Discussion

As discussed in Section 14 of this Environmental Checklist, Public Services, the proposed project would include 11 acres of open space, which would include dedicated open space along the site's drainage area, tree-lined streets with sidewalks, a portion of the Hayward Foothill Trail, and an approximately 1.5-acre neighborhood park. Therefore, the proposed project would result in reduced impacts to existing neighborhood and regional park facilities compared to those identified in the GP EIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The GP EIR adequately evaluated the potential recreation impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

17. TRANSPORTATION

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

Discussion

This section summarizes the findings of the Transportation Impact Analysis (TIA)[44] completed for the proposed project, as well as the analysis included in the GP EIR. The TIA report is available as part of the project file. As discussed in more detail below, no new or substantially more severe impacts related to traffic or circulation impacts were identified for the proposed project as compared to the 2040 General Plan.

Significance Criteria

The City of Hayward has not yet adopted VMT impact criteria per SB 743 legislation, which has set a 2020 date for adoption. Therefore, this analysis uses level of service according to the City's criteria.

Policy M-4.3 in the City's 2040 General Plan requires intersections to maintain a peak-hour level of service (LOS) of E or better for signalized intersections during the peak commute periods, except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts (e.g., right-of-way acquisition, degradation of the pedestrian environment). In addition, the proposed project would have a significant impact on traffic and circulation of an intersection already operating at LOS F under an Existing or No Project scenario if the addition of project traffic results in an increase of 5.0 seconds or more in the intersections average control delay.

At unsignalized intersections, the proposed project's impact is based on LOS and delay, and whether any of the following are met: (1) traffic signal warrant; (2) pedestrian signal warrant; or (3) all-way stop warrant. Note that solely triggering a warrant does not constitute a significant impact, but the relevant jurisdiction at an intersection will, at its discretion, determine whether or not a signal will be installed.

[44] Kittleson & Associates, Inc., 2019. Route 238 Property Development Project (Parcel Group 5 and Parcel Group 6), Hayward, California. May.

GP EIR

The GP EIR analyzed transportation and circulation conditions in the Plan Area under four different scenarios, which represent two time periods (existing conditions and Year 2035) using the Alameda County Transportation Commission (CTC) Countywide Model with Association of Bay Area Governments (ABAG) Projections 2009 to forecast regional growth totals. In addition, the traffic model was adjusted to include network modifications as part of the 2035 baseline conditions that were not previously included in the Alameda CTC countywide model assumptions.

The impact analysis included AM and PM Peak hour traffic conditions at 42 key intersections, 13 freeway segments and 32 roadway segments. The following scenarios were analyzed for the intersection analysis: (1) Existing Conditions; (2) 2035 No Project Conditions (includes anticipated future cumulative growth under the previous City of Hayward GP, as well as future planned local and regional transportation improvements); and (3) 2035 Project Conditions (includes cumulative growth under the 2040 GP, as well as future planned local and regional transportation improvements).

As noted in the GP EIR, the development program represents buildout of the adopted GP through 2035. The land use data for the 2040 General Plan was categorized into total households, single-family dwelling units, multi-family dwelling units, total employment, and employment by sector (retail, service, manufacturing, wholesale, and other) by traffic analysis zone (TAZ) for input to the model. A memorandum detailing the assumed development levels at all the sites, comparisons to land use densities assumed as part of the GP EIR, and changes to TAZs used in the City's traffic model is provided in Appendix H of the TIA.

The GP EIR identified two significant transportation and circulation impacts associated with implementation of the General Plan:

- **Impact 18-1: Project Intersection Impacts.** Under the 2035 Project condition, implementation of the GP would result in traffic volumes that exceed the City standard for intersection performance. According to City guidelines, this change due to the proposed General Plan would potentially constitute a considerable project contribution to the significant cumulative impact.

- **Impact 18-2: Cumulative Intersection Impacts.** Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. These changes constitute a significant cumulative impact.

General Plan Mitigation Measures 18-1 and 18-2 identified intersection improvements to reduce traffic impacts; however, even with implementation of mitigation, impacts at some intersections remained significant and unavoidable.

Parcel Group 6

As outlined in Attachment A, Project Description, the proposed project would include development of a maximum of 500 multi-family/townhouse units and housing for up to 500 students, up to 10,000 square feet of retail uses, a neighborhood park, dedicated open space, and associated

landscaping, roadway, and infrastructure improvements. Primary access to the project site would be from Carlos Bee Boulevard via a new signalized intersection connecting to a new roadway. The proposed roadway would loop through the proposed development with secondary roadways provided, as needed.

Automobile trip generation for the proposed project was derived from average rates, regression equations, and adjustments contained in the Institute of Transportation Engineer's (ITE) Trip Generation Manual 10th Edition. Two types of adjustments were applied as part of the calculation. First, a pass-by trip reduction was applied to account for motorists that are already using the roadway network, but would make a stop at the proposed development's retail portion before continuing their original trip. Secondly, a reduction was taken based on the trips originating and ending within the proposed development (internalization) due to the mix of residential and retail uses. Internalization calculation worksheets are provided in Appendix E of the TIA. As shown in Table 8, the proposed project would generate about 258 vehicle trips during the AM peak hour and 395 vehicle trips during the PM peak hour.

Table 8: Project Vehicle Trip Generation

Land Use	Size		Daily	AM Peak Hour			PM Peak Hour		
				In	*Out*	*Total*	*In*	*Out*	*Total*
Multi-Family Housing (Mid-Rise) (ITE Code 221)	500	DU	2,723	43	123	166	127	81	208
Internalization Reduction (AM – 1%; PM – 8%)				*0*	*(1)*	*(1)*	*(10)*	*(6)*	*(16)*
Off-Campus Student Apartment (ITE Code 225)	500	Residents	2,060	24	61	85	81	74	155
Internalization Reduction (AM – 1%; PM – 8%)				*0*	*(1)*	*(1)*	*(6)*	*(6)*	*(12)*
Shopping Center (ITE Code 820)	10	TSF	1,256	6	3	9	48	51	99
Internalization Reduction (AM – 1%; PM – 8%)				*0*	*0*	*0*	*(4)*	*(4)*	*(8)*
Passby Reduction (PM – 34%)				*0*	*0*	*0*	*(15)*	*(16)*	*(31)*
TOTAL PROJECT TRIPS			**6,039**	**73**	**185**	**258**	**221**	**174**	**395**

Source: Kittleson & Associates, 2019
DU = Dwelling Units
TSF = thousand square feet
[1] Trip generation rates for off-campus student apartments over 1/2 –mile from campus were used.

Automobile Level of Service. The results of the twelve intersections analyzed for the AM and PM peak hour are presented in Table 9. The table also compares the change in delay between the Existing and Existing Plus Project conditions.

Table 9: LOS Analysis - Existing and Existing Plus Project

#	Intersection	Control[1]	Peak Hour	Existing		Existing Plus Project		Delay Delta[2]
				Delay[2]	LOS	Delay[2]	LOS	
1	Mission Blvd. & Fletcher Ln.	Signal	AM	27.8	C	28.6	C	0.8
			PM	24.4	C	25.0	C	0.6
2	Mission Blvd. & Highland Blvd./Sycamore Ave.	Signal	AM	11.0	B	11.0	B	0.0
			PM	12.4	B	12.6	B	0.2
3	Mission Blvd. & Palisade St.	TWSC	AM	19.9	C	21.3	C	1.4
			PM	28.3	D	30.6	D	2.3
4	Mission Blvd & Carlos Bee Blvd/Orchard Ave.	Signal	AM	41.3	D	43.2	D	1.9
			PM	37.6	D	41.5	D	3.9
5	Overlook Ave. & Carlos Bee Blvd.	TWSC	AM	48.7	E	14.8	B	-33.9
			PM	25.7	D	12.5	B	-13.2
6	Carlos Bee Blvd. & Hayward Blvd.	Signal	AM	29.5	C	29.5	C	0.0
			PM	29.4	C	30.5	C	1.1
7	Mission Blvd. & Central Blvd.	TWSC	AM	16.0	C	16.2	C	0.2
			PM	23.4	C	24.0	C	0.6
8	Mission Blvd. & Berry Ave.	Signal	AM	14.4	B	14.6	B	0.2
			PM	13.1	B	13.3	B	0.2
9	Mission Blvd. & Torrano Ave. (N)	TWSC	AM	20.8	C	21.2	C	0.4
			PM	15.8	C	16.1	C	0.3
10	Mission Blvd. & Torrano Ave. (S)	TWSC	AM	**143.0**	**F**	**156.6**	**F**	13.6
			PM	**611.0**	**F**	**835.7**	**F**	224.7
11	Mission Blvd. & Harder Rd.	Signal	AM	45.3	D	45.7	D	0.4
			PM	46.7	D	47.0	D	0.3
12	Westview Way & Harder Rd.	TWSC	AM	9.2	A	9.2	A	0.0
			PM	11.6	B	11.6	B	0.0

Source: Kittleson & Associates, Inc. (2019).
Bold signifies unacceptable operations. Shading signifies a significant impact.
[1] AWSC = All-way stop control; TWSC = Two-way stop control
[2] Delay is measured in seconds per vehicle.

As shown in Table 9, Intersection 10 (Mission Blvd. and Torrano Ave. S) operates unacceptably at LOS F during the AM and PM peak hours under Existing Conditions. Delay increases of 5 or more seconds during both peak hours under Existing Plus Project conditions. However, peak hour signal warrants are not met. Therefore, no significant impact is expected at this intersection.

All other study intersections continue to operate acceptably during both the AM and PM peak hours with the addition of project traffic. Therefore, the proposed project would not result in significant impacts at any of the study intersections under Existing Plus Project conditions.

Cumulative Year 2035 Conditions. The potential impacts to the transportation system were evaluated for the Cumulative Year 2035 Condition using projected peak hour traffic volumes derived from the Hayward General Plan Update version of the Alameda CTC Countywide Model.[45] Given that some level of development at the project site was assumed for the General Plan buildout and the City model, the Cumulative 2035 Plus Project analysis assesses the difference in development under the proposed project as compared to General Plan land use densities. Therefore, the increase in traffic between Cumulative 2035 and Cumulative 2035 Plus Project scenarios has the potential to be less than the increases experienced under the Existing Plus Project scenario.

Both Parcel Group 5 and Parcel Group 6 were analyzed as a single project under the Cumulative Plus Project scenario. A memorandum detailing the assumed development levels at all the sites, comparisons to land use densities assumed as part of the GP EIR, and changes to TAZs used in the City's traffic model are provided in Appendix H of the TIA.

Table 10 presents the Cumulative 2035 and Cumulative 2035 Plus Project delays and LOS for the study intersections. The table also compares the change in delay between the two scenarios. Prior to the incorporation of mitigation, the traffic generated by the proposed project is expected to result in significant impacts at several intersections under the Cumulative 2035 Plus Project condition in addition to those that were identified in the 2014 GP EIR. However, the GP EIR's mitigation program can be modified to reduce potential impacts at these intersections to a less than significant level. Mitigation Measures 18-1 and 18-2 identified in the GP EIR will be updated to address these additional intersections, as described below.

As shown in Table 10, significant cumulative impacts are as follows:

- Intersection 1 (Mission Blvd & Fletcher Ln) would operate unacceptably (LOS F) under Cumulative 2035 conditions and under Cumulative 2035 Plus Project conditions, with a delay increase of more than 5 seconds in the AM peak hour.

- Intersection 3 (Mission Blvd & Palisade St) is unsignalized with right-in and right-out stop control and would operate unacceptably (LOS F) under Cumulative 2035 conditions and under Cumulative 2035 Plus Project conditions, with a delay increase of more than 5 seconds in the AM and PM peak hour. In the AM peak hour, the signal warrant is met. The peak hour signal warrant is not met during the PM peak hour; therefore, the PM peak hour impact at this intersection would be less than significant.

- Intersection 4 (Mission Blvd & Carlos Bee Blvd./Orchard Ave.) would operate acceptably (LOE E) under Cumulative 2035 conditions; under Cumulative 2035 Plus Project conditions, the LOS would degrade to LOS F in the PM peak hour.

[45] Note that while the model version used for the TIA is the 2035 Citywide General Plan Model with ABAG Projections 2009, the Alameda CTC Countywide Model has been extended to 2040 and includes less conservative ABAG Plan Bay Area projections. However, to compare impacts to those identified in the GP EIR, it was determined, in coordination with City staff, that the GP Model should be used for this study.

- Intersection 11 (Mission Blvd. & Harder Road) would operate unacceptably (LOS F) under Cumulative 2035 conditions and Cumulative 2035 Plus Project conditions, with a delay increase of more than 5 seconds in the PM peak hour.

All other study intersections continue to operate acceptably during both the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

Table 10: LOS Analysis – Cumulative and Cumulative Plus Project

#	Intersection	Control[1]	Peak Hour	Cumulative		Cumulative Plus Project		Delay Delta[2]
				Delay[2]	LOS	Delay[2]	LOS	
1	Mission Blvd. & Fletcher Ln.	Signal	AM	**117.8**	**F**	**129.7**	**F**	11.9
			PM	57.7	E	68.0	E	10.3
2	Mission Blvd. & Highland Blvd./ Sycamore Ave.	Signal	AM	12.7	B	12.9	B	0.2
			PM	10.2	B	10.5	B	0.3
3	Mission Blvd. & Palisade St.	TWSC	AM	**63.6**	**F**	**178.2**	**F**	114.6
			PM	**112.8**	**F**	**181.8**	**F**	69.0
4	Mission Blvd & Carlos Bee Blvd/Orchard Ave.	Signal	AM	54.5	D	57.5	E	3.0
			PM	78.7	E	**83.9**	**F**	5.2
5	Overlook Ave. & Carlos Bee Blvd.[3]	TWSC	AM	**144.7**	**F**	15.8	C	-128.9
			PM	**69.4**	**F**	12.6	B	-56.8
6	Carlos Bee Blvd. & Hayward Blvd.	Signal	AM	51.2	D	51.7	D	0.5
			PM	40.7	D	42.0	D	1.3
7	Mission Blvd. & Central Blvd.	TWSC	AM	26.8	D	26.9	D	0.1
			PM	31.8	D	32.2	D	0.4
8	Mission Blvd. & Berry Ave.	Signal	AM	77.9	E	78.9	E	1.0
			PM	16.0	B	17.2	B	1.2
9	Mission Blvd. & Torrano Ave. (N)	TWSC	AM	40.4	E	42.3	E	1.9
			PM	19.4	C	19.5	C	0.1
10	Mission Blvd. & Torrano Ave. (S)	TWSC	AM	**2352.8**	**F**	**2352.8**	**F**	0.0
			PM	**1994.5**	**F**	**1994.5**	**F**	0.0
11	Mission Blvd. & Harder Rd.	Signal	AM	**93.7**	**F**	**96.0**	**F**	2.3
			PM	**96.2**	**F**	**101.9**	**F**	5.7
12	Westview Way & Harder Rd.	TWSC	AM	10.1	B	10.2	B	0.1
			PM	21.1	C	21.6	C	0.5

Source: Kittleson & Associates, Inc. (2019).
Bold signifies unacceptable operations. Shading signifies a significant impact.
[1] AWSC = All-way stop control; TWSC = Two-way stop control
[2] Delay is measured in seconds per vehicle.
[3] This intersection will be a right-in-right-out intersection with project implementation. A new signalized full-access intersection will be constructed approximately 250 feet to the east.

Prior to mitigation, the traffic generated by the proposed project is expected to result in significant impacts at four intersections under the Cumulative 2035 Plus Project condition. However, impacts at these intersections can be reduced to a less than significant level with the incorporation of revised mitigation measures, so that the project would not result in new or more sever environmental impacts than were identified under Impact 18-2, Cumulative Intersection Impacts, under the GP EIR. Accordingly, Mitigation Measure 18-2 identified in the GP EIR will be modified to incorporate

mitigation for these impacts, as described below. Mitigated LOS worksheets are provided in Appendix J of the TIA.

New Project Access Points. The proposed project would include a new signalized intersection at Carlos Bee Boulevard and the project access road. Table 11 shows the delays and LOS for this new signalized intersection under Existing Plus Project and Cumulative 2035 Plus Project conditions. As shown in Table 11, the proposed project intersection is expected to operate at an acceptable LOS during both the AM and PM peak hours.

Table 11: LOS Analysis – New Project Intersection

Scenario	Intersection	Control	Peak Hour	Delay[1]	LOS
Existing Plus Project	Carlos Bee Blvd. & New Intersection	Signal	AM	17.0	B
			PM	18.6	B
Cumulative Year 2035 Plus Project	Carlos Bee Blvd. & New Intersection	Signal	AM	18.2	B
			PM	21.0	C

Source: Kittleson & Associates, Inc. (2019)
[1] Delay is measured in seconds per vehicle.

Transit, Bicycle and Pedestrian Facilities

The proposed project would include a new segment of the Hayward Foothill Trail, an approximately 16-foot-wide multi-use trail, running along the northern and western boundary of the project site, and north/south within the PG&E utility corridor just east of the site. The trail would consist of an approximately 16-foot wide multi-use trail to accommodate pedestrians and bicyclists. In addition, street improvements such as curbs, sidewalks, on-street parking bulb-outs, and lighting would be included.

Parcel Group 6 would also include approximately 11 acres of dedicated open space located around the drainage area along the northern boundary of the project site and in the steeply sloped areas. Another 1.2 acres of passive open space would be located near the proposed entry and an approximately 1.5-acre neighborhood park would be located in a centrally located area with walking and jogging paths. Other pedestrian walkways would provide connections to each residential area and establish a pedestrian friendly system throughout the site. The new signalized access at Carlos Bee Boulevard will include sidewalks, planting stripes on both sides, and on-street parking.

The City of Hayward is currently preparing the Hayward Bicycle and Pedestrian Master Plan Update, with an expected completion date of October 2019. At this time, planned bikeways are preliminary; however, current plans include proposed Class IV (separated bikeways) along Carlos Bee Boulevard. The proposed project would include direct vehicular access points and generate additional vehicle trips along roadways with these planed bikeways. Consistent with General Plan policies supporting alternative modes, the City would require implementation of treatments to improve bicyclist conditions in these locations, as part of the design review process and conditions of approval for the proposed project. Potential treatments could include: (1) installation of driveway conflict paint along

bikeways at intersections along Carlos Bee Boulevard and Harder Road; and (2) installation signage at project access points.

As noted in the GP EIR, buildout of the General Plan area is not anticipated to generate transit ridership that would exceed the available capacity of the transit system. In addition, the proposed project is not expected to result in any impacts at intersections used by local transit, such as AC Transit buses, that cannot be feasibly addressed with signal timing adjustments, restriping within the existing right-of-way, or signalization.

Implementation of the proposed project would not conflict with plans, programs and policies regarding bicycle, pedestrian, or transit facilities, or decrease the performance and safety of such facilities. Impacts to bicyclists, pedestrians, and transit service providers resulting from implementation of the proposed project would remain less than significant and the proposed project would not result in new or more severe impacts related to alternative forms of transportation beyond those identified in the GP EIR.

Air Traffic Patterns

The project site is not located in the vicinity of a private airstrip or within the Airport Influence Area of the Hayward Executive Airport, and therefore the project would not result in impacts related to air traffic patterns.

Design Features

As described in Attachment A, Project Description, primary access to the project site would be from Carlos Bee Boulevard via a new signalized intersection connecting to a new roadway. The proposed roadway would loop through the proposed development with secondary roadways provided, as needed. The proposed design would include tree-lined streets with sidewalks to provide pedestrian and bicycle connections throughout the project site.

The proposed project would be required to comply with General Plan policies promoting a safe, multi-modal transportation system, the City's Design Guidelines, and the City's Hillside Design and Urban/Wildland Interface Guidelines. Potential design issues would be addressed through the design review process of the proposed project. Therefore, the proposed project would have a less-than-significant impact related to design hazards.

Emergency Access

General Plan Policies M-1.1, M-1.2, M-1.3, M-1.7, M-3.8 and M-4.5 would require the management and development of the local roadway system to support the Land Use Element, which would mitigate impacts to the emergency access system. Specifically, General Plan Policy M-4.5 requires the City to develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies. Additionally, the City has implemented, and will continue to implement, traffic signal system upgrades that help to facilitate more efficient emergency vehicle access and give priority to emergency vehicles. In addition, through design review, emergency services would review proposed plans to ensure that emergency

vehicle access and circulation is adequate. Therefore, the proposed project would not result in new or more severe impacts beyond those already analyzed in the GP EIR.

Consistency with Adopted Policies

The Circulation Element of the City's General Plan provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods through the City while promoting multi-modal transportation. The General Plan contains goals and specific recommendations for facilitating traffic circulation, maintaining an acceptable level of service at signalized intersections, traffic demand management programs, parking management, and improving transit service and facilities for non-motorized transportation.

Policy M-4.3 established that the lowest acceptable LOS at a signalized intersection is LOS E (delay per vehicle greater than 55 seconds but less than 80 seconds) during the peak commute periods, except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts. Additionally, Policy M-1.5 allows for flexible LOS standards as part of a multimodal system approach. Hayward does not have an LOS standard for unsignalized intersections. The proposed project would be required to abide by these and all other applicable goals and policies in the adopted General Plan.

Applicable Mitigation

Below are mitigation measures that were included in the GP EIR. In some cases, the language of the mitigation measures has been updated or modified as a result of the project, or because specific mitigation measures have already been implemented. Double-underlined text represents language that has been added to the mitigation measure, and text with ~~strikethrough~~ represents language that has been deleted from the mitigation measure. Mitigation for intersections that are not relevant to the proposed project have not been included below for the sake of brevity and clarity. Only mitigation for those intersections affected by the proposed project have been described below.

Mitigation 18-2. Make the following intersection improvements:

(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard.

(1) Optimize signal cycle length to 115 seconds.

(2) Restripe the outer westbound through lane as a shared through/right turn lane.

With implementation of this mitigation the intersection would operate at acceptable and better than pre-project conditions at LOS E (61.1 seconds of delay) during the PM peak hour ~~reduce conditions to LOS E with 73.8 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant*** level with the new General Plan Policy of allowing LOS E.~~ This mitigation measure can be implemented within the existing curb-to-curb right-of-way. The proposed mitigation is considered feasible. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.

(n) Intersection 9: Mission Blvd. / Harder Rd (Parcel Groups 5 and 6 TIA Intersection #11). Re-optimize signal timing splits to provide additional green time for eastbound left turn and westbound left turn movements. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (91.4 seconds of delay) during the PM peak hour. The proposed mitigation is considered feasible. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.

(o) Intersection 30: Mission Blvd. / Fletcher Lane (Parcel Groups 5 and 6 TIA Intersection #1). Install an eastbound left turn pocket and restripe the current eastbound shared left/through lane to a dedicated through lane. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (100.8 seconds of delay) during the AM peak hour. The proposed mitigation is considered feasible. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.

(p) Intersection 43: Mission Blvd. / Palisade St. (Parcel Groups 5 and 6 TIA Intersection #3). Signalize northbound and westbound (right-out) movements at the intersection (southbound direction remains uncontrolled with the Mission Boulevard median retained). With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS A (7.0 seconds of delay) during the AM peak hour. In addition, signalization would result in acceptable operations during the PM peak hour. Implementing this mitigation would result in a ***less-than-significant*** cumulative impact.

Applicable Policies

- *Policy M-1.1 Transportation System. The City shall provide a safe and efficient transportation system for the movement of people, goods, and services through and within Hayward.*

- *Policy M-1.2 Multimodal Choices. The City shall promote the development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail and aviation.*

- *Policy M-1.3 Multimodal Connections. The City shall implement a multimodal system that connects residents to activity centers throughout the City, such as commercial centers and corridors, employment centers, transit stops/stations, the airport, schools, parks, recreation area, and other attractions.*

- *Policy M-1.4 Multimodal System Extensions. The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the City's multimodal system, maximizes connections, and minimizes barriers to connectivity.*

- *Policy M-1.5 Flexible LOS Standard. The City shall consider flexible Level of Service (LOS) standards, as part of a multimodal system approach for projects that increase transit-ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions.*

- *Policy M-1.6 Bicycling, Walking and Transit Amenities. The City shall encourage the development of facilities and services (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*

- *Policy M-1.7 Eliminate Gaps. The City shall strive to create a more comprehensive multimodal transportation system by eliminating gaps in roadways, bikeways, and pedestrian networks, increasing transit access in underserved areas, and removing natural and man-made barriers to accessibility and connectivity.*

- *Policy M-3.1 Serving All Users. The City shall provide safe, comfortable, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, and motorists, movers of commercial goods, and users, and operators of public transportation.*

- *Policy M-3.2 Non-Auto Needs. The City shall consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and street design.*

- *Policy M-3.6 Context Sensitive. The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.*

- *Policy M-3.8 Connections with New Development. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways and transit facilities.*

- *Policy M-3.10 Motorists, Bicyclists, and Pedestrian Conflicts. The City shall develop safe and convenient bikeways and pedestrian crossings that reduce conflicts between pedestrians, bicyclists, and motor vehicles on streets, multi-use trails and sidewalks.*

- *Policy M-312 Americans with Disabilities Act Compliance. The City shall continue to implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities.*

- *Policy M-4.3 Level of Service. The City shall maintain a minimum vehicle Level of Service E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays.*

- *Policy M-4.5 Emergency Access. The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*

- *Policy M-5.1 Pedestrian Needs. The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.*

- *Policy M-5.2 Pedestrian System. The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways through the City that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.*

- *Policy M-5.7 Safe Sidewalks. The City shall develop safe and convenient pedestrian facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians.*

- *Policy M-6.1 Bikeway System. The City shall maintain and implement the Hayward Bicycle Master Plan.*

- *Policy M-6.5 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, and do not interfere with existing and proposed bicycle facilities.*

- *Policy M-7.1 Transit System. The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities.*

- *Policy M-7.6 Safe System. The City shall work with AC Transit, BART, and Amtrak to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the City.*

- *Policy M-7.9 Development Impacts on Transit. The City shall require developers of large projects to identify and address, as feasible, the potential impacts of their projects on AC Transit ridership and bus operations as part of the project review and approval process.*

- *Policy M-11.1 Good Movement. The City shall provide an efficient transportation system for the movement of goods and services through and within Hayward, while meeting the safety and mobility needs of all roadway users.*

Conclusion

The GP EIR adequately evaluated the transportation impacts of the proposed project. Prior to mitigation, under the Cumulative 2035 Plus Project Condition, the proposed project would result in significant impacts at four intersections. Mitigation Measure 18-2, as modified above, would reduce significant impacts at the four study area intersections discussed above to less than significant, which is consistent with Impact 18-2 under the GP EIR. Where mitigation measures under the GP EIR have been determined to be infeasible, impacts remain significant and unavoidable, consistent with the findings in the GP EIR. Therefore, the proposed project would not result in new or more severe environmental impacts than were identified in the GP EIR.

18. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

As previously discussed in Section 5 of this Environmental Checklist, Cultural Resources, the GP EIR determined that impacts to cultural and historic resources would be reduced to less-than-significant levels with implementation of General Plan policies. This finding applies to tribal cultural resources. Therefore, the proposed project would not result in new or more severe impacts to tribal cultural resources than were identified in the GP EIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy NR-7.1 Paleontological Resource Protection. The City shall prohibit any new public or private development that damages or destroys a historically- or prehistorically-significant fossil, ruin, or monument or any object of antiquity.*

- *Policy NR-7.2 Paleontological Resource Mitigation. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.*

Conclusion

The GP EIR adequately evaluated the potential tribal cultural resources impacts for the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

19. UTILITIES AND SERVICE SYSTEMS

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

Discussion

Construction of New or Expanded Utility Facilities

The City is responsible for collection and treatment of wastewater within the community and the East Bay Dischargers Authority (EBDA) is responsible for disposal of the treated wastewater. Wastewater is collected and transported via underground sewer lines to the City of Hayward Water Pollution Control Facility (WPCF) located at the terminus of Enterprise Avenue in western Hayward. The City's wastewater collection system includes about 320 miles of sewer mains, 9 sewage lift stations, and 4.2 miles of force mains.

Wastewater from the proposed project would be treated at the WPCF in accordance with the existing NPDES permit. The proposed project would contribute an estimated additional average base wastewater flow of 229,500 gallons per day (gpd). The City of Hayward 2015 Urban Water Management Plan estimates that Hayward currently collects and treats 10.1 mgd of wastewater.[46] The Hayward WPCF is permitted to provide treatment for up to 18.5 million gallons per day (mgd), which is anticipated to be reached by 2035. The proposed project would generate approximately 1.2 percent of the total permitted daily treatment capacity of the WPFC. Therefore, the Hayward WPFC has adequate capacity to serve the project site.

[46] Hayward, City of, 2016. City of Hayward Urban Management Plan. June.

As described in Attachment A, an existing 8-inch vitrified clay pipe (VCP) main in Overlook Avenue currently serves the site. Approximately 4,000 feet of 8-inch sewer main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch "public" main would need to be installed in the new access road connecting to Carlos Bee Boulevard. The new sewer infrastructure would connect to the existing 8-inch sewer main in Carlos Bee Boulevard. As part of the connection process, the applicant would be required to pay all applicable service connection fees and charges and the City must approve all connections to the sewer system as part of their review of the Improvement Plans, consistent with General Plan Policy PFS-4.9.

Refer to Section 10, Hydrology and Water Quality, for a discussion of impacts to the storm drain system, which would be less than significant for the proposed project. As such, the proposed project would not result in any new or more significant impacts than identified in the GP EIR.

Electric service is distributed to the site by overhead electric lines on joint utility poles located in Overlook Avenue. An existing PG&E overhead transmission line is located within a 200-foot wide easement adjacent to the southern boundary of this site. Gas service is distributed to the site by a 3-inch main located in Overlook Avenue and a 6-inch main in Carlos Bee Boulevard. All new underground joint trench (including electric, gas, and communications) would be required to serve the site. All joint trench utilities would be able to connect to the existing infrastructure at the proposed intersection on Carlos Bee Boulevard. As described above, the City must approve all infrastructure improvements and connections prior to project approval.

The proposed project is consistent with the type and intensity of development analyzed in the GP EIR. Compliance with the approval and permitting requirements of the City, which would be incorporated into the conditions of approval for the proposed project, would ensure that no new or more severe impacts related to expanded water, wastewater, stormwater, electric power natural gas, or telecommunication facilities would occur beyond those analyzed in the GP EIR.

Water Supply

The City of Hayward provides water service for residential, commercial, industrial, governmental, and fire suppression uses. The City owns and operates its own water distribution system. The water supplied to Hayward is predominantly from the Sierra Nevadas, delivered through the Hetch-Hetchy aqueducts, but also includes some treated water produced by the San Francisco Public Utilities Commission (SFPUC) from its local watershed and facilities in Alameda County. The City's agreement with SPUC allows the City of Hayward to buy sufficient water to serve its needs. However, during drought years the City has to reduce water use based on a formula established by SFPUC. The City has emergency water supplies through connections with the Alameda County Water District (ACWD) and the East Bay Municipal Utility District (EBMUD), and short-term use emergency wells, in case of disruption of delivery from SFPUC.

The 2015 City of Hayward Urban Management Plan[47] estimates the projected demand for potable water for the City to be 8,820 million gallons (approximately 24.2 million gallons per day [mgd]) in 2035. The proposed project would generate approximately 255,000 gallons per day (gpd) of water

[47] Hayward, City of, 2016. City of Hayward Urban Management Plan. June.

demand. The proposed project's increase in water demand would represent approximately 1.0 percent of the demand anticipated through the year 2035 in the City's Urban Management Plan. Water demand projections identified in the City's Urban Management Plan incorporate anticipated development factors within the City, affecting both residential and non-residential sectors, including the potential development of new housing units within the Route 238 Planning Area, in which the proposed project is located.

As outlined in Attachment A, Project Description, an existing 6-inch main located in Overlook Avenue currently serves the site. A 6-inch main is located along the southern boundary of the site, adjacent to the PG&E easement. An 8-inch main is located in Carlos Bee Boulevard where the new intersection and access road would be constructed. Approximately 4,000 feet of 8-inch water main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch "public" main would be required in the new access road connecting to Carlos Bee Boulevard. Domestic water capacity is not likely to be an issue, but adequate fire flow will need to be analyzed. An adjacent higher pressure zone could be considered for supply in the event that adequate fire flow could not be generated in the 500 zone.

General Plan Policies NR-4.3, NR-6.9, NR-6.15, and NR-6.16 require water conservation, use of renewable resources, and native landscaping to reduce water use. The City has also adopted indoor water use efficiency standards for new construction, which mandate installation of the most water-conserving fixtures that are available and which have been shown to work effectively. In addition, the City must approve all connections to the water and sewer system, and new water meters need to be installed before water service can be activated. Compliance with the approval and permitting requirements of the City, which would be incorporated into the conditions of approval for the proposed project, would ensure that no new impacts associated with water services would result from the proposed project.

The GP EIR determined that buildout of the General Plan would have a less-than-significant impact on water supplies. Therefore, because the proposed project would include development consistent with the type and intensity of development evaluated in the GP EIR and the City's 2015 Urban Management Plan, the proposed project would not result in greater impacts than those already identified by the GP EIR.

Solid Waste

The California Integrated Waste Management Board estimates waste generation of 3 to 9 pounds per unit per day for multi-family development and approximately 2.5 pounds per 1,000 square feet per day for commercial/retail uses.[48] Using the most conservative rates, the proposed project would generate approximately 4,525 pounds (approximately 2.3 tons) of waste per day. This waste generation represents approximately 0.02 percent of the permitted daily throughput (11,150 tons/day) at the Altamont Landfill facility[49] and approximately 0.10 percent of the permitted daily

[48] CalRecycle. Estimated Solid Waste Generation Rates Website: www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed April 22, 2019.

[49] CalRecycle, 2019a. Facility/Site Summary Details: Altamont Landfill and Resource Recovery (01-AA-0009). Website: https://www2.calrecycle.ca.gov/swfacilities/Directory/01-AA-0009/ (accessed April 22, 2019).

throughput (2,150 tons/day) at the Vasco Road Landfill.[50] Additionally, the proposed project's solid waste contribution would be minimized by the provision of recycling and green waste collection service and compliance with the City's waste diversion requirements, which are consistent with the Alameda County Integrated Waste Management Plan. Therefore, because the proposed project would include development consistent with the type and intensity of development evaluated in the GP EIR, the proposed project would not result in greater impacts than those already identified by the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to utilities and service systems were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

- *Policy NR-4.3 Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.*

- *Policy NR-6.9 Water Conservation. The City shall require water customers to actively conserve water year-round, and especially during drought years.*

- *Policy NR-6.15 Native Vegetation Planting. The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.*

- *Policy NR-6.16 Landscape Ordinance Compliance. The City shall continue to implement the Bay-Friendly Water Efficient Landscape Ordinance.*

- *Policy PFS-1.2 Priority for Infrastructure. The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.*

- *Policy PFS-1.3 Public Facility Master Plans. The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.*

- *Policy PFS-1.4 Development Fair Share. The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new development pays its fair share of*

[50] CalRecycle, 2019b. Facility/Site Summary Details: Vasco Road Sanitary Landfill (01-AA-001). Website: https://www2.calrecycle.ca.gov/swfacilities/Directory/01-AA-0010/ (accessed April 22, 2019).

providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage).

- *Policy PFS-3.1 Water Distribution System Master Plan. The City shall maintain and implement the Water Distribution System Master Plan.*

- *Policy PFS-3.2 Urban Water Management Plan. The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.*

- *Policy PFS-3.8 Water Treatment Capacity and Infrastructure. In the event that San Francisco Public Utilities Commission is unable to provide water that meets drinking water standards, the City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.*

- *Policy PFS-3.13 New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.*

- *Policy PFS-3.14 Water Conservation Standards. The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).*

- *Policy PFS-4.1 Sewer Collection System Master Plan. The City shall maintain and implement the Sewer Collection System Master Plan.*

- *Policy PFS-4.2 Water Pollution Control Facility Master Plan. The City shall maintain and implement the Water Pollution Control Facility Master Plan.*

- *Policy PFS-4.9 Service New and Existing Development. The City shall ensure the provision of adequate wastewater service to all new development, before new developments are approved, and support the extension of wastewater service to existing developed areas where this service is lacking.*

- *Policy PFS-5.1 Accommodate New and Existing Development. The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.*

- *Policy PFS-5.3 Watershed Drainage Plans. The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.*

- *Policy PFS-5.4 Green Stormwater Infrastructure. The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using*

vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).

- *Policy PFS-5.6 Grading Projects. The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage.*
- *Policy PFS-5.7 Diversion. The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.*
- *Policy PFS-7.1 Mandatory Collection. The City shall continue to require weekly solid waste collection through the City.*
- *Policy PFS-7.2 Adequate Services. The City shall monitor its solid waste and recycling services franchisee to ensure that services provided are adequate to meet the needs of the community and to meet the provisions of the City's Franchise Agreement.*
- *Policy PFS-7.3 Landfill Capacity. The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region for the duration of the contract with its landfill franchisee.*
- *Policy PFS-7.4 Solid Waste Diversion. The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.*
- *Policy PFS-7.12 Construction and Demolition Waste Recycling. The City shall require demolition, remodeling, and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable.*
- *Policy PFS-7.13 Residential Recycling. The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills.*
- *Policy CS-3.4 Adequate Water Supply for Fire Suppression. The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.*

Conclusion

The GP EIR adequately evaluated the potential utilities impacts for the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

20. WILDFIRE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New 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?	☐	☐	☐	☒

Discussion

As previously discussed in Section 9 of this Environmental Checklist, Hazards and Hazardous Materials, the proposed project would be located within the wildland urban interface as identified by the Hayward Fire Department. The proposed project would be required to comply with the Hillside Design and Wildland/Urban Interface Guidelines,[51] which include standards for street and sidewalks that allow for fire truck access, cluster home development to make efficient use of hillside space, and architectural and site design that allow for fire setbacks and environmental disaster mitigation. Compliance with the City's Hillside Design and Wildland/Urban Interface Guidelines would ensure potential impacts related to wildland fires would be less than significant.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The GP EIR adequately evaluated the potential wildfire impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

[51] Hayward, City of, 1993. op. cit.

LIST OF PREPARERS

LSA Associates, Inc.
157 Park Place
Point Richmond, California 94801
Theresa Wallace, AICP, Principal in Charge
Shanna Guiler, AICP, Associate, Project Manager
Patty Linder, Graphics and Production
Charis Hanshaw, Document Management

5084 N. Fruit Avenue, Suite 103
Fresno, California 93711
Amy Fischer, Principal, Air Quality & Noise Specialist
Cara Carlucci, Air Quality and Noise Specialist

Kittleson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, California 94612
Damian Stefanakis, Principal Planner
Michael Sahimi, Transportation Engineer

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APPENDIX 1

AIR QUALITY AND GREENHOUSE GAS EMISSIONS DATA

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Route 238 Property Development - Quarry (Parcel Group 6)

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	500.00	Dwelling Unit	8.00	500,000.00	1430
Apartments Mid Rise	500.00	Dwelling Unit	7.50	500,000.00	1430
Strip Mall	10.00	1000sqft	0.25	10,000.00	0
City Park	13.75	Acre	13.75	598,950.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor based on 5-year average, PG&E, 2015

Land Use - The project would include 500 townhomes, 500 student housing units, 10,000 sq. ft. of retail, 12.25 acres of open space, and a 1.5 acre park

Construction Phase - Construction is anticipated to occur of 36 to 48 months starting in spring 2021.

Grading - Approximately 20,000 cubic yards of off haul

Vehicle Trips - Based on trip generation for proposed project

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Mitigation Measures and Additional Construction Mitigation Measures

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	440.00	575.00
tblConstructionPhase	NumDays	45.00	60.00
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	PhaseEndDate	8/25/2023	5/3/2024
tblConstructionPhase	PhaseEndDate	5/19/2023	2/9/2024
tblConstructionPhase	PhaseEndDate	9/10/2021	11/26/2021
tblConstructionPhase	PhaseEndDate	7/7/2023	3/22/2024
tblConstructionPhase	PhaseEndDate	7/9/2021	9/3/2021
tblConstructionPhase	PhaseStartDate	7/8/2023	3/25/2024
tblConstructionPhase	PhaseStartDate	9/11/2021	11/29/2021
tblConstructionPhase	PhaseStartDate	7/10/2021	9/6/2021
tblConstructionPhase	PhaseStartDate	5/20/2023	2/12/2024
tblGrading	AcresOfGrading	150.00	29.50

tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	31.25	8.00
tblLandUse	LotAcreage	13.16	7.50
tblLandUse	LotAcreage	0.23	0.25
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	4.12
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	5.45
tblVehicleTrips	ST_TR	42.04	125.60
tblVehicleTrips	SU_TR	5.86	4.12
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	5.45
tblVehicleTrips	SU_TR	20.43	125.60
tblVehicleTrips	WD_TR	6.65	4.12
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	5.45
tblVehicleTrips	WD_TR	44.32	125.60

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3733	3.9327	2.5350	6.5900e-003	0.8846	0.1585	1.0431	0.4383	0.1463	0.5846	0.0000	595.9504	595.9504	0.1168	0.0000	598.8707
2022	0.6641	4.9326	5.3994	0.0197	1.1780	0.1169	1.2949	0.3175	0.1099	0.4274	0.0000	1,807.9311	1,807.9311	0.1220	0.0000	1,810.9807
2023	0.6033	4.1388	5.1054	0.0192	1.1780	0.0996	1.2776	0.3175	0.0936	0.4111	0.0000	1,757.4305	1,757.4305	0.1149	0.0000	1,760.3028
2024	7.1825	0.6244	0.8668	2.7600e-003	0.1608	0.0183	0.1791	0.0433	0.0171	0.0603	0.0000	251.2742	251.2742	0.0232	0.0000	251.8552
Maximum	**7.1825**	**4.9326**	**5.3994**	**0.0197**	**1.1780**	**0.1585**	**1.2949**	**0.4383**	**0.1463**	**0.5846**	**0.0000**	**1,807.9311**	**1,807.9311**	**0.1220**	**0.0000**	**1,810.9807**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3733	3.9327	2.5350	6.5900e-003	0.4336	0.1585	0.5920	0.1949	0.1463	0.3412	0.0000	595.9500	595.9500	0.1168	0.0000	598.8703
2022	0.6641	4.9326	5.3994	0.0197	1.1780	0.1169	1.2949	0.3175	0.1099	0.4274	0.0000	1,807.9308	1,807.9308	0.1220	0.0000	1,810.9803
2023	0.6033	4.1388	5.1054	0.0192	1.1780	0.0996	1.2776	0.3175	0.0936	0.4111	0.0000	1,757.4301	1,757.4301	0.1149	0.0000	1,760.3025
2024	7.1825	0.6244	0.8668	2.7600e-003	0.1608	0.0183	0.1791	0.0433	0.0171	0.0603	0.0000	251.2741	251.2741	0.0232	0.0000	251.8551
Maximum	**7.1825**	**4.9326**	**5.3994**	**0.0197**	**1.1780**	**0.1585**	**1.2949**	**0.3175**	**0.1463**	**0.4274**	**0.0000**	**1,807.9308**	**1,807.9308**	**0.1220**	**0.0000**	**1,810.9803**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**13.26**	**0.00**	**11.89**	**21.80**	**0.00**	**16.41**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**5-3-2021**	**8-2-2021**	1.3215	1.3215
2	**8-3-2021**	**11-2-2021**	1.7968	1.7968
3	**11-3-2021**	**2-2-2022**	1.6030	1.6030
4	**2-3-2022**	**5-2-2022**	1.3744	1.3744
5	**5-3-2022**	**8-2-2022**	1.4048	1.4048
6	**8-3-2022**	**11-2-2022**	1.4137	1.4137
7	**11-3-2022**	**2-2-2023**	1.3518	1.3518
8	**2-3-2023**	**5-2-2023**	1.1659	1.1659

9	**5-3-2023**	**8-2-2023**	1.1919	1.1919
10	**8-3-2023**	**11-2-2023**	1.1993	1.1993
11	**11-3-2023**	**2-2-2024**	1.1940	1.1940
12	**2-3-2024**	**5-2-2024**	6.8550	6.8550
13	**5-3-2024**	**8-2-2024**	0.1696	0.1696
		Highest	6.8550	6.8550

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.1898	0.1386	10.5994	6.7100e-003		0.4954	0.4954		0.4954	0.4954	45.5897	30.8551	76.4448	0.0849	2.9900e-003	79.4585
Energy	0.0850	0.7268	0.3102	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	1,544.9569	1,544.9569	0.0782	0.0283	1,555.3339
Mobile	1.2598	5.6864	13.8565	0.0527	4.8320	0.0431	4.8751	1.2967	0.0402	1.3369	0.0000	4,842.3479	4,842.3479	0.1672	0.0000	4,846.5278
Waste						0.0000	0.0000		0.0000	0.0000	95.7468	0.0000	95.7468	5.6585	0.0000	237.2086
Water						0.0000	0.0000		0.0000	0.0000	20.9054	83.4071	104.3125	2.1545	0.0522	173.7380
Total	**8.5346**	**6.5519**	**24.7662**	**0.0640**	**4.8320**	**0.5972**	**5.4292**	**1.2967**	**0.5943**	**1.8910**	**162.2419**	**6,501.5670**	**6,663.8089**	**8.1433**	**0.0835**	**6,892.2667**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.8825	0.0855	7.4222	3.9000e-004		0.0411	0.0411		0.0411	0.0411	0.0000	12.1292	12.1292	0.0116	0.0000	12.4202
Energy	0.0850	0.7268	0.3102	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	1,544.9569	1,544.9569	0.0782	0.0283	1,555.3339
Mobile	1.2090	5.3808	12.6749	0.0469	4.2618	0.0387	4.3005	1.1437	0.0361	1.1798	0.0000	4,317.6238	4,317.6238	0.1532	0.0000	4,321.4529
Waste						0.0000	0.0000		0.0000	0.0000	95.7468	0.0000	95.7468	5.6585	0.0000	237.2086
Water						0.0000	0.0000		0.0000	0.0000	20.9054	83.4071	104.3125	2.1545	0.0522	173.7380
Total	**6.1766**	**6.1932**	**20.4073**	**0.0520**	**4.2618**	**0.1386**	**4.4004**	**1.1437**	**0.1360**	**1.2797**	**116.6521**	**5,958.1170**	**6,074.7692**	**8.0560**	**0.0805**	**6,300.1535**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.63**	**5.47**	**17.60**	**18.80**	**11.80**	**76.80**	**18.95**	**11.80**	**77.12**	**32.33**	**28.10**	**8.36**	**8.84**	**1.07**	**3.58**	**8.59**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	6/11/2021	5	30	
2	Site Preparation	Site Preparation	6/12/2021	9/3/2021	5	60	
3	Grading	Grading	9/6/2021	11/26/2021	5	60	
4	Building Construction	Building Construction	11/29/2021	2/9/2024	5	575	
5	Paving	Paving	2/12/2024	3/22/2024	5	30	
6	Architectural Coating	Architectural Coating	3/25/2024	5/3/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 29.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Route 238 Property Development - Quarry (Parcel Group 6) - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	2,500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	975.00	207.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	195.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**		**0.0233**	**0.0233**		**0.0216**	**0.0216**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	4.8000e-004	5.0500e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5030	1.5030	3.0000e-005	0.0000	1.5038
Total	**6.9000e-004**	**4.8000e-004**	**5.0500e-003**	**2.0000e-005**	**1.7800e-003**	**1.0000e-005**	**1.7900e-003**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.5030**	**1.5030**	**3.0000e-005**	**0.0000**	**1.5038**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**		**0.0233**	**0.0233**		**0.0216**	**0.0216**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	4.8000e-004	5.0500e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5030	1.5030	3.0000e-005	0.0000	1.5038
Total	**6.9000e-004**	**4.8000e-004**	**5.0500e-003**	**2.0000e-005**	**1.7800e-003**	**1.0000e-005**	**1.7900e-003**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.5030**	**1.5030**	**3.0000e-005**	**0.0000**	**1.5038**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5420	0.0000	0.5420	0.2979	0.0000	0.2979	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1167	1.2149	0.6346	1.1400e-003		0.0613	0.0613		0.0564	0.0564	0.0000	100.3072	100.3072	0.0324	0.0000	101.1182
Total	**0.1167**	**1.2149**	**0.6346**	**1.1400e-003**	**0.5420**	**0.0613**	**0.6033**	**0.2979**	**0.0564**	**0.3544**	**0.0000**	**100.3072**	**100.3072**	**0.0324**	**0.0000**	**101.1182**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.1400e-003	0.0121	4.0000e-005	4.2700e-003	3.0000e-005	4.2900e-003	1.1400e-003	3.0000e-005	1.1600e-003	0.0000	3.6072	3.6072	8.0000e-005	0.0000	3.6092
Total	**1.6600e-003**	**1.1400e-003**	**0.0121**	**4.0000e-005**	**4.2700e-003**	**3.0000e-005**	**4.2900e-003**	**1.1400e-003**	**3.0000e-005**	**1.1600e-003**	**0.0000**	**3.6072**	**3.6072**	**8.0000e-005**	**0.0000**	**3.6092**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2114	0.0000	0.2114	0.1162	0.0000	0.1162	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1167	1.2149	0.6346	1.1400e-003		0.0613	0.0613		0.0564	0.0564	0.0000	100.3070	100.3070	0.0324	0.0000	101.1181
Total	**0.1167**	**1.2149**	**0.6346**	**1.1400e-003**	**0.2114**	**0.0613**	**0.2727**	**0.1162**	**0.0564**	**0.1726**	**0.0000**	**100.3070**	**100.3070**	**0.0324**	**0.0000**	**101.1181**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.1400e-003	0.0121	4.0000e-005	4.2700e-003	3.0000e-005	4.2900e-003	1.1400e-003	3.0000e-005	1.1600e-003	0.0000	3.6072	3.6072	8.0000e-005	0.0000	3.6092
Total	**1.6600e-003**	**1.1400e-003**	**0.0121**	**4.0000e-005**	**4.2700e-003**	**3.0000e-005**	**4.2900e-003**	**1.1400e-003**	**3.0000e-005**	**1.1600e-003**	**0.0000**	**3.6072**	**3.6072**	**8.0000e-005**	**0.0000**	**3.6092**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1974	0.0000	0.1974	0.1012	0.0000	0.1012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1257	1.3920	0.9264	1.8600e-003		0.0596	0.0596		0.0548	0.0548	0.0000	163.4849	163.4849	0.0529	0.0000	164.8068
Total	**0.1257**	**1.3920**	**0.9264**	**1.8600e-003**	**0.1974**	**0.0596**	**0.2570**	**0.1012**	**0.0548**	**0.1560**	**0.0000**	**163.4849**	**163.4849**	**0.0529**	**0.0000**	**164.8068**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.8500e-003	0.3374	0.0719	9.7000e-004	0.0211	1.0400e-003	0.0222	5.8100e-003	1.0000e-003	6.8100e-003	0.0000	94.5679	94.5679	4.8300e-003	0.0000	94.6885
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8400e-003	1.2700e-003	0.0135	4.0000e-005	4.7400e-003	3.0000e-005	4.7700e-003	1.2600e-003	3.0000e-005	1.2900e-003	0.0000	4.0079	4.0079	9.0000e-005	0.0000	4.0102
Total	**0.0117**	**0.3386**	**0.0853**	**1.0100e-003**	**0.0259**	**1.0700e-003**	**0.0269**	**7.0700e-003**	**1.0300e-003**	**8.1000e-003**	**0.0000**	**98.5758**	**98.5758**	**4.9200e-003**	**0.0000**	**98.6987**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0770	0.0000	0.0770	0.0395	0.0000	0.0395	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1257	1.3920	0.9264	1.8600e-003		0.0596	0.0596		0.0548	0.0548	0.0000	163.4848	163.4848	0.0529	0.0000	164.8066
Total	**0.1257**	**1.3920**	**0.9264**	**1.8600e-003**	**0.0770**	**0.0596**	**0.1366**	**0.0395**	**0.0548**	**0.0943**	**0.0000**	**163.4848**	**163.4848**	**0.0529**	**0.0000**	**164.8066**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.8500e-003	0.3374	0.0719	9.7000e-004	0.0211	1.0400e-003	0.0222	5.8100e-003	1.0000e-003	6.8100e-003	0.0000	94.5679	94.5679	4.8300e-003	0.0000	94.6885
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8400e-003	1.2700e-003	0.0135	4.0000e-005	4.7400e-003	3.0000e-005	4.7700e-003	1.2600e-003	3.0000e-005	1.2900e-003	0.0000	4.0079	4.0079	9.0000e-005	0.0000	4.0102
Total	**0.0117**	**0.3386**	**0.0853**	**1.0100e-003**	**0.0259**	**1.0700e-003**	**0.0269**	**7.0700e-003**	**1.0300e-003**	**8.1000e-003**	**0.0000**	**98.5758**	**98.5758**	**4.9200e-003**	**0.0000**	**98.6987**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0238	0.2179	0.2072	3.4000e-004		0.0120	0.0120		0.0113	0.0113	0.0000	28.9547	28.9547	6.9900e-003	0.0000	29.1293
Total	**0.0238**	**0.2179**	**0.2072**	**3.4000e-004**		**0.0120**	**0.0120**		**0.0113**	**0.0113**	**0.0000**	**28.9547**	**28.9547**	**6.9900e-003**	**0.0000**	**29.1293**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2100e-003	0.2703	0.0675	7.0000e-004	0.0170	5.9000e-004	0.0176	4.9100e-003	5.6000e-004	5.4700e-003	0.0000	67.1053	67.1053	3.3000e-003	0.0000	67.1877
Worker	0.0374	0.0258	0.2734	9.0000e-004	0.0963	6.3000e-004	0.0969	0.0256	5.8000e-004	0.0262	0.0000	81.4113	81.4113	1.8300e-003	0.0000	81.4569
Total	**0.0456**	**0.2961**	**0.3408**	**1.6000e-003**	**0.1133**	**1.2200e-003**	**0.1145**	**0.0305**	**1.1400e-003**	**0.0317**	**0.0000**	**148.5165**	**148.5165**	**5.1300e-003**	**0.0000**	**148.6446**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0238	0.2179	0.2072	3.4000e-004		0.0120	0.0120		0.0113	0.0113	0.0000	28.9546	28.9546	6.9900e-003	0.0000	29.1293
Total	**0.0238**	**0.2179**	**0.2072**	**3.4000e-004**		**0.0120**	**0.0120**		**0.0113**	**0.0113**	**0.0000**	**28.9546**	**28.9546**	**6.9900e-003**	**0.0000**	**29.1293**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2100e-003	0.2703	0.0675	7.0000e-004	0.0170	5.9000e-004	0.0176	4.9100e-003	5.6000e-004	5.4700e-003	0.0000	67.1053	67.1053	3.3000e-003	0.0000	67.1877
Worker	0.0374	0.0258	0.2734	9.0000e-004	0.0963	6.3000e-004	0.0969	0.0256	5.8000e-004	0.0262	0.0000	81.4113	81.4113	1.8300e-003	0.0000	81.4569
Total	**0.0456**	**0.2961**	**0.3408**	**1.6000e-003**	**0.1133**	**1.2200e-003**	**0.1145**	**0.0305**	**1.1400e-003**	**0.0317**	**0.0000**	**148.5165**	**148.5165**	**5.1300e-003**	**0.0000**	**148.6446**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0797	2.6619	0.6597	7.1900e-003	0.1765	5.3000e-003	0.1818	0.0510	5.0700e-003	0.0561	0.0000	691.0514	691.0514	0.0328	0.0000	691.8711
Worker	0.3626	0.2406	2.6126	9.0200e-003	1.0016	6.4000e-003	1.0080	0.2664	5.8900e-003	0.2723	0.0000	815.6369	815.6369	0.0170	0.0000	816.0625
Total	**0.4423**	**2.9026**	**3.2722**	**0.0162**	**1.1780**	**0.0117**	**1.1897**	**0.3175**	**0.0110**	**0.3285**	**0.0000**	**1,506.6883**	**1,506.6883**	**0.0498**	**0.0000**	**1,507.9336**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0797	2.6619	0.6597	7.1900e-003	0.1765	5.3000e-003	0.1818	0.0510	5.0700e-003	0.0561	0.0000	691.0514	691.0514	0.0328	0.0000	691.8711
Worker	0.3626	0.2406	2.6126	9.0200e-003	1.0016	6.4000e-003	1.0080	0.2664	5.8900e-003	0.2723	0.0000	815.6369	815.6369	0.0170	0.0000	816.0625
Total	**0.4423**	**2.9026**	**3.2722**	**0.0162**	**1.1780**	**0.0117**	**1.1897**	**0.3175**	**0.0110**	**0.3285**	**0.0000**	**1,506.6883**	**1,506.6883**	**0.0498**	**0.0000**	**1,507.9336**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0598	2.0524	0.5905	6.9800e-003	0.1765	2.3600e-003	0.1788	0.0510	2.2600e-003	0.0533	0.0000	671.6842	671.6842	0.0280	0.0000	672.3829
Worker	0.3391	0.2163	2.4032	8.6700e-003	1.0016	6.2700e-003	1.0078	0.2664	5.7700e-003	0.2722	0.0000	784.4001	784.4001	0.0153	0.0000	784.7816
Total	**0.3988**	**2.2687**	**2.9937**	**0.0157**	**1.1780**	**8.6300e-003**	**1.1867**	**0.3175**	**8.0300e-003**	**0.3255**	**0.0000**	**1,456.0843**	**1,456.0843**	**0.0432**	**0.0000**	**1,457.1645**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0598	2.0524	0.5905	6.9800e-003	0.1765	2.3600e-003	0.1788	0.0510	2.2600e-003	0.0533	0.0000	671.6842	671.6842	0.0280	0.0000	672.3829
Worker	0.3391	0.2163	2.4032	8.6700e-003	1.0016	6.2700e-003	1.0078	0.2664	5.7700e-003	0.2722	0.0000	784.4001	784.4001	0.0153	0.0000	784.7816
Total	**0.3988**	**2.2687**	**2.9937**	**0.0157**	**1.1780**	**8.6300e-003**	**1.1867**	**0.3175**	**8.0300e-003**	**0.3255**	**0.0000**	**1,456.0843**	**1,456.0843**	**0.0432**	**0.0000**	**1,457.1645**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0221	0.2017	0.2425	4.0000e-004		9.2000e-003	9.2000e-003		8.6500e-003	8.6500e-003	0.0000	34.7774	34.7774	8.2200e-003	0.0000	34.9830
Total	**0.0221**	**0.2017**	**0.2425**	**4.0000e-004**		**9.2000e-003**	**9.2000e-003**		**8.6500e-003**	**8.6500e-003**	**0.0000**	**34.7774**	**34.7774**	**8.2200e-003**	**0.0000**	**34.9830**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6700e-003	0.2342	0.0656	8.0000e-004	0.0204	2.7000e-004	0.0206	5.8900e-003	2.6000e-004	6.1500e-003	0.0000	76.9790	76.9790	3.1600e-003	0.0000	77.0579
Worker	0.0368	0.0225	0.2569	9.6000e-004	0.1156	7.1000e-004	0.1163	0.0307	6.5000e-004	0.0314	0.0000	86.9257	86.9257	1.5900e-003	0.0000	86.9653
Total	**0.0434**	**0.2567**	**0.3225**	**1.7600e-003**	**0.1359**	**9.8000e-004**	**0.1369**	**0.0366**	**9.1000e-004**	**0.0376**	**0.0000**	**163.9046**	**163.9046**	**4.7500e-003**	**0.0000**	**164.0233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0221	0.2017	0.2425	4.0000e-004		9.2000e-003	9.2000e-003		8.6500e-003	8.6500e-003	0.0000	34.7773	34.7773	8.2200e-003	0.0000	34.9829
Total	**0.0221**	**0.2017**	**0.2425**	**4.0000e-004**		**9.2000e-003**	**9.2000e-003**		**8.6500e-003**	**8.6500e-003**	**0.0000**	**34.7773**	**34.7773**	**8.2200e-003**	**0.0000**	**34.9829**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6700e-003	0.2342	0.0656	8.0000e-004	0.0204	2.7000e-004	0.0206	5.8900e-003	2.6000e-004	6.1500e-003	0.0000	76.9790	76.9790	3.1600e-003	0.0000	77.0579
Worker	0.0368	0.0225	0.2569	9.6000e-004	0.1156	7.1000e-004	0.1163	0.0307	6.5000e-004	0.0314	0.0000	86.9257	86.9257	1.5900e-003	0.0000	86.9653
Total	**0.0434**	**0.2567**	**0.3225**	**1.7600e-003**	**0.1359**	**9.8000e-004**	**0.1369**	**0.0366**	**9.1000e-004**	**0.0376**	**0.0000**	**163.9046**	**163.9046**	**4.7500e-003**	**0.0000**	**164.0233**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0148	0.1429	0.2194	3.4000e-004		7.0300e-003	7.0300e-003		6.4700e-003	6.4700e-003	0.0000	30.0398	30.0398	9.7200e-003	0.0000	30.2827
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0148**	**0.1429**	**0.2194**	**3.4000e-004**		**7.0300e-003**	**7.0300e-003**		**6.4700e-003**	**6.4700e-003**	**0.0000**	**30.0398**	**30.0398**	**9.7200e-003**	**0.0000**	**30.2827**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	3.5000e-004	3.9500e-003	1.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.3373	1.3373	2.0000e-005	0.0000	1.3379
Total	**5.7000e-004**	**3.5000e-004**	**3.9500e-003**	**1.0000e-005**	**1.7800e-003**	**1.0000e-005**	**1.7900e-003**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.3373**	**1.3373**	**2.0000e-005**	**0.0000**	**1.3379**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0148	0.1429	0.2194	3.4000e-004		7.0300e-003	7.0300e-003		6.4700e-003	6.4700e-003	0.0000	30.0398	30.0398	9.7200e-003	0.0000	30.2827
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0148**	**0.1429**	**0.2194**	**3.4000e-004**		**7.0300e-003**	**7.0300e-003**		**6.4700e-003**	**6.4700e-003**	**0.0000**	**30.0398**	**30.0398**	**9.7200e-003**	**0.0000**	**30.2827**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	3.5000e-004	3.9500e-003	1.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.3373	1.3373	2.0000e-005	0.0000	1.3379
Total	**5.7000e-004**	**3.5000e-004**	**3.9500e-003**	**1.0000e-005**	**1.7800e-003**	**1.0000e-005**	**1.7900e-003**	**4.7000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.3373**	**1.3373**	**2.0000e-005**	**0.0000**	**1.3379**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	7.0916					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7100e-003	0.0183	0.0272	4.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	3.8299	3.8299	2.2000e-004	0.0000	3.8353
Total	**7.0943**	**0.0183**	**0.0272**	**4.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**3.8299**	**3.8299**	**2.2000e-004**	**0.0000**	**3.8353**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3500e-003	4.5100e-003	0.0514	1.9000e-004	0.0231	1.4000e-004	0.0233	6.1500e-003	1.3000e-004	6.2800e-003	0.0000	17.3851	17.3851	3.2000e-004	0.0000	17.3931
Total	**7.3500e-003**	**4.5100e-003**	**0.0514**	**1.9000e-004**	**0.0231**	**1.4000e-004**	**0.0233**	**6.1500e-003**	**1.3000e-004**	**6.2800e-003**	**0.0000**	**17.3851**	**17.3851**	**3.2000e-004**	**0.0000**	**17.3931**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	7.0916					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7100e-003	0.0183	0.0272	4.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	3.8299	3.8299	2.2000e-004	0.0000	3.8353
Total	**7.0943**	**0.0183**	**0.0272**	**4.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**3.8299**	**3.8299**	**2.2000e-004**	**0.0000**	**3.8353**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3500e-003	4.5100e-003	0.0514	1.9000e-004	0.0231	1.4000e-004	0.0233	6.1500e-003	1.3000e-004	6.2800e-003	0.0000	17.3851	17.3851	3.2000e-004	0.0000	17.3931
Total	**7.3500e-003**	**4.5100e-003**	**0.0514**	**1.9000e-004**	**0.0231**	**1.4000e-004**	**0.0233**	**6.1500e-003**	**1.3000e-004**	**6.2800e-003**	**0.0000**	**17.3851**	**17.3851**	**3.2000e-004**	**0.0000**	**17.3931**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2090	5.3808	12.6749	0.0469	4.2618	0.0387	4.3005	1.1437	0.0361	1.1798	0.0000	4,317.6238	4,317.6238	0.1532	0.0000	4,321.4529
Unmitigated	1.2598	5.6864	13.8565	0.0527	4.8320	0.0431	4.8751	1.2967	0.0402	1.3369	0.0000	4,842.3479	4,842.3479	0.1672	0.0000	4,846.5278

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,060.00	2,060.00	2060.00	4,757,791	4,196,372
City Park	0.00	0.00	0.00		
Condo/Townhouse	2,725.00	2,725.00	2725.00	6,293,680	5,551,026
Strip Mall	1,256.00	1,256.00	1256.00	1,934,281	1,706,036
Total	6,041.00	6,041.00	6,041.00	12,985,752	11,453,434

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	703.3662	703.3662	0.0620	0.0128	708.7420
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	703.3662	703.3662	0.0620	0.0128	708.7420
NaturalGas Mitigated	0.0850	0.7268	0.3102	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.5908	841.5908	0.0161	0.0154	846.5919
NaturalGas Unmitigated	0.0850	0.7268	0.3102	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.5908	841.5908	0.0161	0.0154	846.5919

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.36522e+006	0.0235	0.2011	0.0856	1.2800e-003		0.0163	0.0163		0.0163	0.0163	0.0000	232.9445	232.9445	4.4600e-003	4.2700e-003	234.3288
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.13596e+007	0.0613	0.5234	0.2227	3.3400e-003		0.0423	0.0423		0.0423	0.0423	0.0000	606.1915	606.1915	0.0116	0.0111	609.7938
Strip Mall	46000	2.5000e-004	2.2500e-003	1.8900e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4547	2.4547	5.0000e-005	5.0000e-005	2.4693
Total		**0.0850**	**0.7268**	**0.3102**	**4.6300e-003**		**0.0588**	**0.0588**		**0.0588**	**0.0588**	**0.0000**	**841.5908**	**841.5908**	**0.0161**	**0.0154**	**846.5919**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.36522e+006	0.0235	0.2011	0.0856	1.2800e-003		0.0163	0.0163		0.0163	0.0163	0.0000	232.9445	232.9445	4.4600e-003	4.2700e-003	234.3288
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.13596e+007	0.0613	0.5234	0.2227	3.3400e-003		0.0423	0.0423		0.0423	0.0423	0.0000	606.1915	606.1915	0.0116	0.0111	609.7938
Strip Mall	46000	2.5000e-004	2.2500e-003	1.8900e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4547	2.4547	5.0000e-005	5.0000e-005	2.4693
Total		**0.0850**	**0.7268**	**0.3102**	**4.6300e-003**		**0.0588**	**0.0588**		**0.0588**	**0.0588**	**0.0000**	**841.5908**	**841.5908**	**0.0161**	**0.0154**	**846.5919**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.111e+006	314.8363	0.0278	5.7500e-003	317.2425
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	2.50032e+006	372.8999	0.0329	6.8000e-003	375.7500
Strip Mall	104800	15.6300	1.3800e-003	2.9000e-004	15.7495
Total		**703.3662**	**0.0620**	**0.0128**	**708.7420**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.111e+006	314.8363	0.0278	5.7500e-003	317.2425
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	2.50032e+006	372.8999	0.0329	6.8000e-003	375.7500
Strip Mall	104800	15.6300	1.3800e-003	2.9000e-004	15.7495
Total		**703.3662**	**0.0620**	**0.0128**	**708.7420**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.8825	0.0855	7.4222	3.9000e-004		0.0411	0.0411		0.0411	0.0411	0.0000	12.1292	12.1292	0.0116	0.0000	12.4202
Unmitigated	7.1898	0.1386	10.5994	6.7100e-003		0.4954	0.4954		0.4954	0.4954	45.5897	30.8551	76.4448	0.0849	2.9900e-003	79.4585

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7092					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.3073	0.0531	3.1772	6.3200e-003		0.4542	0.4542		0.4542	0.4542	45.5897	18.7259	64.3156	0.0733	2.9900e-003	67.0383
Landscaping	0.2232	0.0855	7.4222	3.9000e-004		0.0411	0.0411		0.0411	0.0411	0.0000	12.1292	12.1292	0.0116	0.0000	12.4202
Total	**7.1898**	**0.1386**	**10.5994**	**6.7100e-003**		**0.4954**	**0.4954**		**0.4954**	**0.4954**	**45.5897**	**30.8551**	**76.4448**	**0.0849**	**2.9900e-003**	**79.4585**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7092					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2232	0.0855	7.4222	3.9000e-004		0.0411	0.0411		0.0411	0.0411	0.0000	12.1292	12.1292	0.0116	0.0000	12.4202
Total	**4.8825**	**0.0855**	**7.4222**	**3.9000e-004**		**0.0411**	**0.0411**		**0.0411**	**0.0411**	**0.0000**	**12.1292**	**12.1292**	**0.0116**	**0.0000**	**12.4202**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	104.3125	2.1545	0.0522	173.7380
Unmitigated	104.3125	2.1545	0.0522	173.7380

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	32.577 / 20.5377	47.3455	1.0648	0.0257	81.6357
City Park	0 / 16.3829	8.5518	7.5000e-004	1.6000e-004	8.6171
Condo/Townhouse	32.577 / 20.5377	47.3455	1.0648	0.0257	81.6357
Strip Mall	0.740725 / 0.453993	1.0698	0.0242	5.9000e-004	1.8494
Total		**104.3125**	**2.1545**	**0.0522**	**173.7380**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	32.577 / 20.5377	47.3455	1.0648	0.0257	81.6357
City Park	0 / 16.3829	8.5518	7.5000e-004	1.6000e-004	8.6171
Condo/Townhouse	32.577 / 20.5377	47.3455	1.0648	0.0257	81.6357
Strip Mall	0.740725 / 0.453993	1.0698	0.0242	5.9000e-004	1.8494
Total		**104.3125**	**2.1545**	**0.0522**	**173.7380**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	95.7468	5.6585	0.0000	237.2086
Unmitigated	95.7468	5.6585	0.0000	237.2086

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	230	46.6879	2.7592	0.0000	115.6674
City Park	1.18	0.2395	0.0142	0.0000	0.5934
Condo/Townhouse	230	46.6879	2.7592	0.0000	115.6674
Strip Mall	10.5	2.1314	0.1260	0.0000	5.2805
Total		**95.7468**	**5.6585**	**0.0000**	**237.2086**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	230	46.6879	2.7592	0.0000	115.6674
City Park	1.18	0.2395	0.0142	0.0000	0.5934
Condo/Townhouse	230	46.6879	2.7592	0.0000	115.6674
Strip Mall	10.5	2.1314	0.1260	0.0000	5.2805
Total		**95.7468**	**5.6585**	**0.0000**	**237.2086**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Route 238 Property Development - Quarry (Parcel Group 6)

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	500.00	Dwelling Unit	8.00	500,000.00	1430
Apartments Mid Rise	500.00	Dwelling Unit	7.50	500,000.00	1430
Strip Mall	10.00	1000sqft	0.25	10,000.00	0
City Park	13.75	Acre	13.75	598,950.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor based on 5-year average, PG&E, 2015

Land Use - The project would include 500 townhomes, 500 student housing units, 10,000 sq. ft. of retail, 12.25 acres of open space, and a 1.5 acre park

Construction Phase - Construction is anticipated to occur of 36 to 48 months starting in spring 2021.

Grading - Approximately 20,000 cubic yards of off haul

Vehicle Trips - Based on trip generation for proposed project

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Mitigation Measures and Additional Construction Mitigation Measures

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	440.00	575.00
tblConstructionPhase	NumDays	45.00	60.00
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	PhaseEndDate	8/25/2023	5/3/2024
tblConstructionPhase	PhaseEndDate	5/19/2023	2/9/2024
tblConstructionPhase	PhaseEndDate	9/10/2021	11/26/2021
tblConstructionPhase	PhaseEndDate	7/7/2023	3/22/2024
tblConstructionPhase	PhaseEndDate	7/9/2021	9/3/2021
tblConstructionPhase	PhaseStartDate	7/8/2023	3/25/2024
tblConstructionPhase	PhaseStartDate	9/11/2021	11/29/2021
tblConstructionPhase	PhaseStartDate	7/10/2021	9/6/2021
tblConstructionPhase	PhaseStartDate	5/20/2023	2/12/2024
tblGrading	AcresOfGrading	150.00	29.50

tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	31.25	8.00
tblLandUse	LotAcreage	13.16	7.50
tblLandUse	LotAcreage	0.23	0.25
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	4.12
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	5.45
tblVehicleTrips	ST_TR	42.04	125.60
tblVehicleTrips	SU_TR	5.86	4.12
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	5.45
tblVehicleTrips	SU_TR	20.43	125.60
tblVehicleTrips	WD_TR	6.65	4.12
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	5.45
tblVehicleTrips	WD_TR	44.32	125.60

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.6779	57.4624	45.5686	0.1608	18.2141	2.0454	20.2595	9.9699	1.8818	11.8517	0.0000	16,256.4110	16,256.4110	2.1200	0.0000	16,283.1450
2022	5.2229	37.5326	43.1752	0.1574	9.4106	0.8984	10.3090	2.5278	0.8449	3.3727	0.0000	15,915.7546	15,915.7546	1.0354	0.0000	15,941.6388
2023	4.7455	31.5301	40.8675	0.1529	9.4107	0.7658	10.1765	2.5279	0.7199	3.2477	0.0000	15,464.8501	15,464.8501	0.9764	0.0000	15,489.2611
2024	473.4619	30.2728	39.1729	0.1497	9.4107	0.6781	10.0889	2.5279	0.6372	3.1651	0.0000	15,142.6346	15,142.6346	0.9548	0.0000	15,166.5042
Maximum	**473.4619**	**57.4624**	**45.5686**	**0.1608**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8517**	**0.0000**	**16,256.4110**	**16,256.4110**	**2.1200**	**0.0000**	**16,283.1450**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.6779	57.4624	45.5686	0.1608	9.4106	2.0454	10.4660	3.9122	1.8818	5.7940	0.0000	16,256.4110	16,256.4110	2.1200	0.0000	16,283.1450
2022	5.2229	37.5326	43.1752	0.1574	9.4106	0.8984	10.3090	2.5278	0.8449	3.3727	0.0000	15,915.7546	15,915.7546	1.0354	0.0000	15,941.6388
2023	4.7455	31.5301	40.8675	0.1529	9.4107	0.7658	10.1765	2.5279	0.7199	3.2477	0.0000	15,464.8501	15,464.8501	0.9764	0.0000	15,489.2611
2024	473.4619	30.2728	39.1729	0.1497	9.4107	0.6781	10.0889	2.5279	0.6372	3.1651	0.0000	15,142.6346	15,142.6346	0.9548	0.0000	15,166.5042
Maximum	**473.4619**	**57.4624**	**45.5686**	**0.1608**	**9.4107**	**2.0454**	**10.4660**	**3.9122**	**1.8818**	**5.7940**	**0.0000**	**16,256.4110**	**16,256.4110**	**2.1200**	**0.0000**	**16,283.1450**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**18.95**	**0.00**	**19.27**	**34.51**	**0.00**	**28.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	439.2705	10.0420	625.8249	1.0512		77.5944	77.5944		77.5944	77.5944	8,370.8462	3,854.4399	12,225.2861	11.5976	0.5917	12,691.5454
Energy	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676
Mobile	7.9936	30.3810	79.0231	0.3060	27.5832	0.2365	27.8197	7.3786	0.2206	7.5992		31,001.8877	31,001.8877	1.0160		31,027.2865
Total	**447.7302**	**44.4057**	**706.5479**	**1.3826**	**27.5832**	**78.1528**	**105.7360**	**7.3786**	**78.1369**	**85.5155**	**8,370.8462**	**39,939.5878**	**48,310.4340**	**12.7110**	**0.6849**	**48,832.2995**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	28.0105	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571	0.0000	148.5575	148.5575	0.1426	0.0000	152.1212
Energy	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676
Mobile	7.7091	28.8061	71.7030	0.2727	24.3284	0.2123	24.5407	6.5079	0.1980	6.7059		27,637.7522	27,637.7522	0.9274		27,660.9374
Total	**36.1855**	**33.7389**	**155.8718**	**0.3025**	**24.3284**	**0.9914**	**25.3197**	**6.5079**	**0.9771**	**7.4850**	**0.0000**	**32,869.5699**	**32,869.5699**	**1.1674**	**0.0932**	**32,926.5261**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**91.92**	**24.02**	**77.94**	**78.12**	**11.80**	**98.73**	**76.05**	**11.80**	**98.75**	**91.25**	**100.00**	**17.70**	**31.96**	**90.82**	**86.39**	**32.57**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	6/11/2021	5	30	
2	Site Preparation	Site Preparation	6/12/2021	9/3/2021	5	60	
3	Grading	Grading	9/6/2021	11/26/2021	5	60	
4	Building Construction	Building Construction	11/29/2021	2/9/2024	5	575	
5	Paving	Paving	2/12/2024	3/22/2024	5	30	
6	Architectural Coating	Architectural Coating	3/25/2024	5/3/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 29.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	2,500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	975.00	207.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	195.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	**0.0482**	**0.0282**	**0.3685**	**1.1900e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.1000e-004**	**0.0334**		**118.7939**	**118.7939**	**2.6600e-003**		**118.8603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0482	0.0282	0.3685	1.1900e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		118.7939	118.7939	2.6600e-003		118.8603
Total	**0.0482**	**0.0282**	**0.3685**	**1.1900e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.1000e-004**	**0.0334**		**118.7939**	**118.7939**	**2.6600e-003**		**118.8603**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324
Total	**0.0579**	**0.0338**	**0.4421**	**1.4300e-003**	**0.1479**	**9.3000e-004**	**0.1488**	**0.0392**	**8.6000e-004**	**0.0401**		**142.5527**	**142.5527**	**3.1900e-003**		**142.6324**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**7.0458**	**2.0445**	**9.0903**	**3.8730**	**1.8809**	**5.7539**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324
Total	**0.0579**	**0.0338**	**0.4421**	**1.4300e-003**	**0.1479**	**9.3000e-004**	**0.1488**	**0.0392**	**8.6000e-004**	**0.0401**		**142.5527**	**142.5527**	**3.1900e-003**		**142.6324**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5812	0.0000	6.5812	3.3722	0.0000	3.3722			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**6.5812**	**1.9853**	**8.5665**	**3.3722**	**1.8265**	**5.1988**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3245	11.0250	2.3241	0.0327	0.7280	0.0346	0.7625	0.1995	0.0331	0.2326		3,499.6238	3,499.6238	0.1737		3,503.9653
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0376	0.4913	1.5900e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		158.3919	158.3919	3.5400e-003		158.4804
Total	**0.3889**	**11.0626**	**2.8153**	**0.0343**	**0.8923**	**0.0356**	**0.9279**	**0.2431**	**0.0340**	**0.2771**		**3,658.0157**	**3,658.0157**	**0.1772**		**3,662.4457**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5667	0.0000	2.5667	1.3152	0.0000	1.3152			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**2.5667**	**1.9853**	**4.5520**	**1.3152**	**1.8265**	**3.1417**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3245	11.0250	2.3241	0.0327	0.7280	0.0346	0.7625	0.1995	0.0331	0.2326		3,499.6238	3,499.6238	0.1737		3,503.9653
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0376	0.4913	1.5900e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		158.3919	158.3919	3.5400e-003		158.4804
Total	**0.3889**	**11.0626**	**2.8153**	**0.0343**	**0.8923**	**0.0356**	**0.9279**	**0.2431**	**0.0340**	**0.2771**		**3,658.0157**	**3,658.0157**	**0.1772**		**3,662.4457**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6420	21.3916	5.0443	0.0565	1.4012	0.0464	1.4476	0.4034	0.0443	0.4477		5,981.4418	5,981.4418	0.2807		5,988.4602
Worker	3.1350	1.8322	23.9491	0.0775	8.0094	0.0504	8.0598	2.1245	0.0464	2.1709		7,721.6053	7,721.6053	0.1726		7,725.9205
Total	**3.7770**	**23.2238**	**28.9934**	**0.1339**	**9.4106**	**0.0967**	**9.5073**	**2.5278**	**0.0907**	**2.6186**		**13,703.0471**	**13,703.0471**	**0.4533**		**13,714.3807**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6420	21.3916	5.0443	0.0565	1.4012	0.0464	1.4476	0.4034	0.0443	0.4477		5,981.4418	5,981.4418	0.2807		5,988.4602
Worker	3.1350	1.8322	23.9491	0.0775	8.0094	0.0504	8.0598	2.1245	0.0464	2.1709		7,721.6053	7,721.6053	0.1726		7,725.9205
Total	**3.7770**	**23.2238**	**28.9934**	**0.1339**	**9.4106**	**0.0967**	**9.5073**	**2.5278**	**0.0907**	**2.6186**		**13,703.0471**	**13,703.0471**	**0.4533**		**13,714.3807**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5987	20.2736	4.7440	0.0559	1.4013	0.0402	1.4414	0.4034	0.0384	0.4418		5,923.1912	5,923.1912	0.2684		5,929.9016
Worker	2.9179	1.6433	22.0677	0.0746	8.0094	0.0492	8.0586	2.1245	0.0453	2.1698		7,438.2299	7,438.2299	0.1550		7,442.1050
Total	**3.5167**	**21.9169**	**26.8118**	**0.1305**	**9.4106**	**0.0894**	**9.5000**	**2.5278**	**0.0838**	**2.6116**		**13,361.4210**	**13,361.4210**	**0.4234**		**13,372.0066**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5987	20.2736	4.7440	0.0559	1.4013	0.0402	1.4414	0.4034	0.0384	0.4418		5,923.1912	5,923.1912	0.2684		5,929.9016
Worker	2.9179	1.6433	22.0677	0.0746	8.0094	0.0492	8.0586	2.1245	0.0453	2.1698		7,438.2299	7,438.2299	0.1550		7,442.1050
Total	**3.5167**	**21.9169**	**26.8118**	**0.1305**	**9.4106**	**0.0894**	**9.5000**	**2.5278**	**0.0838**	**2.6116**		**13,361.4210**	**13,361.4210**	**0.4234**		**13,372.0066**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4487	15.6673	4.2709	0.0542	1.4013	0.0178	1.4191	0.4034	0.0170	0.4204		5,756.5647	5,756.5647	0.2294		5,762.3001
Worker	2.7240	1.4780	20.3527	0.0717	8.0094	0.0482	8.0576	2.1245	0.0444	2.1689		7,153.0755	7,153.0755	0.1392		7,156.5550
Total	**3.1727**	**17.1452**	**24.6235**	**0.1260**	**9.4107**	**0.0660**	**9.4767**	**2.5279**	**0.0614**	**2.5893**		**12,909.6402**	**12,909.6402**	**0.3686**		**12,918.8550**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4487	15.6673	4.2709	0.0542	1.4013	0.0178	1.4191	0.4034	0.0170	0.4204		5,756.5647	5,756.5647	0.2294		5,762.3001
Worker	2.7240	1.4780	20.3527	0.0717	8.0094	0.0482	8.0576	2.1245	0.0444	2.1689		7,153.0755	7,153.0755	0.1392		7,156.5550
Total	**3.1727**	**17.1452**	**24.6235**	**0.1260**	**9.4107**	**0.0660**	**9.4767**	**2.5279**	**0.0614**	**2.5893**		**12,909.6402**	**12,909.6402**	**0.3686**		**12,918.8550**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4342	15.4938	4.1147	0.0539	1.4013	0.0175	1.4189	0.4034	0.0168	0.4202		5,717.2421	5,717.2421	0.2249		5,722.8654
Worker	2.5555	1.3352	18.8913	0.0689	8.0094	0.0473	8.0567	2.1245	0.0435	2.1680		6,869.6936	6,869.6936	0.1255		6,872.8312
Total	**2.9896**	**16.8290**	**23.0061**	**0.1227**	**9.4107**	**0.0648**	**9.4756**	**2.5279**	**0.0603**	**2.5882**		**12,586.9357**	**12,586.9357**	**0.3504**		**12,595.6966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4342	15.4938	4.1147	0.0539	1.4013	0.0175	1.4189	0.4034	0.0168	0.4202		5,717.2421	5,717.2421	0.2249		5,722.8654
Worker	2.5555	1.3352	18.8913	0.0689	8.0094	0.0473	8.0567	2.1245	0.0435	2.1680		6,869.6936	6,869.6936	0.1255		6,872.8312
Total	**2.9896**	**16.8290**	**23.0061**	**0.1227**	**9.4107**	**0.0648**	**9.4756**	**2.5279**	**0.0603**	**2.5882**		**12,586.9357**	**12,586.9357**	**0.3504**		**12,595.6966**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0393	0.0205	0.2906	1.0600e-003	0.1232	7.3000e-004	0.1240	0.0327	6.7000e-004	0.0334		105.6876	105.6876	1.9300e-003		105.7359
Total	**0.0393**	**0.0205**	**0.2906**	**1.0600e-003**	**0.1232**	**7.3000e-004**	**0.1240**	**0.0327**	**6.7000e-004**	**0.0334**		**105.6876**	**105.6876**	**1.9300e-003**		**105.7359**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0393	0.0205	0.2906	1.0600e-003	0.1232	7.3000e-004	0.1240	0.0327	6.7000e-004	0.0334		105.6876	105.6876	1.9300e-003		105.7359
Total	**0.0393**	**0.0205**	**0.2906**	**1.0600e-003**	**0.1232**	**7.3000e-004**	**0.1240**	**0.0327**	**6.7000e-004**	**0.0334**		**105.6876**	**105.6876**	**1.9300e-003**		**105.7359**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	472.7700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**472.9508**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5111	0.2670	3.7783	0.0138	1.6019	9.4600e-003	1.6113	0.4249	8.7100e-003	0.4336		1,373.9387	1,373.9387	0.0251		1,374.5662
Total	**0.5111**	**0.2670**	**3.7783**	**0.0138**	**1.6019**	**9.4600e-003**	**1.6113**	**0.4249**	**8.7100e-003**	**0.4336**		**1,373.9387**	**1,373.9387**	**0.0251**		**1,374.5662**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	472.7700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**472.9508**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5111	0.2670	3.7783	0.0138	1.6019	9.4600e-003	1.6113	0.4249	8.7100e-003	0.4336		1,373.9387	1,373.9387	0.0251		1,374.5662
Total	**0.5111**	**0.2670**	**3.7783**	**0.0138**	**1.6019**	**9.4600e-003**	**1.6113**	**0.4249**	**8.7100e-003**	**0.4336**		**1,373.9387**	**1,373.9387**	**0.0251**		**1,374.5662**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.7091	28.8061	71.7030	0.2727	24.3284	0.2123	24.5407	6.5079	0.1980	6.7059		27,637.7522	27,637.7522	0.9274		27,660.9374
Unmitigated	7.9936	30.3810	79.0231	0.3060	27.5832	0.2365	27.8197	7.3786	0.2206	7.5992		31,001.8877	31,001.8877	1.0160		31,027.2865

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,060.00	2,060.00	2060.00	4,757,791	4,196,372
City Park	0.00	0.00	0.00		
Condo/Townhouse	2,725.00	2,725.00	2725.00	6,293,680	5,551,026
Strip Mall	1,256.00	1,256.00	1256.00	1,934,281	1,706,036
Total	6,041.00	6,041.00	6,041.00	12,985,752	11,453,434

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676
NaturalGas Unmitigated	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	11959.5	0.1290	1.1022	0.4690	7.0300e-003		0.0891	0.0891		0.0891	0.0891		1,406.9992	1,406.9992	0.0270	0.0258	1,415.3603
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	31122.2	0.3356	2.8681	1.2205	0.0183		0.2319	0.2319		0.2319	0.2319		3,661.4343	3,661.4343	0.0702	0.0671	3,683.1924
Strip Mall	126.027	1.3600e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8268	14.8268	2.8000e-004	2.7000e-004	14.9149
Total		**0.4660**	**3.9826**	**1.6999**	**0.0254**		**0.3219**	**0.3219**		**0.3219**	**0.3219**		**5,083.2603**	**5,083.2603**	**0.0974**	**0.0932**	**5,113.4676**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	11.9595	0.1290	1.1022	0.4690	7.0300e-003		0.0891	0.0891		0.0891	0.0891		1,406.9992	1,406.9992	0.0270	0.0258	1,415.3603
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	31.1222	0.3356	2.8681	1.2205	0.0183		0.2319	0.2319		0.2319	0.2319		3,661.4343	3,661.4343	0.0702	0.0671	3,683.1924
Strip Mall	0.126027	1.3600e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8268	14.8268	2.8000e-004	2.7000e-004	14.9149
Total		**0.4660**	**3.9826**	**1.6999**	**0.0254**		**0.3219**	**0.3219**		**0.3219**	**0.3219**		**5,083.2603**	**5,083.2603**	**0.0974**	**0.0932**	**5,113.4676**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	28.0105	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571	0.0000	148.5575	148.5575	0.1426	0.0000	152.1212
Unmitigated	439.2705	10.0420	625.8249	1.0512		77.5944	77.5944		77.5944	77.5944	8,370.8462	3,854.4399	12,225.2861	11.5976	0.5917	12,691.5454

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.8858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.6449					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	411.2601	9.0918	543.3559	1.0468		77.1373	77.1373		77.1373	77.1373	8,370.8462	3,705.8824	12,076.7286	11.4551	0.5917	12,539.4242
Landscaping	2.4798	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571		148.5575	148.5575	0.1426		152.1212
Total	**439.2705**	**10.0420**	**625.8249**	**1.0512**		**77.5944**	**77.5944**		**77.5944**	**77.5944**	**8,370.8462**	**3,854.4399**	**12,225.2861**	**11.5976**	**0.5917**	**12,691.5454**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.8858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.6449					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4798	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571		148.5575	148.5575	0.1426		152.1212
Total	**28.0105**	**0.9502**	**82.4690**	**4.3600e-003**		**0.4571**	**0.4571**		**0.4571**	**0.4571**	**0.0000**	**148.5575**	**148.5575**	**0.1426**	**0.0000**	**152.1212**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Route 238 Property Development - Quarry (Parcel Group 6)

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	500.00	Dwelling Unit	8.00	500,000.00	1430
Apartments Mid Rise	500.00	Dwelling Unit	7.50	500,000.00	1430
Strip Mall	10.00	1000sqft	0.25	10,000.00	0
City Park	13.75	Acre	13.75	598,950.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor based on 5-year average, PG&E, 2015

Land Use - The project would include 500 townhomes, 500 student housing units, 10,000 sq. ft. of retail, 12.25 acres of open space, and a 1.5 acre park

Construction Phase - Construction is anticipated to occur of 36 to 48 months starting in spring 2021.

Grading - Approximately 20,000 cubic yards of off haul

Vehicle Trips - Based on trip generation for proposed project

Construction Off-road Equipment Mitigation - BAAQMD Basic Construction Mitigation Measures and Additional Construction Mitigation Measures

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	440.00	575.00
tblConstructionPhase	NumDays	45.00	60.00
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	PhaseEndDate	8/25/2023	5/3/2024
tblConstructionPhase	PhaseEndDate	5/19/2023	2/9/2024
tblConstructionPhase	PhaseEndDate	9/10/2021	11/26/2021
tblConstructionPhase	PhaseEndDate	7/7/2023	3/22/2024
tblConstructionPhase	PhaseEndDate	7/9/2021	9/3/2021
tblConstructionPhase	PhaseStartDate	7/8/2023	3/25/2024
tblConstructionPhase	PhaseStartDate	9/11/2021	11/29/2021
tblConstructionPhase	PhaseStartDate	7/10/2021	9/6/2021
tblConstructionPhase	PhaseStartDate	5/20/2023	2/12/2024
tblGrading	AcresOfGrading	150.00	29.50

tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	31.25	8.00
tblLandUse	LotAcreage	13.16	7.50
tblLandUse	LotAcreage	0.23	0.25
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	4.12
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	5.67	5.45
tblVehicleTrips	ST_TR	42.04	125.60
tblVehicleTrips	SU_TR	5.86	4.12
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	5.45
tblVehicleTrips	SU_TR	20.43	125.60
tblVehicleTrips	WD_TR	6.65	4.12
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	5.45
tblVehicleTrips	WD_TR	44.32	125.60

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.9020	57.7290	44.7798	0.1533	18.2141	2.0454	20.2595	9.9699	1.8818	11.8517	0.0000	15,496.0281	15,496.0281	2.1282	0.0000	15,523.0452
2022	5.4401	38.0713	42.3752	0.1501	9.4106	0.8999	10.3105	2.5278	0.8463	3.3741	0.0000	15,178.5211	15,178.5211	1.0462	0.0000	15,204.6756
2023	4.9531	31.9527	39.9680	0.1459	9.4107	0.7666	10.1773	2.5279	0.7206	3.2485	0.0000	14,756.0889	14,756.0889	0.9831	0.0000	14,780.6664
2024	473.4978	30.6591	38.2968	0.1429	9.4107	0.6789	10.0896	2.5279	0.6379	3.1657	0.0000	14,458.5639	14,458.5639	0.9615	0.0000	14,482.6008
Maximum	**473.4978**	**57.7290**	**44.7798**	**0.1533**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8517**	**0.0000**	**15,496.0281**	**15,496.0281**	**2.1282**	**0.0000**	**15,523.0452**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.9020	57.7290	44.7798	0.1533	9.4106	2.0454	10.4676	3.9122	1.8818	5.7940	0.0000	15,496.0281	15,496.0281	2.1282	0.0000	15,523.0452
2022	5.4401	38.0713	42.3752	0.1501	9.4106	0.8999	10.3105	2.5278	0.8463	3.3741	0.0000	15,178.5211	15,178.5211	1.0462	0.0000	15,204.6756
2023	4.9531	31.9527	39.9680	0.1459	9.4107	0.7666	10.1773	2.5279	0.7206	3.2485	0.0000	14,756.0889	14,756.0889	0.9831	0.0000	14,780.6664
2024	473.4978	30.6591	38.2968	0.1429	9.4107	0.6789	10.0896	2.5279	0.6379	3.1657	0.0000	14,458.5639	14,458.5639	0.9615	0.0000	14,482.6008
Maximum	**473.4978**	**57.7290**	**44.7798**	**0.1533**	**9.4107**	**2.0454**	**10.4676**	**3.9122**	**1.8818**	**5.7940**	**0.0000**	**15,496.0281**	**15,496.0281**	**2.1282**	**0.0000**	**15,523.0452**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**18.95**	**0.00**	**19.26**	**34.51**	**0.00**	**27.99**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	439.2705	10.0420	625.8249	1.0512		77.5944	77.5944		77.5944	77.5944	8,370.8462	3,854.4399	12,225.2861	11.5976	0.5917	12,691.5454
Energy	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676
Mobile	6.8428	31.7758	79.7564	0.2866	27.5832	0.2376	27.8208	7.3786	0.2217	7.6002		29,043.6586	29,043.6586	1.0390		29,069.6342
Total	**446.5793**	**45.8004**	**707.2812**	**1.3632**	**27.5832**	**78.1539**	**105.7371**	**7.3786**	**78.1380**	**85.5166**	**8,370.8462**	**37,981.3587**	**46,352.2049**	**12.7341**	**0.6849**	**46,874.6471**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	28.0105	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571	0.0000	148.5575	148.5575	0.1426	0.0000	152.1212
Energy	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676
Mobile	6.5617	30.0242	73.2386	0.2554	24.3284	0.2135	24.5419	6.5079	0.1991	6.7070		25,884.2500	25,884.2500	0.9540		25,908.1010
Total	**35.0381**	**34.9570**	**157.4075**	**0.2852**	**24.3284**	**0.9925**	**25.3209**	**6.5079**	**0.9782**	**7.4861**	**0.0000**	**31,116.0678**	**31,116.0678**	**1.1940**	**0.0932**	**31,173.6897**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**92.15**	**23.68**	**77.74**	**79.08**	**11.80**	**98.73**	**76.05**	**11.80**	**98.75**	**91.25**	**100.00**	**18.08**	**32.87**	**90.62**	**86.39**	**33.50**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/3/2021	6/11/2021	5	30	
2	Site Preparation	Site Preparation	6/12/2021	9/3/2021	5	60	
3	Grading	Grading	9/6/2021	11/26/2021	5	60	
4	Building Construction	Building Construction	11/29/2021	2/9/2024	5	575	
5	Paving	Paving	2/12/2024	3/22/2024	5	30	
6	Architectural Coating	Architectural Coating	3/25/2024	5/3/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 29.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Route 238 Property Development - Quarry (Parcel Group 6) - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	2,500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	975.00	207.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	195.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	**0.0511**	**0.0348**	**0.3447**	**1.1000e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.1000e-004**	**0.0334**		**109.4305**	**109.4305**	**2.4800e-003**		**109.4924**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0348	0.3447	1.1000e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		109.4305	109.4305	2.4800e-003		109.4924
Total	**0.0511**	**0.0348**	**0.3447**	**1.1000e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.1000e-004**	**0.0334**		**109.4305**	**109.4305**	**2.4800e-003**		**109.4924**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		131.3166	131.3166	2.9700e-003		131.3909
Total	**0.0613**	**0.0418**	**0.4137**	**1.3200e-003**	**0.1479**	**9.3000e-004**	**0.1488**	**0.0392**	**8.6000e-004**	**0.0401**		**131.3166**	**131.3166**	**2.9700e-003**		**131.3909**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**7.0458**	**2.0445**	**9.0903**	**3.8730**	**1.8809**	**5.7539**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		131.3166	131.3166	2.9700e-003		131.3909
Total	**0.0613**	**0.0418**	**0.4137**	**1.3200e-003**	**0.1479**	**9.3000e-004**	**0.1488**	**0.0392**	**8.6000e-004**	**0.0401**		**131.3166**	**131.3166**	**2.9700e-003**		**131.3909**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5812	0.0000	6.5812	3.3722	0.0000	3.3722			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**6.5812**	**1.9853**	**8.5665**	**3.3722**	**1.8265**	**5.1988**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3333	11.2828	2.4950	0.0321	0.7280	0.0352	0.7631	0.1995	0.0337	0.2332		3,440.4608	3,440.4608	0.1821		3,445.0131
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0681	0.0464	0.4596	1.4600e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		145.9073	145.9073	3.3000e-003		145.9899
Total	**0.4015**	**11.3292**	**2.9546**	**0.0336**	**0.8923**	**0.0362**	**0.9285**	**0.2431**	**0.0346**	**0.2777**		**3,586.3681**	**3,586.3681**	**0.1854**		**3,591.0030**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5667	0.0000	2.5667	1.3152	0.0000	1.3152			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**2.5667**	**1.9853**	**4.5520**	**1.3152**	**1.8265**	**3.1417**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3333	11.2828	2.4950	0.0321	0.7280	0.0352	0.7631	0.1995	0.0337	0.2332		3,440.4608	3,440.4608	0.1821		3,445.0131
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0681	0.0464	0.4596	1.4600e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445		145.9073	145.9073	3.3000e-003		145.9899
Total	**0.4015**	**11.3292**	**2.9546**	**0.0336**	**0.8923**	**0.0362**	**0.9285**	**0.2431**	**0.0346**	**0.2777**		**3,586.3681**	**3,586.3681**	**0.1854**		**3,591.0030**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6800	21.5756	5.7979	0.0550	1.4012	0.0480	1.4492	0.4034	0.0459	0.4492		5,829.6820	5,829.6820	0.3037		5,837.2749
Worker	3.3211	2.2631	22.4066	0.0714	8.0094	0.0504	8.0598	2.1245	0.0464	2.1709		7,112.9822	7,112.9822	0.1610		7,117.0060
Total	**4.0011**	**23.8386**	**28.2046**	**0.1264**	**9.4106**	**0.0984**	**9.5090**	**2.5278**	**0.0923**	**2.6201**		**12,942.6642**	**12,942.6642**	**0.4647**		**12,954.2809**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6800	21.5756	5.7979	0.0550	1.4012	0.0480	1.4492	0.4034	0.0459	0.4492		5,829.6820	5,829.6820	0.3037		5,837.2749
Worker	3.3211	2.2631	22.4066	0.0714	8.0094	0.0504	8.0598	2.1245	0.0464	2.1709		7,112.9822	7,112.9822	0.1610		7,117.0060
Total	**4.0011**	**23.8386**	**28.2046**	**0.1264**	**9.4106**	**0.0984**	**9.5090**	**2.5278**	**0.0923**	**2.6201**		**12,942.6642**	**12,942.6642**	**0.4647**		**12,954.2809**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6341	20.4266	5.4503	0.0545	1.4013	0.0416	1.4429	0.4034	0.0398	0.4432		5,771.9653	5,771.9653	0.2901		5,779.2185
Worker	3.0998	2.0291	20.5615	0.0687	8.0094	0.0492	8.0586	2.1245	0.0453	2.1698		6,852.2222	6,852.2222	0.1441		6,855.8248
Total	**3.7339**	**22.4557**	**26.0118**	**0.1232**	**9.4106**	**0.0909**	**9.5015**	**2.5278**	**0.0852**	**2.6130**		**12,624.1875**	**12,624.1875**	**0.4342**		**12,635.0434**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6341	20.4266	5.4503	0.0545	1.4013	0.0416	1.4429	0.4034	0.0398	0.4432		5,771.9653	5,771.9653	0.2901		5,779.2185
Worker	3.0998	2.0291	20.5615	0.0687	8.0094	0.0492	8.0586	2.1245	0.0453	2.1698		6,852.2222	6,852.2222	0.1441		6,855.8248
Total	**3.7339**	**22.4557**	**26.0118**	**0.1232**	**9.4106**	**0.0909**	**9.5015**	**2.5278**	**0.0852**	**2.6130**		**12,624.1875**	**12,624.1875**	**0.4342**		**12,635.0434**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4767	15.7436	4.8398	0.0529	1.4013	0.0186	1.4199	0.4034	0.0178	0.4212		5,611.0670	5,611.0670	0.2463		5,617.2247
Worker	2.9036	1.8242	18.8842	0.0661	8.0094	0.0482	8.0576	2.1245	0.0444	2.1689		6,589.8119	6,589.8119	0.1290		6,593.0357
Total	**3.3803**	**17.5678**	**23.7240**	**0.1190**	**9.4107**	**0.0668**	**9.4775**	**2.5279**	**0.0622**	**2.5901**		**12,200.8790**	**12,200.8790**	**0.3753**		**12,210.2604**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4767	15.7436	4.8398	0.0529	1.4013	0.0186	1.4199	0.4034	0.0178	0.4212		5,611.0670	5,611.0670	0.2463		5,617.2247
Worker	2.9036	1.8242	18.8842	0.0661	8.0094	0.0482	8.0576	2.1245	0.0444	2.1689		6,589.8119	6,589.8119	0.1290		6,593.0357
Total	**3.3803**	**17.5678**	**23.7240**	**0.1190**	**9.4107**	**0.0668**	**9.4775**	**2.5279**	**0.0622**	**2.5901**		**12,200.8790**	**12,200.8790**	**0.3753**		**12,210.2604**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4607	15.5680	4.6578	0.0525	1.4013	0.0182	1.4196	0.4034	0.0174	0.4208		5,573.8462	5,573.8462	0.2412		5,579.8759
Worker	2.7349	1.6473	17.4722	0.0635	8.0094	0.0473	8.0567	2.1245	0.0435	2.1680		6,329.0188	6,329.0188	0.1159		6,331.9173
Total	**3.1957**	**17.2153**	**22.1300**	**0.1160**	**9.4107**	**0.0655**	**9.4763**	**2.5279**	**0.0610**	**2.5888**		**11,902.8650**	**11,902.8650**	**0.3571**		**11,911.7932**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4607	15.5680	4.6578	0.0525	1.4013	0.0182	1.4196	0.4034	0.0174	0.4208		5,573.8462	5,573.8462	0.2412		5,579.8759
Worker	2.7349	1.6473	17.4722	0.0635	8.0094	0.0473	8.0567	2.1245	0.0435	2.1680		6,329.0188	6,329.0188	0.1159		6,331.9173
Total	**3.1957**	**17.2153**	**22.1300**	**0.1160**	**9.4107**	**0.0655**	**9.4763**	**2.5279**	**0.0610**	**2.5888**		**11,902.8650**	**11,902.8650**	**0.3571**		**11,911.7932**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0421	0.0253	0.2688	9.8000e-004	0.1232	7.3000e-004	0.1240	0.0327	6.7000e-004	0.0334		97.3695	97.3695	1.7800e-003		97.4141
Total	**0.0421**	**0.0253**	**0.2688**	**9.8000e-004**	**0.1232**	**7.3000e-004**	**0.1240**	**0.0327**	**6.7000e-004**	**0.0334**		**97.3695**	**97.3695**	**1.7800e-003**		**97.4141**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0421	0.0253	0.2688	9.8000e-004	0.1232	7.3000e-004	0.1240	0.0327	6.7000e-004	0.0334		97.3695	97.3695	1.7800e-003		97.4141
Total	**0.0421**	**0.0253**	**0.2688**	**9.8000e-004**	**0.1232**	**7.3000e-004**	**0.1240**	**0.0327**	**6.7000e-004**	**0.0334**		**97.3695**	**97.3695**	**1.7800e-003**		**97.4141**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	472.7700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**472.9508**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5470	0.3295	3.4944	0.0127	1.6019	9.4600e-003	1.6113	0.4249	8.7100e-003	0.4336		1,265.8038	1,265.8038	0.0232		1,266.3835
Total	**0.5470**	**0.3295**	**3.4944**	**0.0127**	**1.6019**	**9.4600e-003**	**1.6113**	**0.4249**	**8.7100e-003**	**0.4336**		**1,265.8038**	**1,265.8038**	**0.0232**		**1,266.3835**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	472.7700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**472.9508**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5470	0.3295	3.4944	0.0127	1.6019	9.4600e-003	1.6113	0.4249	8.7100e-003	0.4336		1,265.8038	1,265.8038	0.0232		1,266.3835
Total	**0.5470**	**0.3295**	**3.4944**	**0.0127**	**1.6019**	**9.4600e-003**	**1.6113**	**0.4249**	**8.7100e-003**	**0.4336**		**1,265.8038**	**1,265.8038**	**0.0232**		**1,266.3835**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.5617	30.0242	73.2386	0.2554	24.3284	0.2135	24.5419	6.5079	0.1991	6.7070		25,884.2500	25,884.2500	0.9540		25,908.1010
Unmitigated	6.8428	31.7758	79.7564	0.2866	27.5832	0.2376	27.8208	7.3786	0.2217	7.6002		29,043.6586	29,043.6586	1.0390		29,069.6342

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,060.00	2,060.00	2060.00	4,757,791	4,196,372
City Park	0.00	0.00	0.00		
Condo/Townhouse	2,725.00	2,725.00	2725.00	6,293,680	5,551,026
Strip Mall	1,256.00	1,256.00	1256.00	1,934,281	1,706,036
Total	6,041.00	6,041.00	6,041.00	12,985,752	11,453,434

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Condo/Townhouse	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676
NaturalGas Unmitigated	0.4660	3.9826	1.6999	0.0254		0.3219	0.3219		0.3219	0.3219		5,083.2603	5,083.2603	0.0974	0.0932	5,113.4676

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	11959.5	0.1290	1.1022	0.4690	7.0300e-003		0.0891	0.0891		0.0891	0.0891		1,406.9992	1,406.9992	0.0270	0.0258	1,415.3603
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	31122.2	0.3356	2.8681	1.2205	0.0183		0.2319	0.2319		0.2319	0.2319		3,661.4343	3,661.4343	0.0702	0.0671	3,683.1924
Strip Mall	126.027	1.3600e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8268	14.8268	2.8000e-004	2.7000e-004	14.9149
Total		**0.4660**	**3.9826**	**1.6999**	**0.0254**		**0.3219**	**0.3219**		**0.3219**	**0.3219**		**5,083.2603**	**5,083.2603**	**0.0974**	**0.0932**	**5,113.4676**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	11.9595	0.1290	1.1022	0.4690	7.0300e-003		0.0891	0.0891		0.0891	0.0891		1,406.9992	1,406.9992	0.0270	0.0258	1,415.3603
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	31.1222	0.3356	2.8681	1.2205	0.0183		0.2319	0.2319		0.2319	0.2319		3,661.4343	3,661.4343	0.0702	0.0671	3,683.1924
Strip Mall	0.126027	1.3600e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8268	14.8268	2.8000e-004	2.7000e-004	14.9149
Total		**0.4660**	**3.9826**	**1.6999**	**0.0254**		**0.3219**	**0.3219**		**0.3219**	**0.3219**		**5,083.2603**	**5,083.2603**	**0.0974**	**0.0932**	**5,113.4676**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	28.0105	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571	0.0000	148.5575	148.5575	0.1426	0.0000	152.1212
Unmitigated	439.2705	10.0420	625.8249	1.0512		77.5944	77.5944		77.5944	77.5944	8,370.8462	3,854.4399	12,225.2861	11.5976	0.5917	12,691.5454

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.8858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.6449					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	411.2601	9.0918	543.3559	1.0468		77.1373	77.1373		77.1373	77.1373	8,370.8462	3,705.8824	12,076.7286	11.4551	0.5917	12,539.4242
Landscaping	2.4798	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571		148.5575	148.5575	0.1426		152.1212
Total	**439.2705**	**10.0420**	**625.8249**	**1.0512**		**77.5944**	**77.5944**		**77.5944**	**77.5944**	**8,370.8462**	**3,854.4399**	**12,225.2861**	**11.5976**	**0.5917**	**12,691.5454**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.8858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.6449					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4798	0.9502	82.4690	4.3600e-003		0.4571	0.4571		0.4571	0.4571		148.5575	148.5575	0.1426		152.1212
Total	**28.0105**	**0.9502**	**82.4690**	**4.3600e-003**		**0.4571**	**0.4571**		**0.4571**	**0.4571**	**0.0000**	**148.5575**	**148.5575**	**0.1426**	**0.0000**	**152.1212**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

HAYWARD

ROUTE 238 CORRIDOR LANDS DEVELOPMENT

PARCEL GROUP 6

MASTER DEVELOPMENT PLAN

SEPTEMBER 2019





PROJECT TEAM AND ACKNOWLEDGMENTS

HAYWARD CITY COUNCIL

Mayor Barbara Halliday

Councilmember Francisco Zermeño

Councilmember Al Mendall

Councilmember Sara Lamnin

Councilmember Elisa Márquez

Councilmember Mark Salinas

Councilmember Aisha Wahab

PROJECT TEAM

HAYWARD

Kelly McAdoo, City Manager

Jennifer Ott, Deputy City Manager

John Stefanski, Special Project Manager

Sara Buizer, Planning Manager

Kevin Briggs, Senior Civil Engineer

DESIGNWORKSHOP

Steve Noll, Principal-in-Charge

Kuang Xin, Project Manager

Lindsay Kageyama, Project Designer

Tracy Davidson, Project Designer

PROJECT TEAM

BAR architects

LSA

BkF 100+ YEARS
ENGINEERS . SURVEYORS . PLANNERS

KITTELSON & ASSOCIATES

NEW ECONOMICS & ADVISORY®
LAND USE ANALYSIS & STRATEGIES

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ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN
PARCEL GROUP 6

INTRODUCTION AND PURPOSE

HAYWARD

INTRODUCTION AND PURPOSE

The development of the former California State Route 238 Corridor Lands (Route 238 Corridor Lands) represents a unique opportunity and moment in the history and evolution of the City of Hayward.

Once designated for highway construction by the California Department of Transportation (Caltrans), approximately 200 combined acres are now owned by the City of Hayward pursuant to an agreement with Caltrans. These lands are contained in ten parcel groups running through largely undeveloped hillside above Mission and Foothill Boulevards from south to north Hayward.

Through a community driven site planning process, the City has created a vision for these parcel groups, ensuring a publicly beneficial, economically sustainable reuse of this property, prioritizing creation of new housing accessible to all income levels and other community needs and aspirations.

This document is the Parcel Group 6: Quarry Property Master Development Plan (Plan). Shaped by input from residents and other stakeholders, this plan articulates the amount and type of development that can take place within the boundaries of Parcel Group 6, while identifying the infrastructure improvements, and public benefits the future development shall provide. This plan will guide future efforts as the City engages private partners in the development of Parcel Group 6.



City of Hayward Parcel Group 6 Site Photo

ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN
PARCEL GROUP 6

BACKGROUND
GOALS AND VISION
GUIDING DOCUMENTS

238 CORRIDOR DEVELOPMENT CONTEXT

HAYWARD

ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

BACKGROUND

BAY AREA REGION

Through the period of expansion and economic prosperity, the Bay Area has grown to be one of the largest metropolitan regions in the United States today, with over 7.7 million people residing in the 7,000 square-mile area. While bringing rapid urbanization and the growth of wealth, the Bay Area has seen significant challenges in terms of the production of housing for people of all income levels. As the Bay Area is projected to grow by an additional 2 million people and 1.1 million jobs by the year 2040, there will be undoubtedly strong demand for adding more homes at all income levels to keep up with the population and job growth.

In addition to the economic strengths, the Bay Area is also facing numerous environmental challenges. As a result, development projects in the Bay Area need to carefully study transportation and environmental constraints, in order to strategically minimize such impacts.

CITY OF HAYWARD

Hayward is an economically and ethnically diverse city of approximately 160,000 residents on the eastern edge of the San Francisco Bay. The city is known as the "Heart of the Bay" because of its central location in Alameda County – 25 miles southeast of San Francisco, 14 miles south of Oakland, 26 miles north of San Jose and 10 miles west of the valley communities surrounding Pleasanton. Hayward is serviced by an extensive network of freeways, two BART stations, an Amtrak station and its own Hayward Executive Airport, and has easy access to San Francisco, Oakland, and San Jose international airports.

BACKGROUND ON THE ROUTE 238 CORRIDOR LANDS PROJECT

In the mid-1960s, the California State Department of Transportation (Caltrans) purchased more than 400 parcels of property for construction of a 14-mile Route 238 Corridor Bypass Freeway to run through the City of Hayward and parts of unincorporated Alameda County. Due to legal challenges, Caltrans eventually abandoned the freeway plan. In 1982, state legislation was passed to allow Hayward and other local jurisdictions—working through the Alameda County Transportation Commission—to develop alternative strategies for relieving traffic congestion in Central Alameda County. The legislation called for these Local Alternative Transportation Improvement Program (LATIP) projects to be funded from proceeds from the sale of properties that had been accumulated by Caltrans for the 238 Bypass Freeway.

Following this, Caltrans began to individually auction off these properties with the sole purpose of disposing of the land, without any larger land use considerations. In order to ensure the productive development of vacant land in a manner that maximizes land value while balancing the desires of the surrounding neighborhood and larger community, the City entered into a Purchase and Sale Agreement with Caltrans in January 2016 to manage the disposition and development of these properties

Under this agreement, the land is divided into 10 parcel groups and must be disposed of by 2022. Two parcel groups have sold and four are under exclusive negotiations. The remaining four, including Parcel Group 6, will be disposed of via a request for qualifications or proposals from developers.

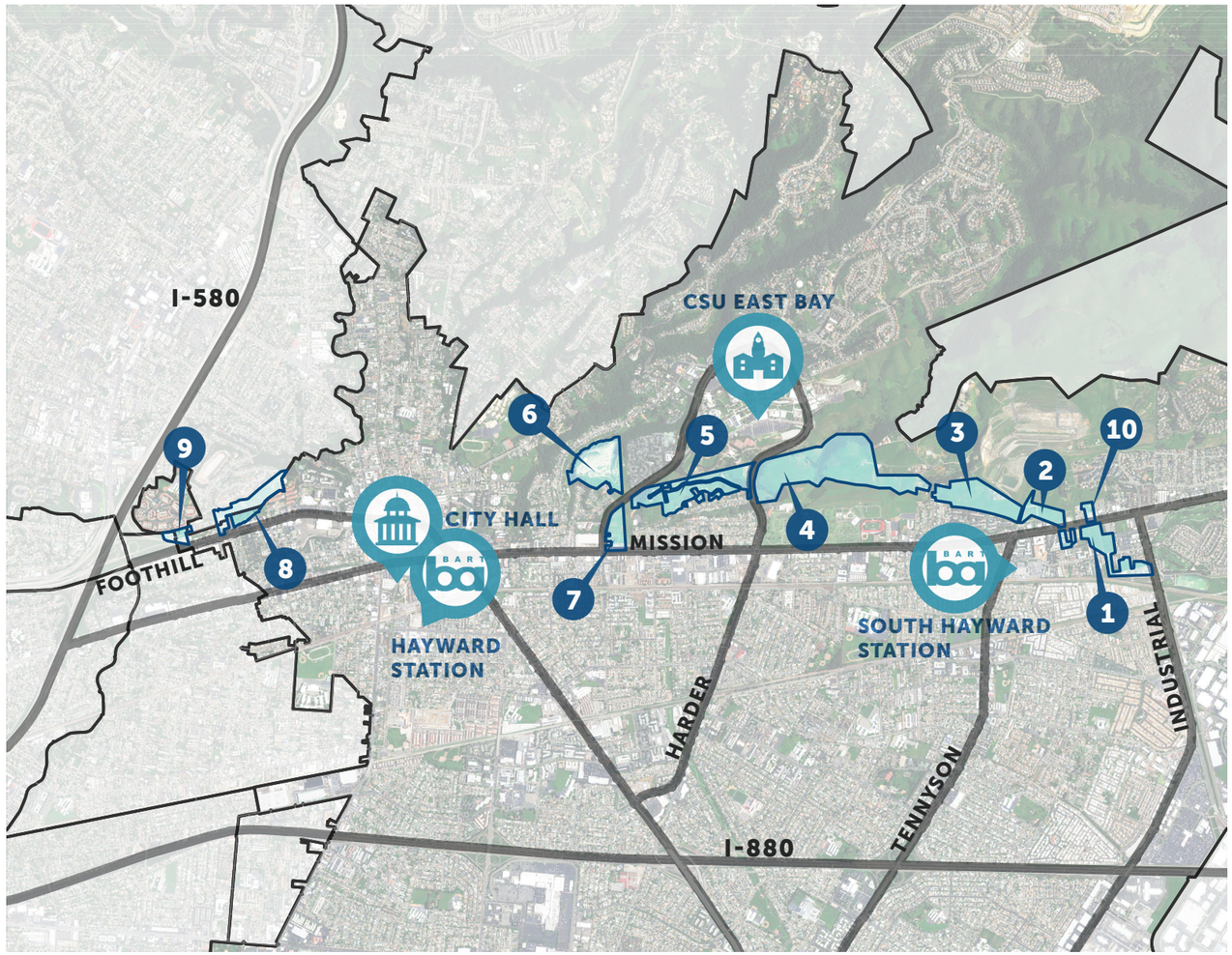


Figure 2-1: *238 Properties Regional Context*

ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

GOALS AND VISION

Route 238 Corridor Lands Development Project is the final chapter of the State Route 238 Bypass. Now owned by the City of Hayward, the 200 acres of former right-of-way now provides a one-time opportunity to reintegrate these lands into the City of Hayward, providing for new housing at all income levels, commercial development, open space, and trails.

THE FOUR OVERARCHING GOALS OF THIS COMMUNITY DRIVEN PROJECT ARE TO:



GOAL 1: Facilitate the cohesive, productive development of land driven by community vision.



GOAL 2: Eliminate neighborhood blight.



GOAL 3: Negotiate real estate transactions at no net cost to the City.



GOAL 4: Generate funding for the key public benefits like open space, city-wide trails, affordable housing, public transportation, and other city priorities through on-site development requirements and sales proceeds.

ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT



A SHARED COMMUNITY VISION

The Route 238 Corridor Lands Development Project has and will continue to involve extensive community outreach. Over the last year, the project team has met with numerous neighborhood and community leaders, as well as residents to develop a shared community vision for the 238 corridor lands.

THE COMMUNITY ENVISIONS THE DEVELOPMENT OF THE ROUTE 238 CORRIDOR LANDS TO INCLUDE:

- Development of the Hayward Foothill Trail liking the parcels throughout the City.
- Dedication and preservation of open space in the Hayward Hills.
- Creation of new, safe, walkable neighborhoods.
- Construction of housing at a mix of income levels including affordable, senior, and student housing.
- Development that minimizes impacts to existing neighborhoods.

ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

GUIDING DOCUMENTS

HAYWARD 2040 GENERAL PLAN & FEIR

The Hayward 2040 General Plan establishes a community-based vision for the future of Hayward, and establishes goals, policies and implementation programs to help the City and greater Hayward community achieve that vision. The General Plan is the City's overarching planning document and provides a blueprint for growth and development by setting land use policy citywide. Included in the General Plan is the City's Housing Element, which is designed to ensure that an adequate supply of decent, safe, and affordable housing for Hayward's existing and future workforce, residents, and special needs populations is developed. The Housing Element identifies Parcel Group 6 as an opportunity site to develop 606 units including lower-income affordable units.

ROUTE 238 BYPASS LAND USE STUDY

In 2009, the City commissioned the Route 238 Land Use Study (Study) to study and implement General Plan and zoning amendments to guide the redevelopment of the Route 238 Corridor Lands following Caltrans abandoning the project. The Study focused on the following objectives:

- Developing more efficient land use patterns.
- Producing sufficient housing, including affordable housing, and other uses to support anticipated population increases and workforce needs for the full spectrum of the population.
- Fostering land use and transportation planning including pedestrian and bikeway opportunities and connections.
- Reducing traffic congestion and improving air quality.
- Increasing opportunities for additional open space and park areas, as well as connections to existing open space and park areas.

SUPPORTING DOCUMENTS

HAYWARD HILLSIDE DESIGN GUIDELINES

Hayward contains a number of unique hillside neighborhoods and hillside developments. The Hayward Hillside Design Guidelines and supporting policies are designed to preserve the rural and natural character of hillside development areas. The policies support hillside developments that are sensitively located and designed to retain natural slopes, ridgelines, and sensitive habitat areas. They also require developments to provide connections to adjacent open space and trail networks.

The Hillside Design Guidelines also provide guiding principles to mitigate the high fire danger associated with development located in an Urban/Wildland Interface Zone. The guiding principles include building construction standards for fire protection for where maximum built-in fire protection measures are necessary due to nearby steep slopes or wildland fuel loading. It also includes landscaping recommendations to establish shaded fuel breaks, modified fuel beds, and a selection of fire-resistant planting.

HAYWARD FOOTHILL TRAIL SPECIAL DESIGN OVERLAY DISTRICT

City of Hayward established a special design overlay district (SD-7) to ensure a continuous trail proposed in the 238 Bypass Land Use Study. This special overlay district identifies a general alignment of the trail and guidelines for establishing the trail, including width, pavement material, setback, grading requirement, etc.



The 2040 Hayward General Plan



Downtown Hayward and City Hall



Downtown Hayward and Mission Boulevard

ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

HAYWARD FOOTHILL TRAIL

The City of Hayward supports the creation of citywide Hayward Foothill Trail, which provides Hayward and the surrounding communities with unparalleled access to the Hayward Foothills and their breathtaking bay views.

To facilitate the construction of this trail, the City adopted the Hayward Foothills Trail Special Design District (SD-7) Overlay which ensures the development of a continuous trail as the Route 238 Corridor Lands become developed. The SD-7 Overlay provides a general location of the trail, as shown in ***Figure 2-2***, however this trail alignment will be refined during the specific planning process to better integrate the trail in new neighborhoods.

Each new development resulting from the 238 Corridor Lands Development project will be required to design and construct a segment of this trail within their project.



Existing informal ridgeline trail in Parcel Group 6

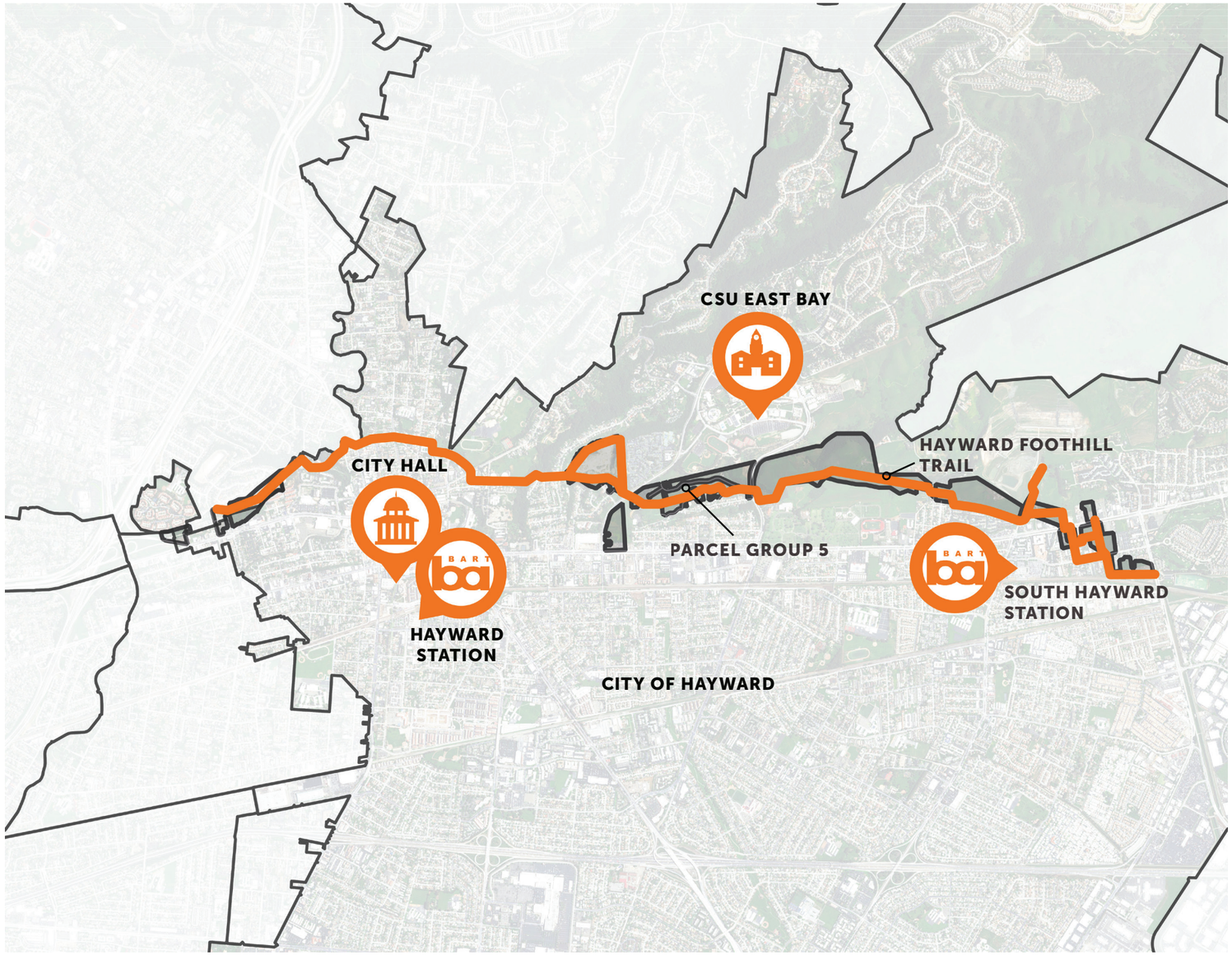


Figure 2-2: *Hayward Foothill Trail*

ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN
PARCEL GROUP 6

COMMUNITY OUTREACH AND VALUES
EXISTING CONDITIONS

PARCEL PLAN CONTEXT

HAYWARD

PARCEL PLAN CONTEXT

PARCEL GROUP SPECIFIC COMMUNITY OUTREACH AND VALUES

This Plan is the result of a close collaboration between the project team, neighborhood groups, and community members. For Parcel Group 6 the project team held one neighborhood meeting and a community-wide meeting, in addition to numerous meetings with community stakeholders interested in the development of the site. A summary of these meetings is discussed below:

COMMUNITY-WIDE MEETING

November 15, 2018

The Project Team held a community-wide meeting for all of the Route 238 corridor lands properties at the Matt Jimenez Community Center. The project team presented an overview on the development process and provided an opportunity for community members to comment specifically on what they envisioned the development character of parcel groups should be

For Parcel Group 6, these comments included:

- Developing affordable, student, and faculty housing.
- Providing open space and large parks.
- Ensuring mixed-use development with a small grocery store or neighborhood serving commercial.
- Preserving existing wildlife.
- Maintaining creek/riparian corridor setbacks.
- Providing access to transit.
- Constructing a new school.

NEIGHBORHOOD MEETING AND OTHER STAKEHOLDER FEEDBACK

April 23, 2019

Following the community-wide meeting, the Project Team returned to the group of residents from surrounding neighborhood to present and garner feedback on an initial development concept.

Feedback included:

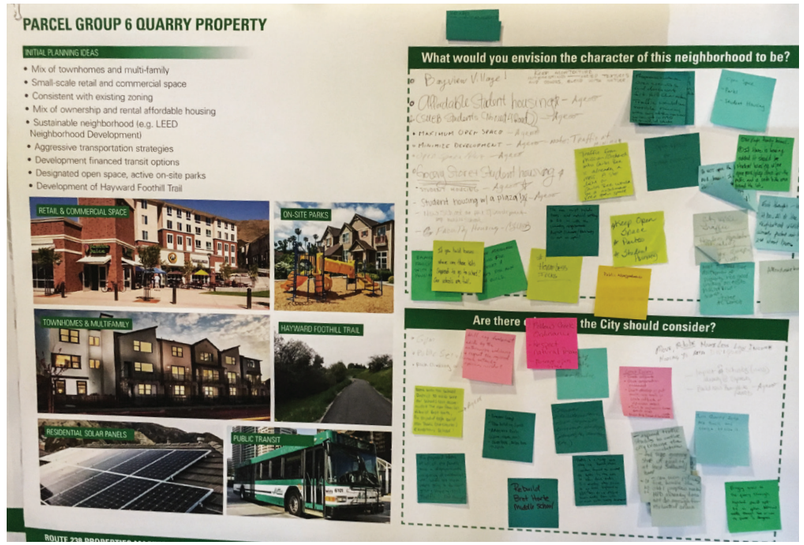
- Support for development consistent with existing zoning and general plan designations.
- General support for a property assessment to fund new or improved public transit options.
- Providing dedicated bike lanes for students to access campus.
- Overall concern over cumulative impacts of population growth on traffic and public services.
- Include walkable commercial/retail opportunities for residents.
- Restore the riparian and creek corridors to their natural state.

Hayward Area Planning Association (HAPA)

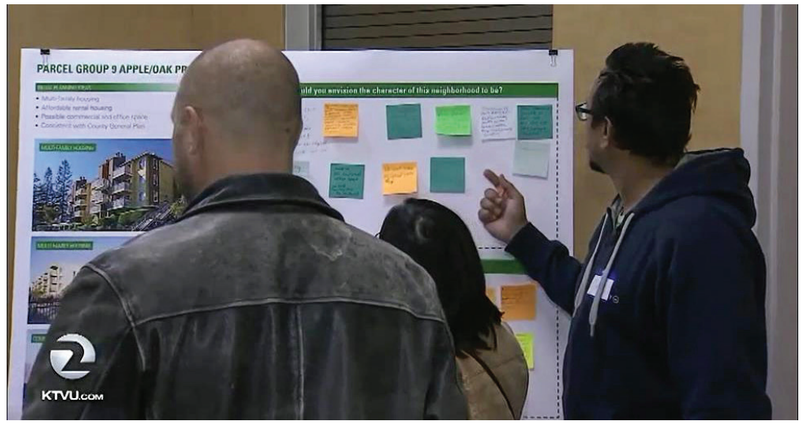
HAPA proposes the Bayview Village concept for this site. Bayview Village would have about 700 units on walking streets and a parking lot for 100 cars. Mobility is provided by a fast, frequent, free shuttle bus operating every ten minutes on a busway through the project, connecting Cal State East Bay and downtown Hayward BART. The project also has a Community Center with a cafe and other features, supports car rental, car share, taxis, and shared ride; vouchers for health and guaranteed ride home; a Village Van; and many other features. Bayview is designed for people connected to Cal State East Bay, who use BART, who work at home, or who are retired--all markets that do not need frequent use of a personal vehicle. HAPA asserts that Bayview is able to provide housing at a much lower cost than car based alternatives.

Bayview is designed for the six major values identified below and explained in more detail at the Bayview Village Project website at http://www.bayviewvillage.us/

- Housing Affordability
- Environmental Sustainability (LEED Platinum)
- Green Mobility
- Health and Safety
- Good Design
- Community







238 Properties Community Meeting

PARCEL PLAN CONTEXT

PARCEL 6 EXISTING CONDITIONS

Parcel Group 6 is located north of Carlos Bee Boulevard, south of Highland Boulevard, approximately 1,500 feet northeast of Mission Boulevard and approximately 2,000 feet northwest of CSU East Bay. The site was previously used as a sand/gravel quarry and is characterized by a large, relatively level area surrounded by steep slopes. A densely vegetated drainage forms the northeastern border of the site. Concrete slabs, presumably from the quarry operation, remain on a hill in the western part of the site.

ADJACENT LAND USES

A green belt of trees along a drainage area borders the northern side of the site, separating the site physically from the surrounding existing residential areas. Single-family homes fronting on Highland Boulevard surround the northern side of the site, north of the drainage. Multi-family residential uses are located to the east and single-family residences are located to the west of the site. North of the housing on Highland Boulevard, the Hayward Plunge Trail is located adjacent to Ward Creek.

ACCESS

Currently there is no public access to the site although a private dirt access road within a Pacific Gas & Electric (PG&E) utility corridor connects the site to Carlos Bee Boulevard. Overlook Avenue and Palisade Street terminate at the southwestern corner of the site. There are no sidewalks or trails that currently provide pedestrian access to the site. See **Figure 3-3** for roadway access and **Figure 3-4** for location of the utility corridor.

VIEWS

Due to the surrounding steep topography, most of the site cannot be seen from surrounding streets, such as Highland Boulevard, Overlook Avenue, and Carlos Bee Boulevard. The steep slopes block potential views of the site from surrounding properties yet also limit any views from the property to the surrounding hills or the bay.

TOPOGRAPHY AND SLOPE

The site topography can be characterized as generally flat with moderate to steep cut faces remaining on the edges of the site from the prior quarrying operations. The southeastern wall is the most significant of these, with a height of approximately 100 feet and a slope inclination of between 1:1 and 1.5:1 (horizontal: vertical). Along the northern boundary of the property is a steep-sided drainage area, which lies approximately 80 feet below the quarry floor. The drainage area side slopes generally have inclinations ranging between 1.25:1 and 1.5:1. See ***Figure 3-1*** for slope areas greater than 40%. The site is not located within a State of California Earthquake Fault Zone, and fault-related ground rupture is unlikely.

VEGETATION AND DRAINAGES

Vegetation at Parcel Group 6 generally consists of sparse seasonal grasses with scattered trees and brush. The center of the site is barren due to past quarry operations; however, a drainage area with riparian forest borders the northern side of the site. Another small area of exotic woodland is located near the northeastern corner of the site. Large blue gum trees are located on the steep slopes that form the site's border to the west.

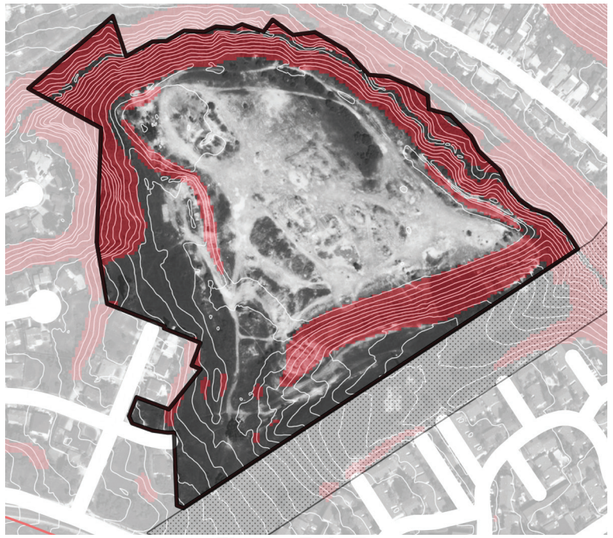


Figure 3-1: *Topography and Slope*



Figure 3-2: *Riparian Corridors*



Figure 3-3: *Access*



Figure 3-4: *Powerline Easement*

PARCEL PLAN CONTEXT

PARCEL 6 EXISTING CONDITIONS

Infrastructure: Public infrastructure currently serving the parcel is very limited due to no public right-of-way immediately adjacent to the parcel. Utility infrastructure and public access is currently only available by the right-of-way in Overlook Avenue, which dead ends into the west side of the parcel. Other than a 6" water main and a 200-foot wide PG&E overhead transmission easement along the south boundary, there are no public utility easements within the parcel.

Water: The parcel is located within the 500' pressure zone of the City of Hayward water system. There is an existing 6" main located in Overlook Avenue that ends at the site. There is also a 6" main running within the parcel on the south side along the ridge above the quarry, and a 6" main in Carlos Bee Boulevard. See **Figure 3-6** for location of the existing water lines.

Sewer: Wastewater collection for the parcel is provided by the City of Hayward. Currently, there are no sanitary sewer laterals serving the site. There is an 8" vitrified clay pipe (VCP) main in Overlook Avenue that ends at the site, and an 8" VCP main in Carlos Bee Boulevard.

Storm: There is no storm drain infrastructure currently serving the parcel. Storm runoff currently ponds or infiltrates on the site or drains to the creek along the north boundary. There is a 12" concrete storm drain main in Overlook Avenue that ends at the site, and there is a 15" storm drain main in Carlos Bee Boulevard. The main in Carlos Bee increases to 21" just past where Overlook Avenue connects. See **Figure 3-5** for location of the existing storm drain and sewer lines.

Electric: There is no electric service currently provided to the parcel. PG&E electric service is distributed near the site by overhead electric lines on joint utility poles located in Overlook Avenue. There also is a PG&E overhead transmission line running in a 200-foot wide easement within the parcel, adjacent to the south boundary. See **Figure 3-7** for location of the existing powerlines and transmission corridor.

Gas: There is no gas service currently delivered to the parcel, but PG&E has a 3" gas main located in Overlook Avenue that ends at the parcel. There also is a 6" gas main located in Carlos Bee Boulevard. See **Figure 3-8** for location of the existing gas lines.



Figure 3-5: *Storm Drain and Sewer*



Figure 3-6: *Water*

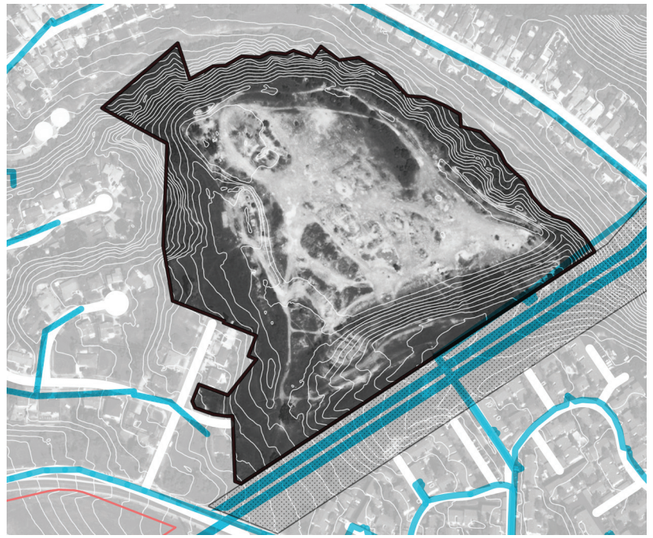


Figure 3-7: *Electric*

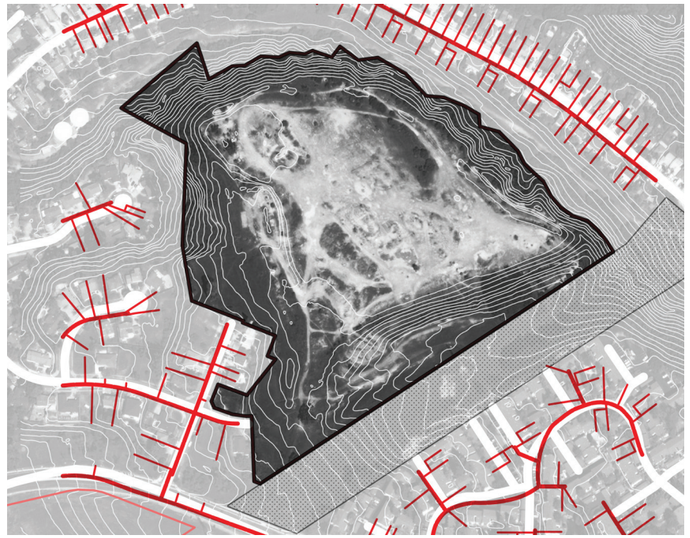


Figure 3-8: *Gas*

PARCEL PLAN CONTEXT



Parcel Group 6 south entry near Palisade Street



PG&E Utility Easement



Key Plan



Quarry basin



From high ground viewing the quarry



From high ground viewing to the Bay



Creek and the riparian vegetation



Quarry basin viewing to the riparian corridor



Utility corridor and south access to Carlos Bee Boulevard

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ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN
PARCEL GROUP 6

PARKS, TRAILS AND OPEN SPACE
STREETS, CIRCULATION AND TRANSPORTATION DEMAND MANAGEMENT
LAND USE AND DEVELOPMENT
INFRASTRUCTURE IMPROVEMENTS
LOW IMPACT DEVELOPMENT

CHAPTER 4 - PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

HAYWARD

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

The design of this new neighborhood should strive to develop a community where buildings, streets, and open space work together to create a walkable, livable and vibrant place to live. Development will include a mix of housing types and densities defined by public plazas, parks, trails and open spaces. The new neighborhood will embrace a multi-modal approach that has less emphasis on the automobile and more on walking and biking, reducing the ecological impact of development through reduced vehicular miles traveled as well as increasing public health and the sense of community.

PARKS, TRAILS & OPEN SPACE

Parks, trails, open space, and recreational elements are essential to creating a healthy and active community. With the level of density this site is likely to have, providing adequate parks and recreational amenities is a requirement.

Parks and open spaces are the places where neighbors meet, gather, play and rest. Amenities should respond to the natural environment, be context sensitive as well as provide formal and informal activities for the residents.

The proposed project would include 12 acres of dedicated open space located around the drainage along the northern boundary of the project site and in the steeply sloped areas. The project would preserve steeply sloped areas and the riparian corridor where a minimum 25-foot buffer would be established from the edge of the restriction area. This area consists primarily of a drainage corridor and/or steeply sloped areas, which would be feasible for passive uses with the exception of the proposed Hayward Foothill Trail corridor.

Other pedestrian walkways would provide connections to each residential area and establish a pedestrian friendly system throughout the site.

A portion of the Hayward Foothill Trail would run along the northern and western boundary of the project site, and north/south within the PG&E utility corridor just east of the site. The trail would consist of a 16-foot wide multi-use trail to accommodate pedestrians and bicyclists to the extent feasible. Final trail alignment shall be approved by the City and Hayward Area Park and Recreation District (HARD).



Figure 4-1: *Foothill Trail Improvement Concept*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

NEIGHBORHOOD PARK

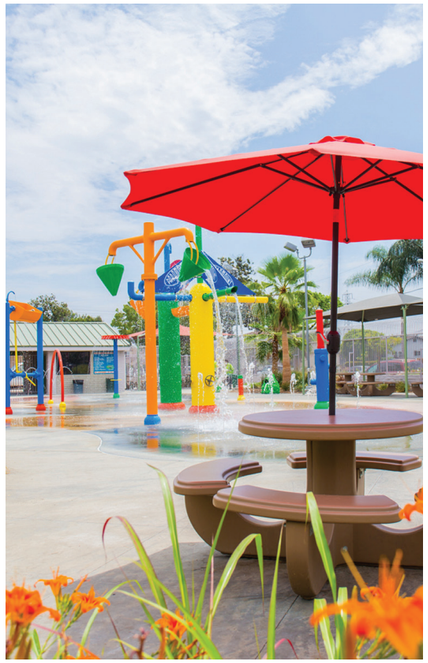
The proposed project would include an approximately 1.5-acre public neighborhood park located in an easily accessible area for the new neighborhood and larger community.

This public park may include:

- A large passive lawn area
- Walking and jogging paths.
- Small hardscape space for gathering.
- Shade structures.
- Benches, trash receptacles, dog stations.
- Large canopy trees to provide shade.
- Public art installations.
- Small play structures and areas.













Examples of Neighborhood Parks

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

QUARRY PROPERTY FOOTHILL TRAIL PLAN

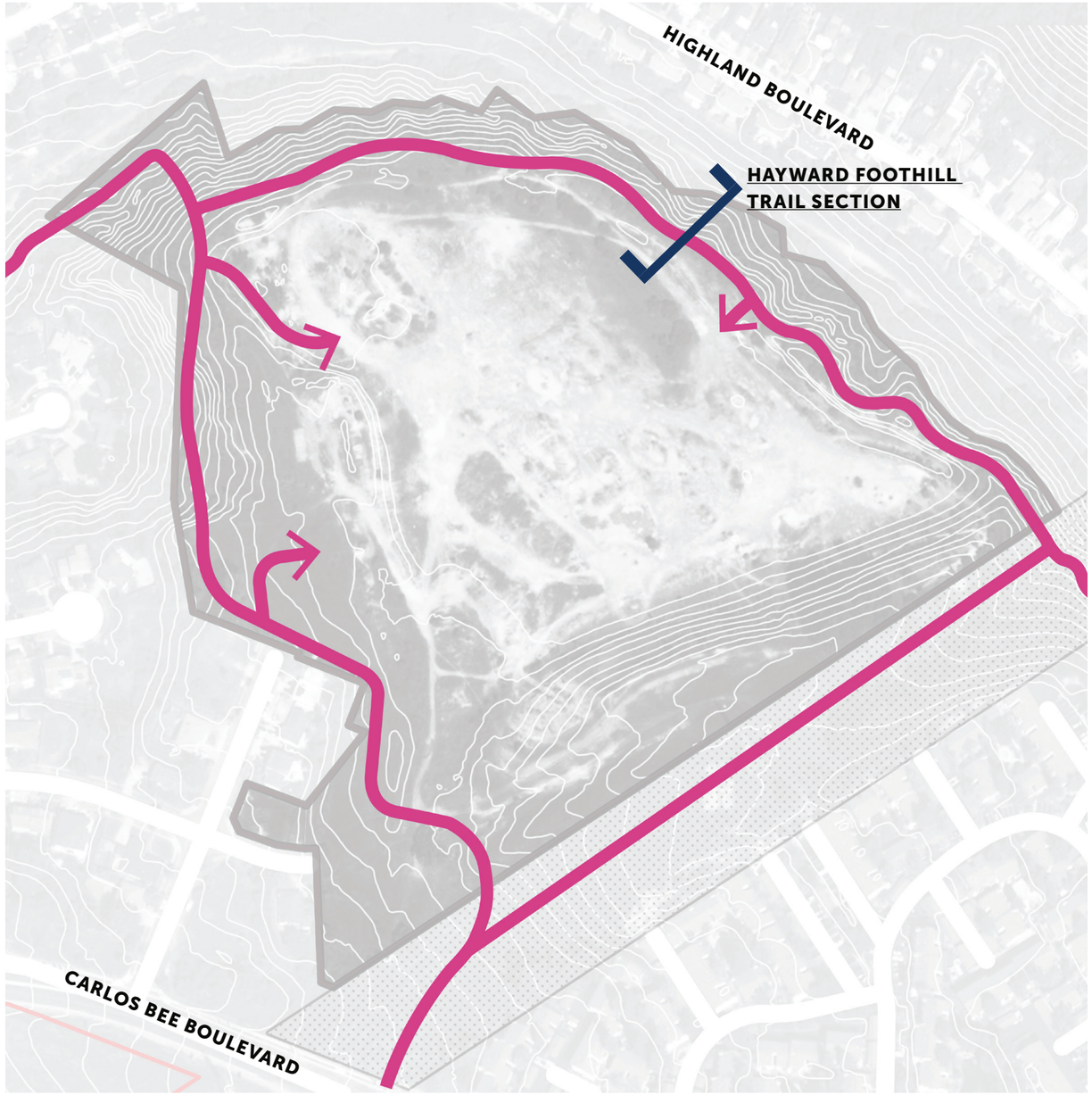


Figure 4-2: *Quarry Property Foothill Trail Plan Diagram*

QUARRY PROPERTY FOOTHILL TRAIL TYPICAL SECTIONS

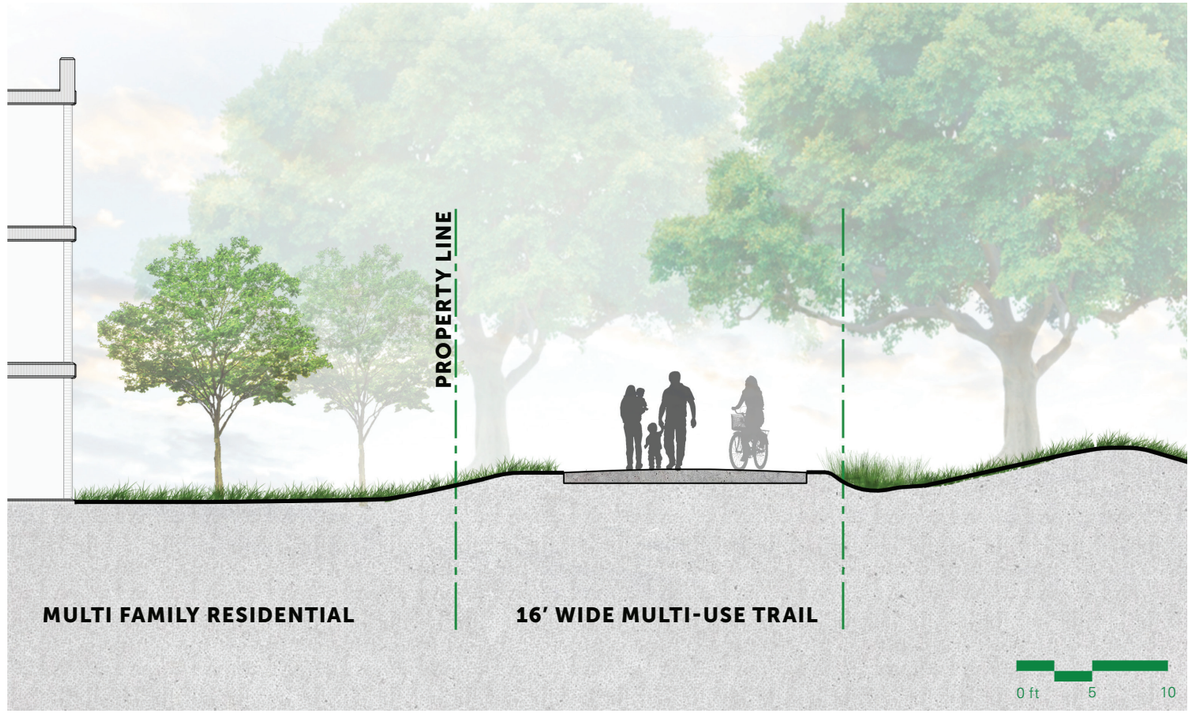


Figure 4-3: *Hayward Foothill Trail Section*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

ON-SITE PEDESTRIAN AND VEHICULAR CIRCULATION IMPROVEMENTS

Vehicular Access

Primary access to the project site would be from Carlos Bee Boulevard via a new signalized intersection connecting to a new roadway. The proposed roadway would loop through the proposed development with secondary roadways provided, as needed. Secondary access may be provided via a new connection with Overlook Drive and/or Palisade Street.

The new signalized intersection is proposed to be located where the PG&E overhead transmission lines and easement cross Carlos Bee Boulevard. Coordination will be required with PG&E to determine any required mitigations for installing traffic signals and safety lighting under the PG&E transmission lines. Additional work will be required to restripe Carlos Bee Boulevard, create turn pockets, and new pedestrian crosswalks at the new intersection

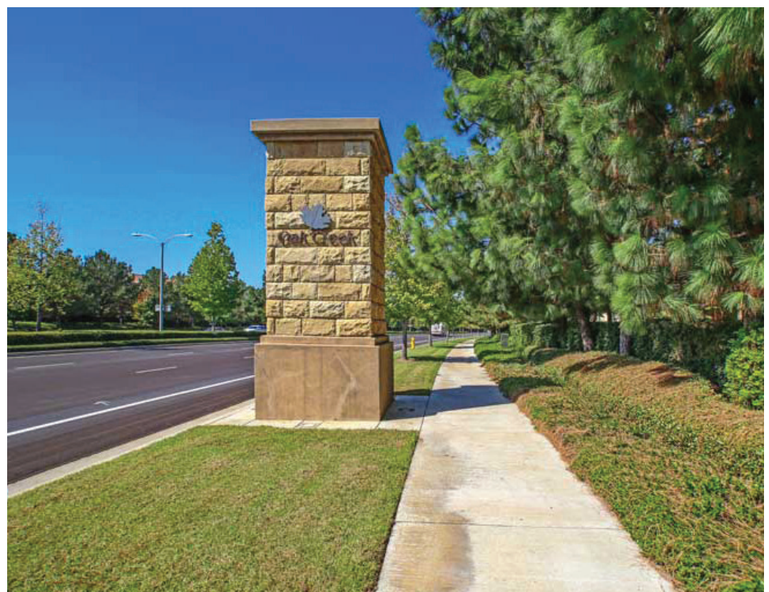
Pedestrian and Bicycle Safety and Access

Well-designed streets balance the need for vehicular flow with businesses, pedestrians and bicyclists. Residents should feel safe and comfortable whenever walking or bicycling through the neighborhood. To accomplish this, the proposed development shall incorporate the following elements:

Traffic Calming - traffic calming features will improve driver awareness to the roadside environment, improve business visibility/access and improve safety for all modes of travel. Streets should include sidewalks and bikes facilities that are safe, convenient and efficient.

Sidewalks and Trail Connections - sidewalks should be detached to buffer pedestrians from vehicular traffic. Intersections should be designed to increase pedestrian visibility and safety.

Walkways and trails should provide connections to public or commercial spaces, as well as access to small pocket parks and open spaces through a connected green space network.









Traffic Calming, Pedestrian and Vehicular Circulation Precedence

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

QUARRY PROPERTY ILLUSTRATIVE ROADWAY ALIGNMENT

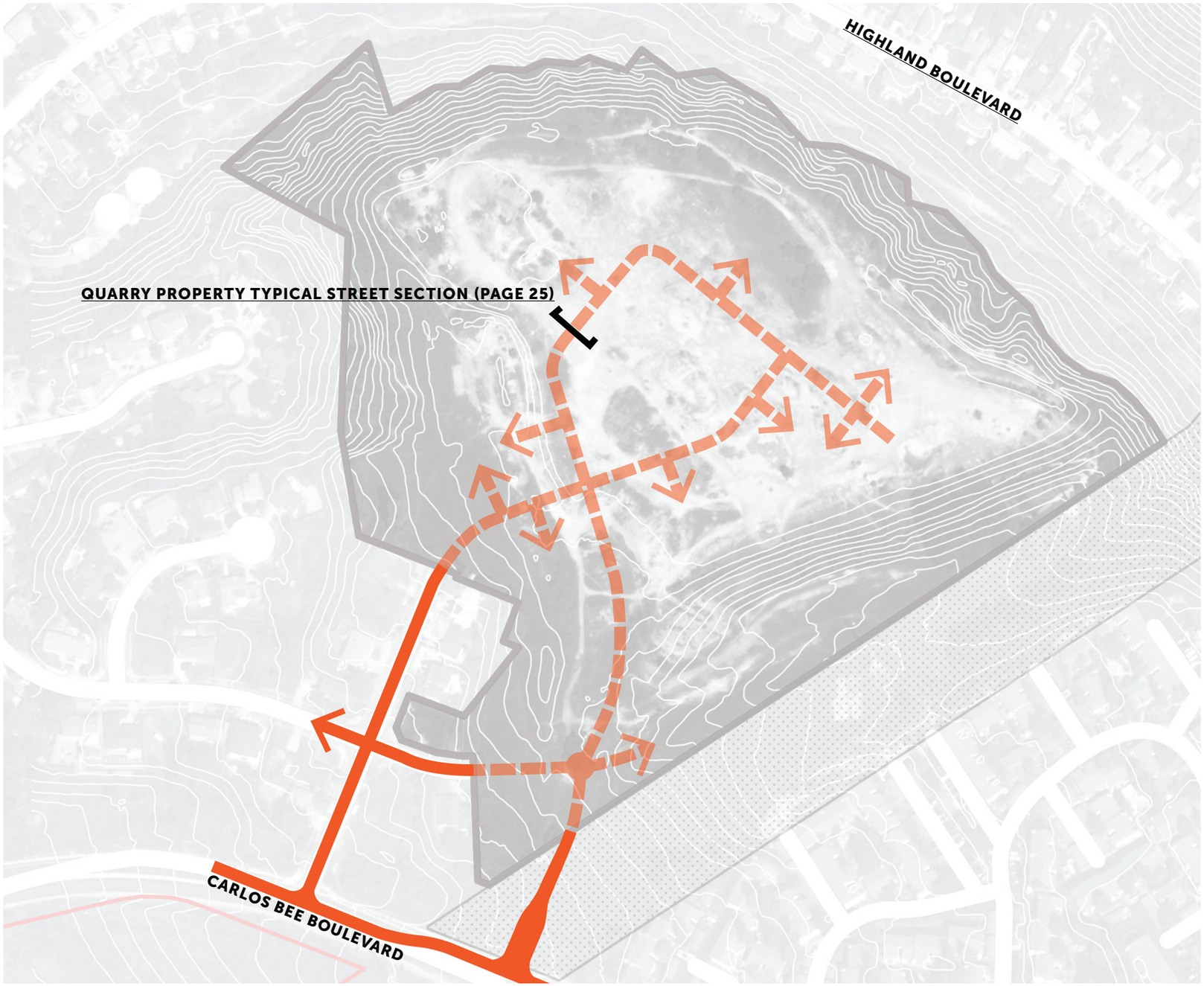


Figure 4-4: *Illustrative Vehicular Circulation*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

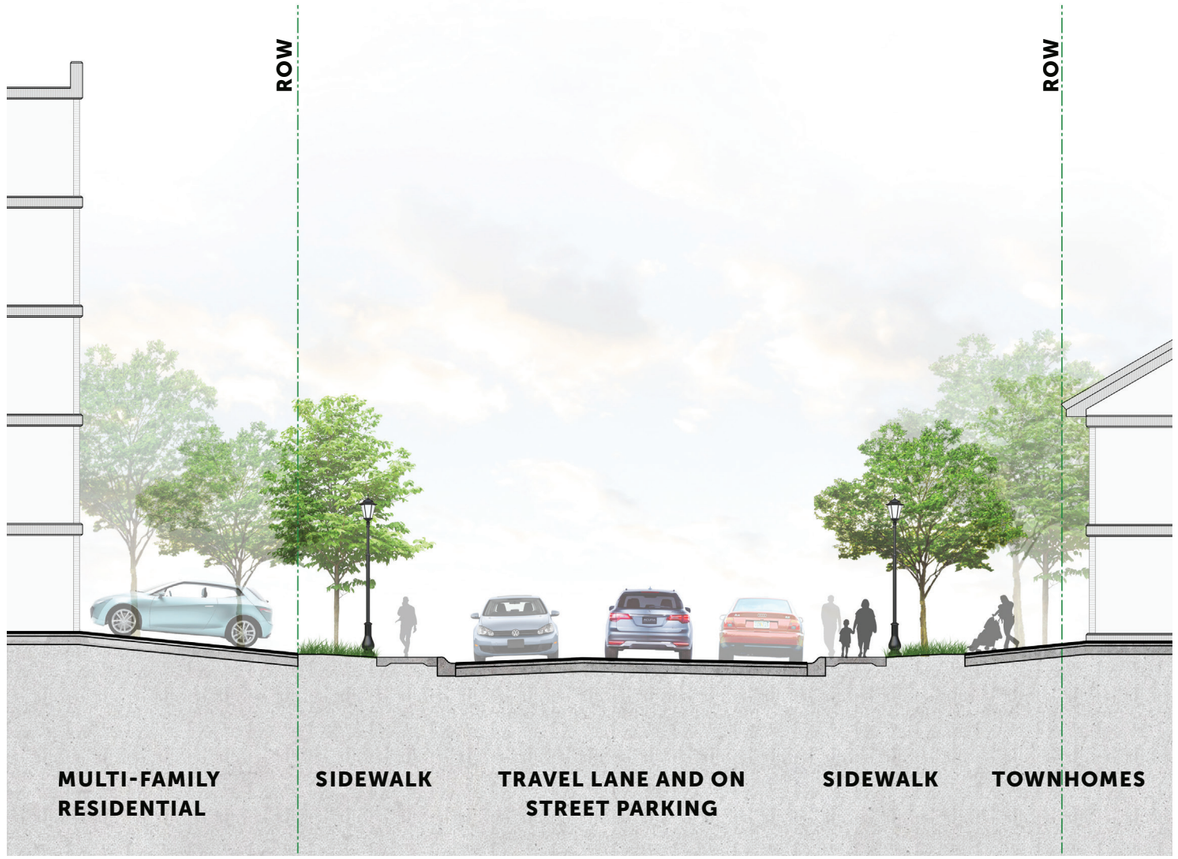


Figure 4-5: *Parcel Group 6 Roadway Typical Section*

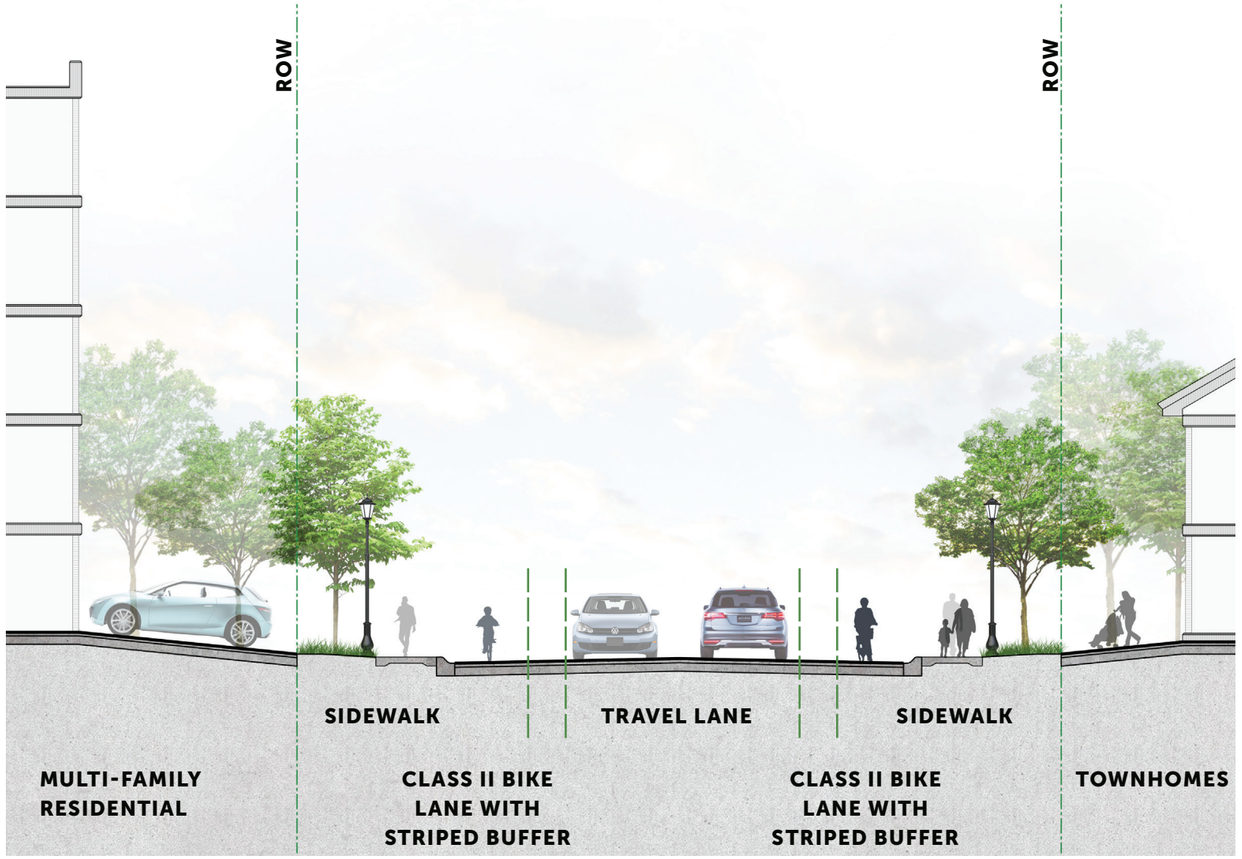


Figure 4-6: *Parcel Group 6 Roadway Typical Section with Bike Lanes*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

TRANSPORTATION DEMAND MANAGEMENT

Integral to the development of Parcel Group 6 is the creation of new access and mobility improvements and services that reduce reliance on automobiles by providing routes to commercial centers, BART stations and AC Transit stops through new shuttles, dedicated bike lanes, and sidewalk networks.

Developers will be required to submit a Transportation Demand Management Plan (TDM) to outline the strategies, measures, and services the development will provide to reduce overall single occupancy vehicle (SOV) trips. At a minimum, the TDM plan will include:

Transit Connections to BART

- The development shall create a property-based fee or other financing mechanism to fund the creation of dedicated transit service to Downtown Hayward and Hayward BART. This transit service may partner with the CSU East Bay and AC Transit, who have both expressed preliminary interest in partnering to with the City on transit connections from Parcel Group 6 to Downtown Hayward and Hayward BART.

Bicycle Facilities

- The City is in the process of developing a City-wide Bicycle and Pedestrian Master Plan to help facilitate the City Council's Complete Streets Strategic Initiative. The plan is expected to be complete in October 2019. At this time, planned bikeways are preliminary, however, current plans include proposed Class IV (Separated Bikeways) along Carlos Bee Blvd. Future development of Parcel Group 6 must include bikeway facilities throughout the development, connecting to the planned bike lanes on Carlos Bee Blvd.

Electric Bike Share

- The Development shall provide access to traditional and electric, docked or dock-less bike share options such as Lime Bikes, or Jump Bikes to encourage and promote bicycle usage among residents.

Parking

- Consistent with the City of Hayward Zoning Ordinance, the Sustainable Mixed-Use zoning designations states that residential units are allowed a maximum of 1.3 off-street parking spaces per studio or one-bedroom unit and a maximum of 1.5 spaces for units with two or more bedrooms. There is no parking requirement for residential uses and on-street parking may be provided on internal streets within the site. For any commercial development of 10,000 square feet or less, there should be one parking space per 175 square feet of gross floor area.

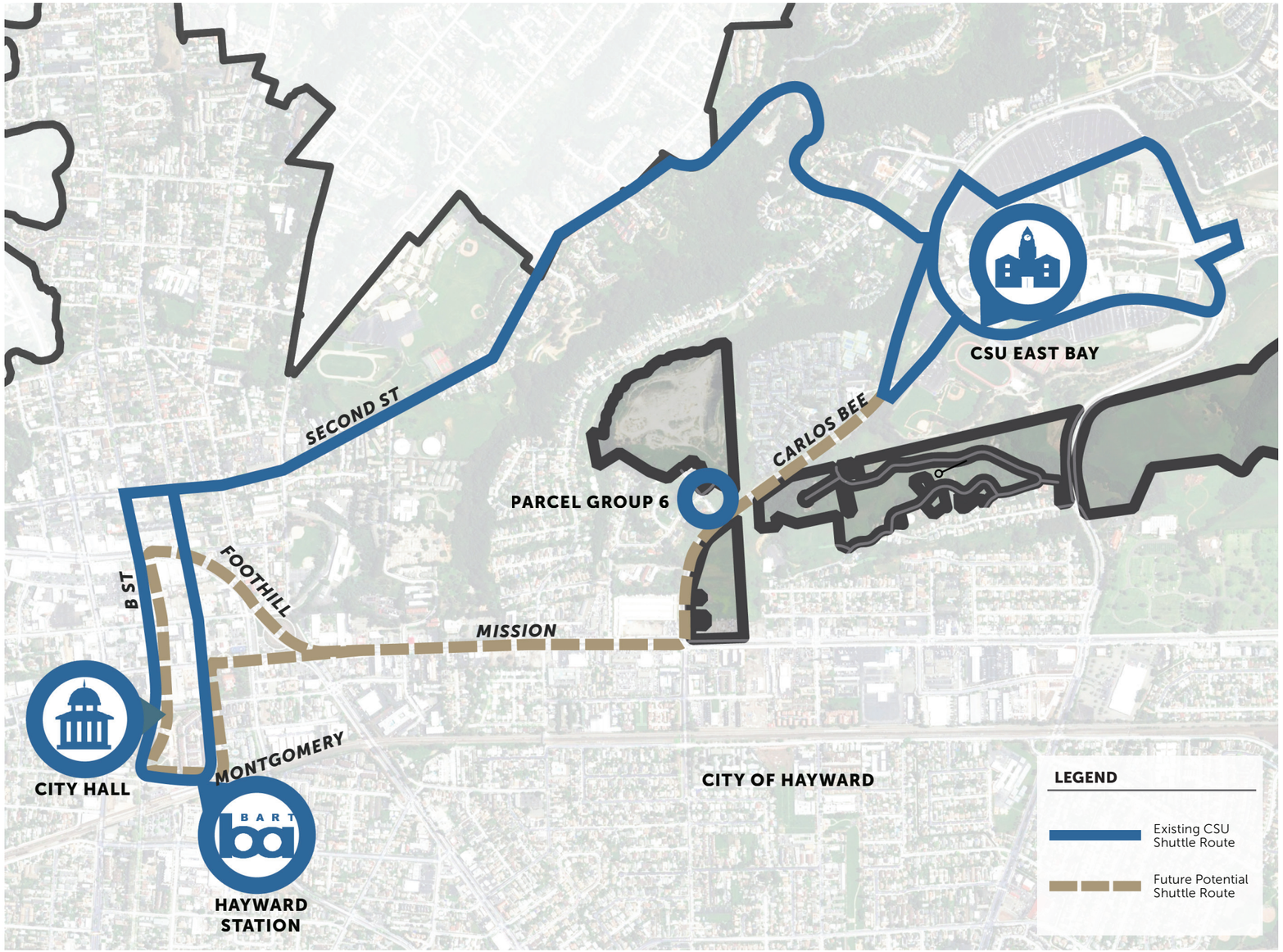
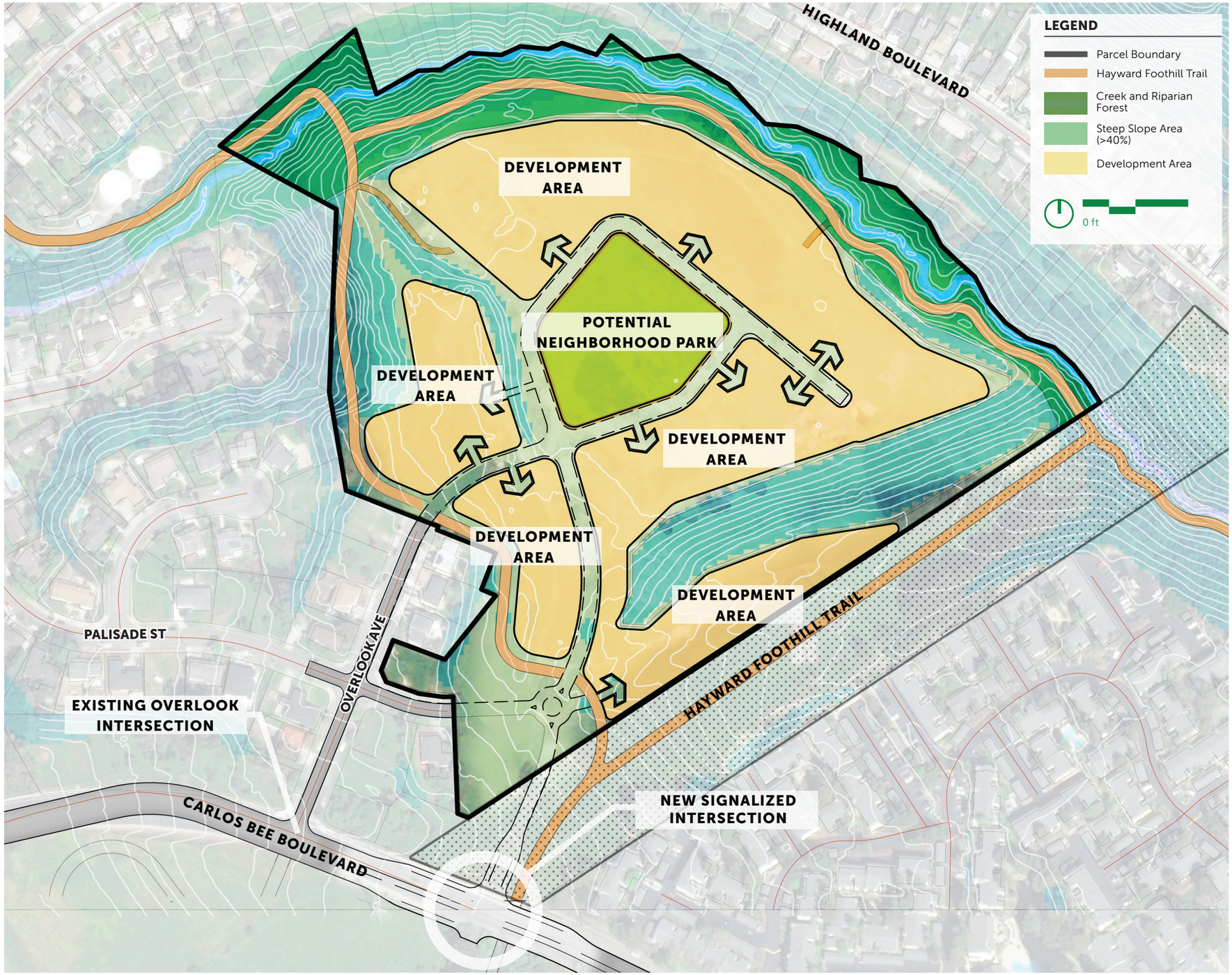


Figure 4-7: *Potential Public Transit Route to City Destinations*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



PARCEL GROUP 6 DEVELOPMENT

The Quarry Project (Parcel Group 6) would consist of the following components, described below. An illustrative conceptual plan is shown in ***Figure 4-8***

- Mix of townhomes and multi-family residential units;
- Dedicated student and faculty housing;
- Small-scale retail and commercial space;
- Approximately 12.25 acres of passive open space, including undeveloped areas, and land set aside to preserve riparian areas and protect steep slopes;
- An approximately 1.5-acre neighborhood park;
- New roadway connections from Overlook Avenue and/or Palisade Street;
- A new segment of the Hayward Foothill Trail, a 16-foot wide multi-use trail;
- A new signalized intersection at Carlos Bee Boulevard and the project access road;
- Additional street improvements such as curbs, gutters, sidewalks, dedicated bike lanes, on-street parking bulb-outs, utilities, and lighting.

The proposed project should be consistent with the Sustainable Mixed-Use designation under the City zoning ordinance and would be developed to maximize densities and intensities to create walkable and mixed-use neighborhoods and multi-modal connections. No changes in General Plan or Zoning Ordinance designations would be required for the proposed project.

Figure 4-8: *Parcel Group 6 Site Development Plan*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

SUSTAINABLE MIXED USE ZONING AT-A-GLANCE

ZONING REQUIREMENTS

- *Required Residential Density Range: 25-55 units per acre*
- *Minimum Lot Size: 20,000 square foot*
- *Maximum Lot Coverage: 90%*
- *Maximum Building Height: 55 Feet*

ALLOWED USES

- *Attached single-family homes*
- *Multi-family homes*
- *Live-work units*
- *Mixed-use with multi-family homes or office on upper floors*
- *Retail, dining, and service uses*
- *Professional office uses*





Figure 4-9: *Parcel Group 6 Residential Development Perspective*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



Figure 4-10: *Parcel Group 6 Residential Development Perspective*

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN








Housing types - Townhome Precedent Images

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN







Housing Types –Multi-Family Precedent Images

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN








Housing types - Student Housing Precedent Images

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



Figure 4-11: *Parcel Group 6 New Access Road Enlargement*

INFRASTRUCTURE IMPROVEMENTS

Roadway Infrastructure: New public utility infrastructure will need to be constructed to provide public utility services to the parcel. The new access road and signalized intersection on Carlos Bee Boulevard will serve as the public utility corridor to the parcel, allowing water, sewer, storm drainage, gas, electric, and communication utilities to serve the parcel. In addition, utility infrastructure will need to be constructed in the onsite roadways to distribute services to development in the parcel.

Water: All new water infrastructure would be required for the development. Approximately 4,000 feet of 8-inch water main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch "public" main would be required in the new access road connecting to Carlos Bee Boulevard. Domestic water capacity is not likely to be an issue, but adequate fire flow will need to be analyzed. An adjacent higher-pressure zone could be considered for supply in the event that adequate fire flow could not be generated in the 500 zone.

Sewer: All new sewer collection infrastructure would be required for the development. Approximately 4,000 feet of 8-inch sewer main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch public main would need to be installed in the new access road connecting to Carlos Bee Boulevard. The new sewer infrastructure would connect to the existing 8-inch sewer main in Carlos Bee Boulevard at the new intersection.

Storm/Drainage: Stormwater regulations require that new development to provide hydromodification of all proposed runoff, which will limit the future runoff to existing runoff levels, thus preventing an increased demand on the stormwater system downstream. The proposed development will be required to provide locations for detention to meet these hydromodification requirements, located either in detention ponds on site, or in underground storage vaults within the development footprint. Approximately 30,000 cubic feet of detention volume is anticipated to be needed to accommodate site runoff.

Gas and Electrical Improvements: All new underground joint trench (including electric, gas and communications) would be required to serve the site. Approximately 4,250 feet of joint trench would be required onsite. All joint trench utilities would be able to connect to the existing infrastructure at the proposed intersection on Carlos Bee Boulevard. Coordination with PG&E will be required to install the new signalized intersection underneath the existing electric transmission lines.

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

LOW IMPACT DEVELOPMENT

Low impact development (LID) is a set of strategies used to manage stormwater runoff by emphasizing conservation and natural features to protect water quality. The following are strategies to create successful water management:



Permeable Paving - An alternative to standard paving that reduces stormwater runoff by increasing infiltration into the ground. Water is temporarily stored in a rock base before being absorbed into the soil or discarded through subdrains.



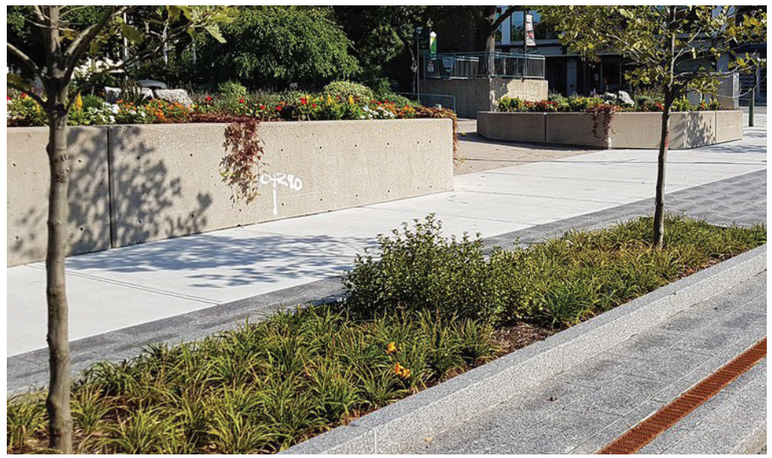
Bio Retention - Combines stormwater runoff with landscaping area to collect, filter and infiltrate runoff from roofs, streets and sidewalks to reduce pollutants and mirror the infiltration techniques of natural systems. Soil traps pollutants and plants uptake pollutants as water percolates through the system.



Bio-Swales - Swales are narrow depressions that collect and convey stormwater to improve water quality through removal of sediments and reducing runoff volumes. Typically, bio-swales include a subsurface infiltration trench below amended soil.



Channels and Runnels - Concrete or stone lined paths to convey water to that reduce the need for buried storm drains or allow water to reach a desired location for additional treatments.



Vegetated Gutters- Vegetated, or green gutters are typically narrower than 3 feet wide and capture, slow and filter stormwater along the street edge with little or no water retention.



Infiltration and Soakage Trench - Infiltration trenches are 2-5 feet deep subsurface facilities with sand or course drain rock that allows on-site stormwater detention by collecting and recharging stormwater to the ground.



Infiltration Boardwalks - Segments of the sidewalks can be constructed with boardwalks to provide pedestrian throughways over planted drainage rock or amended soils in a trench that allow stormwater to pass beneath the walking surface

PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

CONCLUSION AND NEXT STEPS

The Parcel Group 6 Master Development Plan provides the vision for the development of Parcel Group 6. Following adoption of this Plan, the City will release a request for qualifications and a request for proposals to solicit conceptual plans from the residential development community. The City will partner with the community to select a final master developer. The final developer will need to complete additional site plan review, and a tentative and final map prior to the start of construction.



HAYWARD CITY COUNCIL

RESOLUTION NO. 19-___

Introduced by Council Member _____

RESOLUTION APPROVING MASTER DEVELOPMENT PLAN AND AUTHORIZING THE CITY MANAGER TO ISSUE A REQUEST FOR PROPOSALS FOR THE SALE OF ROUTE 238 CORRIDOR LANDS PARCEL GROUP 6: CARLOS BEE QUARRY

WHEREAS, the California Department of Transportation (Caltrans) purchased over 400 parcels of property in the City of Hayward for the planned construction of the 238 Bypass Freeway project, which was stopped as a result of a lawsuit filed by La Raza Unida of Southern Alameda County; and,

WHEREAS, the City and Caltrans negotiated a Purchase and Sale Agreement for the City to acquire a portion of the properties from Caltrans, that was approved by the City Council and the California Transportation Commission (CTC) in January 2016; and

WHEREAS, the Purchase and Sale Agreement with Caltrans allows the City to buy from Caltrans ten different parcel groups for a six-year period of time that expires in January 2022; and,

WHEREAS, the City has prepared a Master Development Plan and Addendum to the 2014 General Plan Environmental Impact Report and Mitigation Monitoring and Reporting Program for the development of Parcel Group 6: Carlos Bee Quarry to allow for the development of a maximum unit count of 500 townhome and multifamily residential units and 500 student beds/125 student units (assuming quad-style units) and other associated infrastructure, utility, and public amenity improvements; and

WHEREAS, Parcel Group 6 is a 29.6-acre site, located in the Hayward Hills, bound by Highland Boulevard to the north, Carlos Bee Boulevard to the south, existing residential development to the west and a PG&E utility corridor to the east; and,

WHEREAS, the accompanying staff report details the requirements included in the request for proposals which will be utilized to select a buyer for the parcel group.

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby adopts the Master Development Plan and authorizes the City Manager to issue a Request for Proposals, consistent with the approved Master Development Plan, for the sale of former Route 238 Parcel Group 6.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

REQUEST FOR PROPOSALS

Parcel Group 6: Carlos Bee Quarry

HAYWARD

Route 238 Corridor Lands Development



Executive Summary

Opportunity

The City of Hayward is offering approximately 30 acres of vacant land in the Hayward Hills for purchase and development of a variety of townhome, multi-family, and student housing product types. This site, known as Parcel Group 6: Carlos Bee Quarry is a single parcel bound by Highland Blvd. to the north, Carlos Bee Blvd. to the south, existing residential development to the west and a PG&E utility corridor to the east.

The developed Carlos Bee Quarry neighborhood shall utilize the existing General Plan and Zoning designations to develop a neighborhood with relatively high densities and intensities to create a walkable neighborhood with complete streets. The neighborhood will provide open space and park amenities that take advantage of approximately 12.25 acres of passive open space that includes undeveloped areas, and land set aside to preserve riparian areas and protect steep slopes. The neighborhood will have a minimum 1.5-acre park as well as a new segment of the Hayward Foothill Trail. Small scale retail or commercial spaces may be included.

To provide developers with a level of certainty, the City Council approved a Master Site Plan entitlement which outlines the preferred use for this site.

The City seeks to select a qualified, developer or development team to form a public/private partnership with the City for the development of this site.

Selection Process

The City will select a developer based on the selection criteria detailed in this Request for Proposals (RFP) along with the results of the City's due diligence and reference checks.

The selected developer will be required to make a non-refundable deposit of $10,000 for the exclusive right to negotiate with the City for Parcel Group 6. The form of this agreement can be found in the Document Library.

The developer will also be required to execute a Reimbursement Agreement under which the developer will be required to reimburse the City for costs incurred by the City that are related to the City's disposition of Parcel Group 6. The developer shall deposit with the City $40,000 for the City's related costs and will replenish the deposit, if necessary, as well as be reimbursed for any unused portion. The form of this agreement is can be found in Document Library.

Important Dates

MANDATORY PRE-SUBMITTAL MEETINGS

Thursday, December 12, 2019
9:00 to 10:30 AM
Conference Room 2A
777 B Street
Hayward, CA 94541

Thursday, January 9, 2020
9:30-10:30 AM
Conference Room 2A
777 B Street
Hayward, CA 94541

PROPOSAL DUE DATE

Seven (7) hard copies and one electronic PDF copy of your proposal are due at 4:00pm on **Thursday, January 30, 2020** clearly marked with "Parcel Group 6—Carlos Bee Quarry Proposal." Responses must be delivered via mail or hand delivery to:

Jennifer Ott
Deputy City Manager
Route 238 Corridor Lands Development
City of Hayward
777 B Street, 4th Floor CMO
Hayward, CA 94541

Staff Contacts

This process will be managed by the following City Staff:

Jennifer Ott
Deputy City Manager
Jennifer.Ott@Hayward-ca.gov

Please contact Jennifer Ott at Jennifer.Ott@hayward-ca.gov with any written questions regarding to this RFP. The City's responses to these questions will be shared with all participants that have provided written confirmation of their intent to submit to Jennifer Ott at the email address provided above.

Background

About the City of Hayward

Comprising 45 square miles, the City of Hayward is an economically and ethnically diverse city of approximately 160,000 residents known as the “Heart of the Bay” because of its location at the juncture of an extensive network of freeways (I-880, I-580, SR 92), two BART stations, numerous AC Transit bus lines, an Amtrak station and its own Hayward Executive Airport. The City is centrally situated in Alameda County – 25 miles southeast of San Francisco, 14 miles south of Oakland, 26 miles north of San Jose, and 10 miles west of the valley communities surrounding Pleasanton with easy access to San Francisco, Oakland, and San Jose international airports as well as Silicon Valley.

About the Route 238 Corridor Lands

In the mid-1960s, the California State Department of Transportation (Caltrans) purchased more than 400 parcels of property for construction of a 14-mile Route 238 Corridor Bypass Freeway to run through the City and parts of unincorporated Alameda County. Due to opposition to the project, Caltrans abandoned the freeway plan. In January 2016, the City entered into a Purchase and Sale Agreement with Caltrans to manage the disposition and development of former right of way for the now defunct Route 238 Bypass. This land is divided into 10 Parcel Groups that must be disposed of by 2022. Two Parcel Groups have sold (i.e., Parcels 1 and 10) and five are under exclusive negotiation agreements (i.e., Parcels 2, 3, 4, 5 and 7). The remaining three, including Parcel Group 6, will be disposed of by the City via a request for proposals.

The larger public purpose of this project is to ensure the productive development of vacant land in a manner that maximizes land value while balancing the desires and need for amenities for the surrounding neighborhood and larger community. The land sale proceeds from this project will be used to fund public benefits.

Purchase and Sale Agreement Parcel Groups



Development Vision & Opportunity

Since 2017, the City has been preparing a Master Development Plan (MDP) that captures the development visions of the City Council and the Hayward community for the development of approximately 30 acres of vacant land in the Hayward Hills. On November 5, 2019, the City Council approved the MDP. A copy of this MDP is available in the Document Library.

Additionally, the City Council has certified an Addendum to the City's 2040 General Plan Environmental Impact Report (GP EIR). This Addendum assumes a maximum of 500 townhome & multi-family residential units and 500 student beds/125 student units (assuming quad-style units). The City will allow some flexibility in the distribution of these units as long as they conform with the certified Addendum to the General Plan Environmental Impact Report (GP EIR), which can be found in the Document Library.

Pursuant to the adopted MDP, the development of Parcel Group 6 shall take advantage of its Sustainable Mixed-Use (SMU) General Plan and zoning designations to create a dense and sustainable residential neighborhood. The development should consist of a mix of residential product types such as townhomes, multifamily apartments, condominiums, and student housing. The project **must** be consistent with the General Plan and zoning ordinance and include a minimum of 125 units of privately financed, dedicated student housing. Final entitlements shall allow for the potential for some neighborhood servicing commercial/retail or community space no larger than 10,000sf.

The new neighborhood will provide open space and park amenities that take advantage of approximately 12 acres of passive open space of preserved riparian areas and steep slopes. The neighborhood will have a minimum of 1.5 acres or more of public parks within the developed area, as well as a new segment of the Hayward Foothill Trail.

The neighborhood will be serviced by two points of access via Overlook Avenue and a new signalized intersection at Carlos Bee Blvd. The selected developer will be required to construct these necessary points of ingress and egress.

The City recognizes that sustainable mixed-use developments can contribute in a positive way to a community in reducing the number of car trips necessary. The new neighborhood will help achieve this through a development financed transportation demand management plan. The selected developer will be required to provide privately or partner with CSUEB to provide transit services to Downtown Hayward, Hayward BART, and other AC Transit connections.

Future developers shall utilize the existing General Plan and Zoning Designations. **The City will not entertain any General Plan amendments, changes in use, and density.**

Status of Ownership and Conveyance

The City currently owns Parcel Group 6 via Director's Deed Grant number DD-033529-01-01 pursuant to the Purchase and Sale Agreement between the City and Caltrans. This includes Assessor Parcel Number (APN) 445-0180-001-00. Copies of the deeds are included in the Document Library

Environmental Clearance and Entitlements

The City Council certified an addendum to the GP EIR, clearing the MDP at a project level. The remaining City entitlements for the development of Parcel Group 6 include:

- Site Plan Review
- Tentative Map
- Final Map

The Mitigation Monitoring and Reporting Program (MMRP) for the addendum to the GP EIR can be found in the Document Library.

Biological Resources

Vegetation within Parcel Group 6 generally consists of sparse seasonal grasses with scattered trees and brush. The center of the site is barren due to past quarry operations; however, a drainage area with riparian forest boarders the northern side of the site. Another small area of exotic woodland is located near the northeastern corner of the site. Large blue gum trees are located on the steep slopes that form the sites boarder to the west. The Addendum to the GP EIR adequately evaluated the biological resources impacts of the MDP and determined that potential impacts would be less-than significant and additional mitigation is not required. More information regarding these biological resources can be found in the Document Library.

Infrastructure and Utilities

Parcel Group 6 is vacant and contains limited site servicing roadway and utility infrastructure. Other than a 6" water main and a 200-foot wide PG&E overhead easement to the south, there are no public utility easements within the parcel. New development will be required to install new roadway and utility infrastructure, including a new signalized intersection at Carlos Bee Blvd. An engineer's estimate of the infrastructure and utility improvements needed for the site can be found in the Document Library. These estimates are for information only and developers are encouraged to conduct their own due diligence of the property to determine infrastructure and utility cost estimates.

Development Requirements

There are several development requirements that the developer will need to meet in addition to any applicable regulatory requirements. For Parcel Group 6, they involve the following requirements:

Planning Requirements

Future development will be consistent with the existing 2014 General Plan and will be able to rely on the GP EIR Addendum for the proposed project presented in the MDP for any subsequent approvals. The City will not entertain any General Plan amendments or zoning changes.

The current General Plan and Zoning designations of Sustainable Mixed Use allow for higher density development (25-55 du. ac) within Parcel Group 6.

Diversity in Residential Product Type

Given the permissive land use designations, the City highly encourages any development to provide a diversity and mix in residential product types. If feasible, future development may also include neighborhood servicing commercial/retail up to 10,000sf.

Student Housing

This site is located approximately 2,000 feet from the campus of CSUEB, a university that is struggling to house its students. Any development on this property shall include a minimum of 150 units of student housing. This development shall remain privately owned by the developer or their student housing partner.

Development Characteristics

The new neighborhood shall be designed to blend in with the surrounding environment, to maximize bay views, and to minimize impacts to the adjacent existing neighborhood. Taking advantage of the Sustainable Mixed-Use zoning, development will be denser than surrounding neighborhoods. Furthermore, the development shall strive for sustainability elements and an aggressive transportation demand management program. The development must utilize wildfire defensible landscaping where possible.

In determining appropriate creek/riparian setbacks, the selected developer will also be required to comply with Alameda County Flood Control District's criteria for developments along a watercourse to the extent feasible and approved by the City's Public Works Department. Additionally, the developer shall work with the City to determine appropriate creek restoration activities.

238 Foothill Trail and Parkland Dedication Requirements

Parcel Group 6 is within the Hayward Foothill Trail Special Design District (SD-7). This district requires the establishment of a continuous trail through all of the Route 238 Corridor Lands Parcel Groups as outlined in HMC Section 10-1.2640. The trail location will require approval by the City and the Hayward Area Recreation and Park District (HARD).

The developer will be responsible for constructing a trail loop within Parcel Group 6 and connecting the trail to Parcel Group 5. Connections to these trails may be done via existing sidewalks on Carlos Bee Blvd.

Additionally, the developer shall construct and deed to the City at a minimum a new 1.5-acre neighborhood park. The park design and programming will require approval by the City and the Hayward Area Recreation and Park District (HARD)

The developer will be required to dedicate land or pay an in-lieu fee for creation of parkland (See Section 10-16-00 of the Municipal Code). Developments under 50 units may pay the fee, developments above 50 may dedicate land, pay the fee or a combination of both, at the City's discretion. The amount of land or fee required varies depending on unit type, shown in Table 2.

Table 1 - Parkland Dedication Requirements

Unit Type	In-Lieu Fee/Unit	Land Dedication/Unit (Square Feet)
Single Family Detached	$11,953	748
Single Family Attached	$11,395	713
Multi-Family	$9,653	604

The City is conducting an update to its fee schedule and it is possible the in-lieu fees set forth in Table 2 will increase.

Homeowners Association and Special Assessments

The City will require the future HOA to include in its Covenants, Conditions, and Restrictions (CC&Rs) to provide adequate regulation of on-street parking, as well as for the on-going security and monitoring of the new neighborhood.

The City will require the future development to levy a property-based assessment, fee or special tax via Homeowner's Association (HOA), Landscape and Lighting District (LLD), or other mechanism to provide funding for the on-going maintenance and protection of the Hayward Foothill Trail segment and neighborhood park and the operations of the TDM program and transit service to BART.

Affordable Housing Requirements

In November 2017, the City Council passed an update to the Affordable Housing Ordinance (AHO). The AHO applies to all residential development projects consisting of two or more dwelling units. For Parcel Group 6, the selected developer will be required to satisfy these AHO requirements through the construction of on-site affordable units. On-site requirements for affordable units in ownership residential projects is 10% of the total number of dwelling units. For rental residential projects this percentage is 6%. A copy of the AHO can be found in the Document Library.

Green Development

The City is committed to building a sustainable future. The developer will incorporate green building and landscaping elements in the proposed project. Pursuant to the Hayward General Plan's Green Building and Landscaping Requirements (LU-1.8) the development shall:

- Reduce the use of energy, water, and natural resources
- Minimize the long-term maintenance and utility expenses of infrastructure, buildings and properties
- Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors
- Encourage the use of durable, sustainably-sourced, and/or recycled building materials
- Reduce landfill waste by promoting practices that reduce, reuse and recycle solid waste

Additionally, all units must comply with the California Building Standards Commission's new requirement to make all new homes solar powered. This can be accomplished either by installing solar panels on new homes or through constructing a solar power system to serve the new development.

Infrastructure Upgrades

The developer will be required to construct all of the necessary water, stormwater, sewer, and street improvements to serve the new development.

Proposed developments shall not include gas utilities (electric only) to promote a more sustainable project.

Additionally, the developer is required to construct a new access point via a signalized intersection at Carlos Bee Blvd. through the current PG&E easement. Additional traffic circulation, safety and engineering analysis will be required to complete this work.

Currently the estimated cost of these improvements is $9,520,000. An outline of the anticipated infrastructure requirements is presented in the MDP and an estimate of the associated costs can be found in the Document Library. These cost estimates are for information purposes only and the developer will be responsible for developing and verifying their own infrastructure cost estimates.

The developer will also be responsible for contributing their pro rata share of the traffic mitigation improvements as outlined in the Addendum to the GP EIR.

Transportation Demand Management (TDM)

In keeping with the goals of the Sustainable Mixed-Use General Plan Designation, any development within Parcel Group 6 will require a robust Transportation Demand Management (TDM) Plan. The plan must detail strategies on how the development will promote walking, biking, and taking transit to reduce trips in single occupied vehicles. A minimum of 10% trip reduction is required for this development.

TDM plans must also include transit access to Downtown Hayward and Hayward BART. This may be accomplished through partnerships with CSUEB and/or AC Transit. Car share, electric bike share, and free transit passes for residents are examples of additional TDM strategies the City expects from this development. Lastly, the TDM plan must include strict on-street parking regulations, enforcement, and address any potential spillover impacts to the adjacent neighborhoods.

Hayward Resident Priority Preference Plan

Properties developed as a part of the Route 238 Corridor Lands Development project shall include a priority preference for Hayward residents to purchase or lease unit in instances where all other financial considerations are equal.

To meet this requirement, the developer must propose a Hayward Resident Priority Preference Plan for the leasing and sale of housing units in their development, pursuant to applicable state and federal Fair Housing laws.

Additional Considerations

For further discussion on the development requirements of the MDP and RFP, proposers are strongly encouraged to watch the Planning Commission and City Council work sessions and public hearings on this Parcel Group. Links to these videos can be found at www.hayward-ca.gov/pg6.

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Transaction Process

The City will enter into an Exclusive Negotiation Agreement (ENA) with the selected developer. The negotiating period shall be eighteen (18) months resulting in an approved Disposition and Development Agreement (DDA) (i.e. price and terms of payment for land and development obligations). The developer may extend this negotiating period by 90 days no more than twice. Each extension must include written notice as well as an additional non-refundable cash deposit of $10,000 which shall be credited towards any purchase price resulting from an executed DDA.

The ENA prohibits any assignments or transfers of the rights under the ENA to another developer and limits the City's obligations to negotiating exclusively the terms of the DDA with each developer and to considering approval of the development application. There are no obligations to approve the DDA or development application.

The City will determine the method and timing of conveyance during the negotiations of a DDA. Any conveyance shall meet the terms and conditions precedent to close including but not limited to financing, tentative map, construction contracts, and others as determined by the City.

The developer will be required to deposit $10,000 for the exclusive right to negotiate with the City for this Parcel Group. In the event the developer and City enter into a DDA, this Initial Deposit shall be credited against any cash purchase price of said Parcel Group. Additionally, the developer will be required to execute a Reimbursement Agreement under which the developer will be required to reimburse the City for costs incurred by the City that are related to negotiations for the disposition of this Parcel Group. The developer shall deposit with the City $40,000 for said costs and will be reimbursed for any unused portion.

A form of the ENA and Reimbursement Agreement can be found in the exhibits to this RFP.

Role of Developer

The developer will become the City's private development partner and maintain primary responsibility for the following aspects of development of Parcel Group 6:

1. Establishing a fair, effective, and collaborative partnership with the City and Hayward community.
2. Proposing and negotiating a DDA Term Sheet with the City, based on the response to this RFP, to attach to the ENA immediately following selection of developer.
3. Negotiating and obtaining approval of a DDA for Parcel Group 6 with the City during the ENA process.
4. Preparing and obtaining approval of a site plan and TDM Plan for Parcel Group 6 during the ENA process, tentative and final map, and any other required entitlements during the DDA process and prior to closing.
5. Designing, permitting, and constructing infrastructure, landscape and buildings during the DDA process, including obtaining site improvement, design review, and building permit approval from the City and other relevant public agencies.
6. Obtaining financing for the predevelopment, infrastructure, and development process.

Role of City

The City will maintain primary responsibility for the following aspects of development of Parcel Group 6:

1. Negotiating a DDA Term Sheet with the developer to attach to the ENA.
2. Negotiating exclusively and in good faith with the developer regarding a DDA for Parcel Group 6 during the ENA process.
3. Actively participating in the preparation of the site plan and TDM Plan by developer and consider approval of the site plan and TDM Plan during the ENA process.

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Submission Requirements

Section 1: Cover Letter

Submit a cover letter that introduces the development team and highlights the proposed project concept.

Section 2: Statement of Qualifications

Description of Project Team

Identification of the development entity's:

- Name, street address, mailing address, telephone number, facsimile number, and e-mail address.
- Legal form of the organization (e.g., corporation, partnership, joint venture, other), and identify development entities comprising the development organization and persons with the authority to represent and make legally binding commitments for the development entity.
- Principal point of contact and relevant experience.
- Members of the development team including architects, engineers, contractors, financial or equity partners, lenders, and any known participating developer entities.
- Resumes outlining the relevant experience for each team member.
    - At least one team principal must have a minimum of ten (10) years of experience in real estate development

Relevant Development Experience

List and description of at least three (3) development projects highlighting the development entity's experience in developing and managing comparable development projects in California, with emphasis on the following:

- The precise role that the entity and principals of the entity played in each project's development.
- Project description, including dates of commencement/completion, location, concept, land uses, size and cost.
- Financial structure of the project, including amount and source of equity and debt financing.
    - Please provide specific information on sources of pre-development funds, construction financing, long-term financing, equity funding or financing, or other working capital.
- Architecture, landscape design and photographs of projects.
- Experience with the implementation of affordable housing requirements pursuant to inclusionary housing requirements.
    - Include a discussion on how the requirements were met and who on the development team has experience in this area.
- Experience with the development and implementation of Transportation Demand Management Programs.
- Experience with infrastructure development.
- Length of time to complete such projects.

- Public/private ventures, including experience working with California local government entities.
- Experience developing student housing in the University of California or California State University System.
- Lessons learned; and,
- Contact information for references for each project discussed.

Section 3: Conceptual Proposal

Project Understanding and Approach

Describe your understanding of Parcel Group 6 and your approach to meeting the City's goals and objectives outlined in this RFP and MDP.

Proposed Development Concept

All proposals should include a written description of the proposed development concept, including layout, size, key design elements and materials, scale of development (number and type of residential units, including affordable units, and the amount of area devoted to trails and open space), and information describing the proposed character and quality of the development. Applicants should discuss how the developer plans to meet each of the development requirements described above. The narrative should also include a description of the affordable housing, open space dedication, and agreement with the DDA requirement to create a financing mechanism for trail maintenance, TDM operations, and geological hazard abatement.

Proposals must include sections covering how the developer will satisfy the Development Requirements identified in this RFP.

Community Outreach and Engagement Plan

Describe how you will engage the surrounding neighborhoods and Hayward community throughout the development process.

Graphic Illustrations and Elevations

All proposals should provide graphic illustrations of the proposed development, consisting of preliminary site plans, and sample elevations from comparable projects. Graphics should also depict auto and pedestrian circulation patterns, landscaped areas and recreation/public areas. If construction of the development will be phased, please provide a phasing plan graphically.

All drawings should be submitted in 11 x 17-inch format.

Section 4: Review of Bayview Concept

Submit a project understanding and impact statement regarding the feasibility of developing the Bayview concept as presented in a separate Bayview Village Proposal document prepared by the Hayward Area Planning Association that accompanies this RFP, with more information provided in the Document Library. Please address overall impressions, opportunities, constraints, and financial feasibility of the Bayview Village concept.

Section 5: Preliminary Financing Plan, Pro Forma Analysis & Purchase Offer

The proposals must include an estimate of total project development revenues and costs, and a preliminary pro forma analysis of net income expected, including an unleveraged internal rate of return calculation. Additionally, proposals should include a preliminary financial plan and a statement of market conditions for the proposed project in order to establish and justify the developer's pro forma and cash flow assumptions. The anticipated sales price range or, if applicable, rental cost range for residential units should be included.

Proposals should contain the developer's proposed purchase price for acquisition of the Site from the City.

Please state any impact of the Hayward Resident Priority Preference Plan on the overall purchase price.

Section 6: Financial Capacity of Developer

Proposals should provide evidence that the development entity has the financial capacity to carry out the proposed project, and should include the following information:

- Financial statements of the most recent calendar or fiscal year, for the development entity or for each of the principal parties (in the case of a company formed specifically for the project).
- Letters from the developer's lenders attesting to the developer's capacity to undertake this project, including the available capacity of lines of credit.
- List and explain any litigation or disputes that the development entity, or any named individual in the proposed project, is involved in that could result in a financial settlement having a materially adverse effect on the ability to execute this project.
- List of all projects that the development entity is currently involved in and highlight those that are located within Parcel Group 6's market area.
- State whether the development entity, or any of the named individuals in the proposed project, ever filed for bankruptcy or had projects that have been foreclosed. If yes, please list the dates and circumstances.

Any confidential financial information shall be submitted in an envelope labeled **"CONFIDENTIAL FINANCIAL INFORMATION**" that will be provided to the City's economic consultant for review and evaluation.

Section 7: Anticipated Schedule of Performance

Provide a timeline showing projected start-dates and completion-dates for developer due diligence and all major design and site planning activities, including use and design approvals, completion of construction drawings and building permits, property acquisition, and start and completion of construction.

Section 8: Acceptance of Conditions

By submitting a response to this Request for Proposals, the developer acknowledges and accepts all rules and conditions specified in this RFP.

Submittal Timeline

Release of RFP

Copies of this RFP will be released on **Thursday, November 21, 2020** and will be available at www.hayward-ca.gov/PG6.

Pre-submittal meetings

The City will hold two pre-submittal meetings:

Thursday, December 12, 2019
9:00 to 10:30 AM
Conference Room 2A
777 B Street
Hayward, CA 94541

Thursday, January 9, 2020
9:30-10:30 AM
Conference Room 2A
777 B Street
Hayward, CA 94541

Submittal Date and Location

Seven (7) hard copies and one electronic PDF copy of your proposal are due at 4:00pm on **Thursday, January 30, 2020** clearly marked with "Parcel Group 6—{developer's Name} Proposal." Responses must be delivered via mail or hand delivery to:

Jennifer Ott
Deputy City Manager
Route 238 Corridor Lands Development
City of Hayward
777 B Street
Hayward, CA 94541

Please contact Jennifer Ott at Jennifer.Ott@hayward-ca.gov with any written questions regarding to this RFP. The City's responses to these questions will be shared with all participants that have provided written confirmation of their intent to submit to Jennifer Ott at the email address provided above.

Proposal Review, Evaluation, and Selection

Tentative Review Timeline

Review of Responses—February 2020

Responses to this RFP will be reviewed and evaluated by a team of staff according to the criteria outlined below.

Interviews of Short List—February 2020

A short list of developers will be invited to participate in an interview with a panel of City staff. Staff is tentatively holding February 26, 2020 for interviews of the selected short list of developers. Please reserve these dates in the event your team is short-listed.

Recommendation & ENA Authorization—March 2020

Staff will return to the City Council for a public hearing for the approval of an ENA with the preferred developer for Parcel Group 6. This will include the final, negotiated Term Sheet.

Selection Criteria

Evaluation of proposals will focus on the capability of the respondent, the strength of the proposed development concept, and the price offered for the Parcel Group.

The criteria below will be used to assess the responsiveness of each proposal. The City reserves the right to utilize any other relevant criterion as determined by the City.

Developer Experience

- Technical capability and relevant experience of the project management team;
- Experience with complex projects that include public land acquisition, disposition and development agreements, infrastructure development construction and management.
- Sufficient staff and consultant resources to deliver the project.
- Track record of local hiring and participation of locally owned businesses in development projects.
- Demonstrated ability to solicit and incorporate stakeholder feedback from community organizations, businesses and residents.
- Demonstrated experience in incorporating green building standards and TDM into design and operation of a project.
- Demonstrated experience of working successfully with public entities.

Project Approach and Concept

- Conceptual plan and project description setting forth the proposed uses, layout of structures and circulation (pedestrian and vehicular), and location and treatment of open space.
- Consistency of the proposed project concept with the MDP and development performance standards described above.
- Fit and synergies of the proposed buildings and uses with surrounding land uses and City vision expressed in the General Plan and MDP.
- Any other public benefits Respondent is offering as part of the proposal.

- How the proposed project will further one or more economic opportunities under SB 470.

Feasibility
Demonstrate the likelihood of respondent and proposed concept meeting the City objectives in an expedient manner.

- Evidence of financial capacity, resources, and relationships, and clear corporate/organizational structure;
- Probability of obtaining necessary approvals based on the project's design, density and regulatory constraints.
- Cash flow projections that demonstrate the project, once operational, will meet all debt service or other operation expense obligations.

Staff will be evaluating proposals along with the results of the City's due diligence and reference checks.

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Disclosures and Reservations

Disclosures

The information contained in this RFP regarding the development site is believed to reliable; however, interested parties should rely on their own experts to verify site conditions. The City makes no warranties relating to this property, including its fitness for any particular use. All information provided in this RFP, in any subsequent response to inquiries, in any of the attached exhibits, is provided for convenience and should not be independently relied upon in evaluating the property subject to this RFP.

All proposals submitted to the City are subject to public disclosure. A record shall not be withheld from disclosure unless it is clearly exempt under applicable laws, or unless the public interest is served by not making the record public clearly outweighs the public interest serviced by disclosure of the record. The City, in accordance with Government Code Section 6250-6270, has ten (10) days to respond to any request for public documents by indicating whether or not the documents exist and will be made available. Materials submitted that may be confidential in nature should be labeled as such. The City will attempt to maintain the confidentiality of materials, namely financial information, to the extent permitted by law.

Any sale of the property mentioned herein will be “AS IS”, “WHERE IS”, and with all faults. The DDA will include standard City requirements concerning disposition, including but not limited to a requirement that the developer release the City from claims associated with the Property and indemnify the City and related entities and persons for all environmental and other claims arising from or related to the Property or the DDA.

City Reservations

The City reserves the right to select the proposal, which, in its sole judgment, best meets, the needs of the City. The highest proposed purchase price will not be the sole criterion for recommending the selection for negotiations. The recommended selection of the evaluation committee is final and subject only to review and final approval by the City Manager and the City Council.

The City reserves the right to reject any or all proposals and to waive technicalities and informalities when such waiver is determined by the City to be in the City’s best interest. The City reserves the right to retain all accepted proposals, including proprietary documentation; regardless of which proposal is selected. No proposals will be returned to proposers.

The City reserves the right to request any supplementary information it deems necessary to evaluate proposer’s experience or qualifications. This may include supplemental financial information, additional interview(s), and/or additional presentation by the proposer.

The City reserves the right to reconsider any proposal submitted at any stage of the procurement. It also reserves the right to meet with select proposers at any time to gather additional information. Furthermore, the City reserves the right to delete or add functionality (i.e., modules and components) until the signing of a DDA.

The City reserves the right to cancel, in part or in its entirety, this RFP, including, but not limited to: selection schedule, submittal date, and submittal requirements. If the City cancels or revises this RFP, the City will notify all proposers in writing.

The City reserves the right to revise the RFP prior to the date that proposals are due.

The City will communicate changes through addendum to this RFP. All registered proposers will be notified of revisions to the RFP. The City reserves the right to extend the date by which the proposals are due.

The City reserves the right to split any offer of this property between multiple proposals when such split award is determined to be in the best interests of the City.

The City reserves the right, in its sole discretion, to reject any and all proposals and to waive informalities and irregularities in any proposals received. Failure to furnish all information requested or to follow the format requested herein may disqualify the proposer, in the sole discretion of the City. False, incomplete, misleading or unresponsive statements in a proposal may also be sufficient cause for a proposal's rejection.

This RFP does not commit the City to award a contract, sell any property, or enter into an agreement. All proposals submitted in response to this RFP become the property of the City and public records, and as such, may be subject to public review.

The City shall not be liable for any pre-contractual/agreement expenses incurred by prospective vendors or selected developers/contractors, including but not limited to costs incurred in the preparation or submission of proposals. The City shall be held harmless and free from any and all liability, claims, or expenses whatsoever incurred by, or on behalf of, any person or organization responding to this RFP.

Selection of a respondent by the City does not require the City to enter into an ENA or other agreement with such respondent. The City may, in its discretion, and prior to entering into an ENA, engage with another respondent, reissue an RFP, or otherwise dispose of the property without reservation.

The City reserves the right to cancel, in part or in its entirety, this RFP including, but not limited to: selection procedures, submittal date, and submittal requirements. If the City cancels or revises the RFP, all interested firms will be notified.

The City is distributing this RFP to real estate brokers but will not be responsible for payment of broker's fees for the sale of the property. Brokers are welcome to solicit interest from potential buyers but must seek compensation from potential buyers and not the City.

Document Library Index

All of these documents can be found at www.hayward-ca.gov/PG6

1. Form of Exclusive Rights to Negotiate Agreement
2. Form of Reimbursement Agreement
3. Parcel Group 6: Carlos Bee Quarry Master Development Plan
4. Addendum to Hayward 2040 General Plan Environmental Impact Report
5. Mitigation Monitoring and Reporting Program (MMRP)
6. Director's Deed
7. Biological Resources Analysis
8. Infrastructure Improvement Engineer's Estimate
9. Affordable Housing Ordinance
10. HAPA Bayview Concept

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, October 24, 2019, 7:00 p.m.
777 B Street, Hayward, CA 94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Chair Faria.

CALL TO ORDER Pledge of Allegiance

Chair Faria led in the Pledge of Allegiance.

ROLL CALL

Present:	COMMISSIONERS:	Stevens, Andrews, Bonilla, Patton, Roche, Goldstein
	CHAIRPERSON:	Faria
Absent:	COMMISSIONER:	None

Commissioner Goldstein arrived in Chambers at 7:02 p.m.

ELECTION OF OFFICERS

Chair Faria announced that staff has requested that this item be moved until after the Public Hearings.

Commissioner Bonilla made a motion to move this item until after the Public Hearings, and Commissioner Patton seconded the motion.

AYES:	Commissioners Stevens, Andrews, Bonilla, Patton, Roche, Goldstein Chair Faria
NOES:	None
ABSENT:	None
ABSTAIN:	None

Staff Members Present: Chan, Davis, Lochirco, Ott, Vashi

General Public Present: 23

PUBLIC COMMENT:

There were none.

PUBLIC HEARINGS: For agenda item No. 1, the decision of the Planning Commission is final unless appealed. The appeal period is 10 days from the date of the decision. If appealed, a public hearing will be scheduled before the City Council for final decision.

For agenda item No. 2, the Planning Commission may make a recommendation to the City Council.

For agenda item No. 3, the Planning Commission may continue the item to the next regular Planning Commission meeting, scheduled for November 14, 2019.

Chair Faria announced that there was a request to hear Item #2 before Item #1. There was no objection by the Commission.

Chair Faria announced that Item #3 will be continued until the next Planning Commission meeting on November 14, 2019.

1. Proposal to Subdivide a 1.21-acre site into 18 Parcels to allow the construction of 14 Townhomes with common open space areas and related site improvements at 28538 Huntwood Avenue (APN 465-0025-005-03) Requiring approval of a vesting Tentative Tract Map and Site Plan Review. Application No. 201705535 by James Chao (Applicant) on behalf of Zhong Yin Liu (Owner)

Principal Planner Lochirco provided a synopsis of the staff report and a PowerPoint presentation.

Commissioner Roche has concerns about the driveway apron that can impact public safety and emergency vehicle access. Principal Planner Lochirco said the Commission can place limitations to driveway parking by adding a condition to the conditions of approval (COA).

Commissioner Patton was disappointed about the developer's modifications and that the concept of a suburban style four-bedroom townhome is not appropriate for this site. Mr. Patton said this is an infill site and there is an opportunity to develop something special, and he is willing to exchange incentives of density and parking in order for the developer to include more affordable housing and density. Mr. Patton does not support the revised project.

Commissioner Bonilla appreciates the affordable unit, but he has concerns about the driveways blocking emergency vehicle access throughout the development. Mr. Bonilla said the eight visitor parking spaces was inadequate.

Commissioner Andrews requested staff review the requirement for approving housing projects. Principal Planner Lochirco said the requirements are that it is multi-family, and, in compliance with the General Plan regarding density, density consistency with the neighborhood. Mr. Lochirco said the applicant is not asking for any exceptions and the project is in compliance with both the General Plan and the zoning guidelines. Ms. Andrews agreed with Commissioner Patton that the four-bedroom homes are very dense for the site and would like to see what mitigation measures can be proposed for the driveways and parking issues.

Mr. James Chao, applicant, said they welcomed the Commission's comments and took their suggestions to heart. Mr. Chao said they met with staff, reviewed the data that staff provided, selected a premium lot for the affordable unit, agreed to all the conditions of approval (COA), and included in the homeowner's association (HOA) bylaws that driveway parking is prohibited. Mr. Chao requested that the Commission approve the revised project to help address the dire housing conditions.

Commissioner Bonilla asked about the costs of the homes. Mr. Chao responded that at this time, they do not know the costs to build the houses as this has been a ten-year project and it is very expensive to build in the bay area.

Commissioner Roche said she is conflicted because of the parking issue in the area, but that Mr. Chao was correct that this site has been vacant for quite some time and is not providing a benefit to the community. Ms. Roche said this project would be the last development going into this area and when she visited the site in the evening hours, there was no room for spillover parking, as there are several multi-unit buildings in the area.

Mr. Chao said the project site is very close to the South Hayward BART station, and per the City's ordinance, a development within a certain distance to public transit is allowed to have less parking.

Mr. Chao responded to Commissioner Andrews that they conducted public outreach and that they have been working on the project for ten years and in that time, the cost of building has increased substantially. Ms. Andrews said this is a very busy neighborhood and that there should be more density as a lot of developments have units with less square feet.

Mr. Chao responded to Commissioner Stevens that the location of the storm drains is per the guidelines of the Public Works Department – Utilities Division.

There being no public comments, Chair Faria opened and closed the public hearing at 8:44 p.m.

Commissioner Patton commented that he appreciates the applicants time and diligence on the work done on the project. Mr. Patton said that infill projects are very difficult, and the Commission needs to balance community objectives such as affordability, density, safety, parking, and open space. Mr. Patton said the Planning Commission's goal is to create livable neighborhoods and that the project's modifications and discussion did not address the issues identified by the Commission.

Commissioner Patton made a motion to move the staff recommendation of Option #1 to deny the Vesting Tentative Tract Map No. 8456 and Site Plan Review Application 201705535, based on the Findings for Denial.

Commissioner Roche seconded the motion and commented that she is conflicted as this is a large family neighborhood in a small area. Ms. Roche said there is a need for housing, but the project will not benefit the entire neighborhood unless it is a self-contained development and the developer can address the parking issue.

The motion carried with the following vote:

AYES:	Commissioners Stevens, Andrews, Patton, Roche
NOES:	Chair Faria, Commissioners Bonilla and Goldstein
ABSENT:	None
ABSTAIN:	None

Chair Faria observed that this was a confusing vote because of the recommendation that Commissioners saw on their screens.

Commissioner Bonilla commented that the applicant will probably appeal to the City Council and it is important for the City Council to know how the Planning Commission voted.

Principal Planner Lochirco said that the motion was to deny, and the Planning Commission approved Commissioner Patton's motion. Mr. Lochirco said for the record, if there was confusion surrounding a Commissioner's vote, the Commissioners can state their vote.

Assistant City Attorney Vashi said that since the vote has already been taken, she suggested that if a Commissioner would have voted differently if the recommendation had been worded differently, they can state for the record what their vote would have been. Ms. Vashi commented that from the discussion this would not change the results of the vote.

Commissioner Roche agreed with Commissioner Bonilla that if the applicant appeals it needs to be clear how the Planning Commission voted.

Chair Faria stated she wanted to vote aye to approve the denial.

For the record the Planning Commissioners did a voice vote to clarify their votes:

Commission Stevens - Aye
Commissioner Bonilla - No
Commissioner Andrews - Aye
Chair Faria- Aye
Commissioner Patton -Aye
Commissioner Roche - Aye
Commissioner Goldstein – No

2. Route 238 Corridor Land Development – Parcel Group 6: Carlos Bee Quarry: Review and Recommendation to the City Council to Approve Draft Master Development Plan and Addendum to the 2014 General Plan Environmental Impact Report

Deputy City Manager Ott provided a synopsis of the staff report and PowerPoint presentation.

In response to Commissioner Patton's question about the Statement of Overriding Considerations for significant impacts, Deputy City Manager Ott said this project is subject to comply with all mitigation measures that are part of the City's General Plan and that the project is California Environmental Quality Act (CEQA) compliant. Ms. Ott said that by adopting the mitigation monitoring report from the General Plan Environmental Impact Report (EIR) and making the findings under the addendum, the City can move forward with the project.

Commissioner Roche commented that keeping in mind the PG&E blackouts, she suggested that in case of an emergency staff consider including the requirement of installing generators. Deputy City Manager Ott said the Fire Department reviews the site plans and staff can add to the conditions of approval mitigation measures for wildfire prevention.

Commissioner Bonilla asked if there have been successful developments implemented with the focus on walkability and carless environments. Deputy City Manager Ott responded that currently there are no developments with the carless concept that is part of the "Bayview Village Concept" that is being suggested by the Hayward Area Planning Association (HAPA). The Bayview Village Concept is based on the elimination of on-street parking, eliminating parking for the units, not allowing cars on the interior streets and have

nearby parking lots. Ms. Ott said this is not part of the City's Master Plan for Parcel 6, but it is an overall City goal and she mentioned that she has worked on projects that had an aggressive transportation strategy to get residents out of their cars. Ms. Ott said transportation management plans are part of some current developments as more and more residents want to live near transit hubs where they can utilize public transportation. Ms. Ott said that staff is open to feedback from the development community, and, regarding public outreach, a couple of hundred residents have been involved with Parcel 6.

In response to Commissioner Andrews, Deputy City Manager Ott said the Council Economic Development Committee (CEDC) has given direction not to have gas utility for this development and the undergrounding of utilities will be a requirement for Parcel 6. Ms. Ott commented that the State is headed in this direction and that within the next five years, all new developments will have an electric only utility requirement. Ms. Andrews expressed concern about the 10,000 square feet of retail space for Parcel 6, as it might not be viable as it requires customers to drive up to the retail establishment. Ms. Ott said that Parcel 6 is isolated, and staff does anticipate a demand for retail/commercial and if there is interest, it could be a hybrid space associated with a larger element such as a community space. Ms. Ott said staff will work with the developer on the retail/commercial space and wants the funds to go towards an element which would be used by everyone. Ms. Andrews has concerns about earthquakes in that area. Ms. Ott said the Building Division will require the developer to conduct further geotechnical analysis of the area and the developer will be required to develop plans based on the analysis.

Commissioner Goldstein commented that the Bayview Village component that is part of the request for proposals (RFP) to the builders but is not a requirement. Deputy City Manager Ott said this is a new and innovative concept and currently there is not any market data and that staff is conducting market testing through the RFP. Mr. Goldstein said there is merit to the plan but at the end of the day, if it is not financially viable for developers, it may not come to fruition. Ms. Ott said staff wanted to honor Mr. Sherman Lewis' suggestions by requiring the following: onsite affordable housing, green elements, and parks and trails.

Commissioner Stevens asked about the developer's timeline. Deputy City Manager Ott provided the performance schedule that developers will be required to follow which includes entering into a disposition and development agreement (DDA) with the City. Ms. Ott said the advantage of being a public landowner is that the City can have more requirements and can create incentives to keep moving the project forward.

Chair Faria commented that there has been transit options discussion on previous projects such as shuttle service for residents to encourage the use of public transit. Ms. Faria asked if there will be coordination between different developments that will be utilizing Carlos

Bee Boulevard. Deputy City Manager Ott said the same engineer is working on both parcels that intersect Carlos Bee Boulevard to ensure that there is coordinated engineering analysis for the intersections.

Chair Faria opened the public hearing at 7:37 p.m.

Ms. Peggy Guernsey, Hayward resident, raised concerns about the building impact on the Hayward fault, preserving the wildlife habitat and the endangered species in that area and asked what happened to the prior concept of housing for teachers. She said her home will be impacted from the development, but she was not notified because her home was not within 100 feet of the project. Deputy City Manager Ott said that developers cannot build on top of faults noting that for Parcel Groups 3 and 5, there was very expensive trenching to find out where the fault traces are located. Principal Planner Lochirco said without the project development specifics details, it is difficult to speculate what potential impacts can occur, noting that Parcel 6 is in an environmentally sensitive area and the construction will need to reflect the sensitive nature of the area. Mr. Lochirco said developers cannot build over a fault line or within a certain proximity of the fault lines and that there are required setbacks. Ms. Ott said there has been an environmental review analysis and 12 acres have been set aside for conservation and passive open space areas for the creek habitat and riparian areas to be protected. Ms. Ott said the developed areas will be Americans with Disability Act (ADA) compliant. Chair Faria said that projects' conditions of approval address landscaping, native plants and endangered species.

Mr. Sherman Lewis, Hayward resident, said that he has been working on the Bay View Village concept for several years, and that this concept covers full range of mobility options, affordable housing, and residents will have to learn how to use alternative modes of transportation. Mr. Lewis said the resident funded purchase of buses will be managed by the homeowner's association (HOA). Mr. Lewis said he has conducted research of San Francisco neighborhoods where 65% of residents use alternative modes of transportation. Mr. Lewis spoke about possible collaboration with California State University East Bay (CSUEB) about a shuttle service.

Mr. Lewis explained to Commissioner Goldstein the high cost of entitlement, design and site improvements and that he has been trying for the past two years to generate interest but so far has not had any luck.

Chair Faria closed the public hearing at 7:58 p.m.

Commissioner Patton made a motion to approve the staff's recommendation, and Commissioner Goldstein seconded the motion.

Commissioner Bonilla said this project can really make a dent in the housing crisis, but there is a lot of education on the no car concept that will have to be conducted to change people's behavior to living without cars. Mr. Bonilla commented that Hayward is a commuter city. He likes the creativity of the project and sees that it could serve CSUEB because of the proximity. Mr. Bonilla said further outreach needs to be conducted.

Chair Faria commented that she sees high-tech company buses pick up employees from Southland mall and sees this as an opportunity for companies to invest in a project like this and embrace it for the housing affordability, environmental impact and accessibility. Ms. Faria agrees that not having a car can be a shock, but studies show that millennials are not buying vehicles.

Commissioner Bonilla is interested in the project's target population transit patterns and wants to ensure that the project takes into consideration those aspects of peoples' lives.

Chair Faria reopened the public hearing at 8:04 p.m.

Mr. Miguel Flores, Hayward resident, speaking for the Redstone Place cul-de-sac where he lives, spoke about concerns about the wildlife habitat environment, creek contamination, noise impacts from the development, the trails that will come into contact with their street, property lines, and traffic impacts for existing residents and additional impacts if the new residents do not use the alternate transportation methods.

Chair Faria closed the public hearing at 8:08 p.m.

The motion passed with the following vote:

AYES:	Commissioners Stevens, Andrews, Bonilla, Patton, Roche, Goldstein Chair Faria
NOES:	None
ABSENT:	None
ABSTAIN:	None

3. Proposed Development of a Fuel Facility with Related Site Improvements at the Costco Business Center Located at 22330 Hathaway Avenue, APN No. 429-0082-003-00. Barghausen Engineering on behalf of Costco Wholesale Corporation (Applicant/Owner), requiring approval a major modification a=to an existing Planned Development Zoning District (Application No. 201706217) and Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

The item was continued until the next Planning Commission Meeting on November 14, 2019.

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, October 24, 2019, 7:00 p.m.
777 B Street, Hayward, CA 94541

ELECTION OF OFFICERS

Ms. Faria called for nominations for office of Chair of the Planning Commission.

Commissioner Patton nominated Commissioner Bonilla to the office of Chair. The nomination carried with the following votes:

AYES:	Commissioners Stevens, Andrews, Bonilla, Patton, Roche, Goldstein Chair Faria
NOES:	None
ABSENT:	None
ABSTAIN:	None

Chair Faria called for nominations for the office of Vice-Chair of the Planning Commission.

Commissioner Patton nominated Commissioner Andrews to the office of Vice-Chair. The nomination carried with the following votes:

AYES:	Commissioners Stevens, Andrews, Bonilla, Patton, Roche, Goldstein Chair Faria
NOES:	None
ABSENT:	None
ABSTAIN:	None

Chair Faria called for nominations for the office of Secretary of the Planning Commission.

Commissioner Bonilla nominated Commissioner Roche to the office of secretary. The nomination carried with the following votes:

AYES:	Commissioners Stevens, Andrews, Bonilla, Patton, Roche, Goldstein Chair Faria
NOES:	None
ABSENT:	None
ABSTAIN:	None

APPROVAL OF MINUTES

Commissioner Roche said there is a correction on Page 5 for item 1, that there should be a pocket park for the "exterior" of the building. Secretary Chan said she will review the video and make any corrections.

4. Approval of the Planning Commission Meeting Minutes of October 10, 2019

Commissioner Andrews made a motion, seconded by Commissioner Patton, to approve the Planning Commission Meeting Minutes of October 10, 2019, with an amendment by Commissioner Roche. The motion passed with the following votes:

AYES:	Commissioners Stevens, Andrews, Patton, Roche, Goldstein Chair Faria
NOES:	None
ABSENT:	None
ABSTAIN:	Bonilla

COMMISSION REPORTS

Oral Report on Planning and Zoning Matters:

Principal Planner Lochirco said as a follow-up, Planning Manager Buizer is collecting data on the Regional Housing Needs Allocation (RHNA) numbers to present to the Commission at the next meeting.

Commissioners' Announcements, Referrals:

Commissioner Bonilla thanked Chair Faria for her service over the past year.

ADJOURNMENT

Chair Faria adjourned the meeting at 9:12 p.m.

APPROVED:

_____
Ray Bonilla Jr., Secretary
Planning Commission

ATTEST:

_____
Denise Chan, Senior Secretary
Office of the City Clerk

File #: LB 19-051

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT

Adopt a Resolution Establishing a Business Closure Day in Observance of Cesar Chavez's Birthday

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) to establish a business closure day in observance of Cesar Chavez's birthday.

SUMMARY

In May 2019, the City Council approved a referral requesting that staff meet with the City's various non-sworn bargaining groups to explore the option of exchanging a recognized holiday for the observance of Cesar Chavez's birthday (March 31). As an alternative to adding an additional holiday, staff recommends enacting a business closure in observance of Cesar Chavez's birthday. Similar to the current holiday business closures, employees can either work, take time off using accrued leave, or take time off without pay during this business closure day. The business closure does not impact essential services such as Police and Fire, Communications (dispatch), and the Water Pollution Control Facility.

The day of the proposed business closure would mirror Hayward Unified School District's observance of the holiday, which is the Monday closest to Cesar Chavez's birthday. For calendar year 2020, Cesar Chavez's birthday falls on Tuesday, March 31. The proposed business closure would be Monday, March 30.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT: Adopt a Resolution Establishing a Business Closure Day in Observance of Cesar Chavez's Birthday

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SUMMARY

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The day of the proposed business closure would mirror Hayward Unified School District's observance of the holiday, which is the Monday closest to Cesar Chavez's birthday. For calendar year 2020, Cesar Chavez's birthday falls on Tuesday, March 31. The proposed business closure would be Monday, March 30.

BACKGROUND AND DISCUSSION

In May 2019, the City Council approved a referral requesting that staff meet with the City's various non-sworn bargaining groups to explore the option of exchanging a recognized holiday for the observance of Cesar Chavez's birthday (March 31st). During those meetings, the non-sworn groups informed the City they were not interested in exchanging a holiday for Cesar Chavez Day.

Staff conducted a survey of 13 local jurisdictions; none of which provide Cesar Chavez as a paid holiday. When compared to these jurisdictions, the City of Hayward provides 14.5 holidays annually where other agencies surveyed averaged 12 holidays annually.

Additionally, staff estimates that adding one additional City holiday to observe Cesar Chavez Day as a paid holiday would cost the City approximately $250,000 per year.

As an alternative to adding a holiday, staff recommends enacting a business closure in observance of Cesar Chavez's birthday to provide employees the flexibility to observe Cesar Chavez' birthday if desired. Employees will have the option to either work, take time off using accrued leave, or take time off without pay. An additional benefit to the City, if staff opts to use accrued leave, is that employee leave balances will be reduced.

FISCAL IMPACT

The fiscal impact of enacting a business closure in observance of Cesar Chavez's birthday is expected to be minimal as employees may choose to either work, take time off using accrued leave, or take time off without pay.

STRATEGIC INITIATIVES

This agenda item is a routine operational item and does not relate to one of the Council's Strategic Initiatives.

NEXT STEPS

If Council approves enacting a business closure day in observance of Cesar Chavez's birthday, staff will develop a communication strategy to inform non-sworn groups and impacted City departments of the addition of a business closure in observance of Cesar Chavez Day.

Prepared by: Vanessa Lopez, Senior Human Resources Analyst

Recommended by: Maria A. Hurtado, Assistant City Manager

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member _____

RESOLUTION ESTABLISHING A BUSINESS CLOSURE IN OBSERVANCE OF CESAR CHAVEZ DAY

WHEREAS, Cesar Chavez Day is a state holiday in California, observed on March 31st of each year in honor of Cesar Estrada Chavez's birthday and his contributions to social justice; and

WHEREAS, the City of Hayward acknowledges Cesar Chavez Day and enacts a business closure day in honor of the values Cesar Chavez represented such as worker's rights, fair wages, pension benefits, and medical coverage; and

NOW, THEREFORE, BE IT RESOLVED that effective January 1, 2020, the City of Hayward acknowledges Cesar Chavez Day and will observe an annual business closure on the Monday closest to Cesar Chavez's birthday (March 31).

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: LB 19-048

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Director of Development Services and Fire Chief

SUBJECT

Introduction of an Ordinance Adopting the California Code of Regulations 2019 Edition of Title 24, Including the 2019 Building, Fire, Plumbing, Mechanical, Electrical, Energy and Green Building Codes; and Related Amendments, Into the Hayward Municipal Code

RECOMMENDATION

That Council introduces the attached ordinances and adopts the attached resolutions.

SUMMARY

Every three years, all the codes that regulate construction in California (Title 24 of the California Code of Regulations) are comprehensively updated by the State. Jurisdictions throughout California adopt the State codes to serve as local codes, sometimes with amendments to the State codes, as Hayward has done historically. Regardless of local adoption, the 2019 State codes will be in effect throughout California on January 1, 2020.

This report, along with attached resolutions and ordinances recommend that the City Council adopts the State Codes with some amendments and codifies the Building Codes to become part of Chapter 9 (Building Regulations) of the Hayward Municipal Code. The recommended action will allow the code regulations to be more accessible and usable by the public.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Draft Building Ordinance
Attachment III	Draft Fire Ordinance
Attachment IV	Resolution Modifying Building Code
Attachment V	Resolution Modifying Fire Code

DATE: November 19, 2019

TO: Mayor and City Council

FROM: Development Services Director and Fire Chief

SUBJECT: Introduction of an Ordinance Adopting the California Code of Regulations 2019 Edition of Title 24, Including the 2019 Building, Fire, Plumbing, Mechanical, Electrical, Energy and Green Building Codes; and Related Amendments, Into the Hayward Municipal Code

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This report, along with attached resolutions and ordinances recommend that the City Council adopts the State Codes with some amendments and codifies the Building Codes to become part of Chapter 9 (Building Regulations) of the Hayward Municipal Code. The recommended action will allow the code regulations to be more accessible and usable by the public.

BACKGROUND

The California Code of Regulations Title 24 is a comprehensive series of regulations that governs all aspects of construction. The purpose of this code is to establish the minimum requirements to safeguard the public health, safety, and general welfare. This set of codes covers everything from fire safety to green building and energy efficiency. State law requires that all communities enforce these building standards in their entirety. The enforcement of these regulations is accomplished through a combination of permitting, plan review, and onsite field inspections. The Building Division of the Development Services Department is responsible for enforcing the majority of Title 24 in Hayward. The Hayward Fire Department is specifically responsible for enforcing Part 9 of Title 24, which is the California Fire Code.

Title 24 covers five broad topics:

- LIFE SAFETY (earthquake and fire safety through the Building Code and Fire Code)
- ENVIRONMENTAL QUALITY, SAFETY and SANITATION (core system functioning - through the Plumbing Code, Electrical Code and Mechanical Code)
- CIVIL RIGHTS (disabled access provisions through the Building Code)
- ENERGY CONSERVATION (through the Energy Code)
- GREEN BUILDING (through the California Green Building Standards Code, or 'CalGreen')

DISCUSSION

Most jurisdictions undergo a code adoption process every three years to formally incorporate the California Building Code and Fire Code into their municipal regulations. This local adoption process is not mandatory since state law automatically requires all jurisdictions in California to enforce the current version of Title 24 on the effective date. However, if the local jurisdiction chooses to modify the state codes in any way, this must be done through a local ordinance. There are specific guidelines for this local adoption process in state law. The modifications proposed by any local jurisdiction must meet the following criteria:

- Local code amendments must not be less restrictive than the state codes.
- Technical modifications must have reasonable findings based on climatic, geological, or topographical conditions that impose constraints within the jurisdiction.
- Findings related to local conditions must be submitted to the California Building Standards Commission for recordation.
- Changes to the administrative sections of the code (non-technical components) do not require findings. Examples include policies related to refunds or plan review expiration.

Building Code (Attachments II and IV)

As part of this code cycle, staff is recommending making several changes to the administrative section of the Building Code and making three technical changes/amendments based on the City's seismic zone. To view these changes and a brief explanation of the rationale, please see the second page of Attachment II (2019 Building Code Ordinance) for a summary. For the full rationale, please see Attachment IV (2019 Building Code Resolution).

Fire Code (Attachments III and V)

Staff is recommending that City Council adopts the 2019 California Fire Code and local amendments to the Hayward Fire Ordinance, which can be seen in Attachment III. The amendments are designed to ease the approval for development review by standardizing Hayward's local code with neighboring jurisdictions and deleting sections where the State Fire Code has caught up with the local code. In the past, Council passed reach codes that exceeded State requirements. Since then, the State has incorporated these elements into the State Code. The amendments to the local ordinance also include cleanup language to incorporate previously adopted amendments designating a Hazardous Fire Area in the Hayward Hills and clarifying the construction method requirements within the Hazardous Fire Area.

ECONOMIC IMPACT

The California Energy Commission (CEC) estimates that the new 2019 standards will increase the construction costs of a home by an average of $9,500. The same study notes that over a 30-year period, the cost of these enhanced energy efficiency features will yield an average savings of $19,000 to the homeowner. The CEC also estimates that the standards will add about $40 per month for the average home while saving $80 per month on heating, cooling, and lighting bills. While these added costs will be absorbed over the life of a conventional loan, the initial price of a new (more energy-efficient home) will be slightly higher under these new standards. For nonresidential applications, the Energy Commission applied a weighted average cost increase per square foot ($0.69) to a hypothetical new 15,000 square foot generic nonresidential building. This weighted average reflects a range of cost per square foot values from $0.15 to $4.87 for 13 standard nonresidential building types across all 16 Energy Code climate zones. It should be noted that, assuming nonresidential construction costs average $150 per square foot, the additional costs from the proposed Energy Code will increase the estimated cost of the new building by approximately 0.46%.

The remainder of the Building Code and Fire Code updates outside of the energy regulations are incremental in nature and do not represent any substantial changes that will have an economic impact.

FISCAL IMPACT

With the increase in efficiency moving into Zero Net Energy standards (*ZNE)*[1], enforcement of the new codes will have an impact on staff. Additional training is required, and projects will take longer to complete during the plan review and inspection stages. Staff does not foresee an immediate substantial fiscal impact from adopting the new codes; however, over the course of the code cycle, staffing may need to be adjusted (internally and/or through consulting services) to maintain current review timelines.

[1] *Zero Net Energy means that the total amount of energy consumed by a building on an annual basis is equal to the amount of renewable energy produced on site.*

There also may be a need to increase the training budget as staff learns and implements these new standards. Costs for additional staffing or consulting services are expected to be offset by revenues collected through permit fees.

STRATEGIC INITIATIVES

This agenda item does not directly relate to one of Council's three Strategic Initiatives.

SUSTAINABILITY FEATURES

The 2019 update to the CEC's Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings as well as additions and alterations to existing buildings. The most significant efficiency improvements to the Residential Standards include; the introduction of photovoltaic into the prescriptive package, improvements for attics and walls, Quality Insulation Inspections (QII), demand response controls, heat pump water heating, and high efficacy lighting. Significant efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) 90.1 2017 national standards. The 2019 Standards also include changes made throughout all its sections to improve the clarity, consistency, and readability of the regulatory language. In terms of green building and energy efficiency, the new codes represent a significant leap forward in order to reach California's target of Zero Net Energy (ZNE) for all new residential buildings in 2020 and all new commercial buildings in 2030. While this code version is being touted as the first ZNE code, the new goal for the energy commission will be based on obtaining Zero Net Carbon by 2045 and dramatically reducing Green House Gases (GHG). The most notable shift will be to move away from the use of natural gas and fuel burning appliances, utilizing heat pump technology for water and space heating. The 2019 Energy Efficiency Standards will represent a 7% increase in residential building efficiency, and a 30% efficiency increase for nonresidential buildings from the previous code cycle.

<u>The following strategies represent the accomplishment of the 2019 Standards Goals-Path to the Future:</u>

- Increase building energy efficiency cost effectively by designing buildings that meet minimum Energy Design Ratings *(EDR)*[2]
- Contribute to the States GHG reduction goals

[2] *<u>Energy Design Rating</u> – According to the California Energy Commission, the Energy Design Rating (EDR) is a way to express the energy performance of a building using a scoring system where 100 represents the energy performance of a home designed to meet the 2006 Energy Code and 0 represents the energy performance of a home that combines high levels of energy efficiency with renewable generation to "zero out" it's time-dependent value (TDV) of energy. As defined in the cost-effectiveness studies, the TDV calculation is "intended to capture the "societal value or cost" of energy use including long-term projected costs such as the cost of providing energy during peak periods of demand and other societal costs such as projected costs for carbon emissions, as well as grid transmission and distribution impacts. This metric values energy uses differently depending on the fuel source (gas, electricity, and propane), time of day, and season. Electricity used (or saved) during peak periods has a much higher value than electricity used (or saved) during* off-peak periods (Horii et al., 2014). This is the methodology used by the Energy Commission in evaluating cost-effectiveness for efficiency measures in Title 24, Part 6.

- Substantially reduce the homes impact on the grid through efficiency and Photovoltaic (PV)
- Promote grid harmonization and self-utilization of PV generation
- Provide independent compliance paths for both mixed fuel and all electric homes
- *Provide tools for title 24 Part 11 (CalGreen) Reach Codes.

NOTE: Reach codes for 100% electrification of new structures as well as provisions for enhanced electric vehicle charging readiness are currently being developed by the Environmental Services Division and will be introduced separately from this standard code adoption process. For more information on the subject, please visit https://www.hayward-ca.gov/reach-code.

PUBLIC CONTACT

Staff has directly contacted all developers with active projects that are nearing submittal to notify them of the upcoming code changes. Staff will also include notifications on the City's website and provide useful links for developers and homeowners to learn about the new codes.

NEXT STEPS

If the City Council adopts the attached resolutions, determining the need to modify the 2019 California Building Code and California Fire Code, and introduces the attached ordinances, the ordinances will be adopted on November 26, 2019, and the new 2019 codes with amendments will be in effect on January 1, 2020.

Prepared by: Gary Nordahl, Chief Building Official and Miles Massone, Fire Marshal

Recommended by: Laura Simpson, Development Services Director, and
Garrett Contreras, Fire Chief

Approved by:



_____
Kelly McAdoo, City Manager

ORDINANCE NO. 19-____

AN ORDINANCE ESTABLISHING A BUILDING CODE FOR THE CITY OF HAYWARD; REGULATING THE CONSTRUCTION, ALTERATION, REPAIR, AND MAINTENANCE OF STRUCTURES; PROVIDING FOR THE ISSUANCE OF PERMITS AND COLLECTION OF FEES; REPEALING CHAPTER 9 ARTICLE 1, AND ALL AMENDMENTS THERETO

THE CITY COUNCIL OF THE CITY OF HAYWARD DOES ORDAIN AS FOLLOWS:

Section 1. In accordance with state law, effective January 1, 2020, Chapter 9 Article 1 and all amendments thereto, is hereby repealed and in substitution thereof a new Building Code for the City of Hayward is hereby enacted to read as follows:

BUILDING CODE
OF THE CITY OF HAYWARD

SECTION 1.00
2019 CALIFORNIA BUILDING CODES, ADOPTION BY REFERENCE.

The *2019 California Building Code (Part 2 of C.C.R. Title 24, based on the 2018 International Building Code), the 2019 California Residential Code (Part 2.5 of C.C.R. Title 24 based on the 2018 International Residential Code), the 2019 California Electrical Code (Part 3 of C.C.R. Title 24 based on the 2017 National Electrical Code), The 2019 California Mechanical Code (Part 4 of C.C.R. Title 24 based on the 2018 Uniform Mechanical Code), the 2019 California Plumbing Code (Part 5 of C.C.R. Title 24 based on the 2018 Uniform Plumbing Code), the 2019 California Energy Code (Part 6 of C.C.R. Title 24), the 2019 California Historical Building Code (Part 8 of C.C.R. Title 24), the 2019 California Existing Building Code (Part 10 of C.C.R. Title 24 based on the 2018 International Existing Building Code), the 2019 California Green Building Standards Code (Part 11 of C.C.R. Title 24),* published by the International Code Council, as amended by the State of California pursuant to Health and Safety Code section 17922, and as further modified by the amendments, additions, and deletions as set forth hereinafter, is hereby adopted by reference as the Building Code of the City of Hayward.

A printed copy of such *2019 California Building Codes* together with the State and local amendments thereto, is on file in the office of the building official, to which reference is hereby made for further particulars.

SECTION 2.00
SUMMARY OF LOCAL AMENDMENTS

CODE SECTION	Added to Code	Code Change	Deleted from Code	Notes / Justification
CBC 101.1 Title		X		Defines name of jurisdiction
CBC 101.2.1 Appendices		X		Specifies adopted appendices
CBC 103.1		X		Defines name of enforcement agency
CBC 105.1.1			X	Removes option for annual permits
CBC 105.1.2			X	Item is removed since it is related to previous item
CBC 105.3.1.1 Expedited Residential Solar Permitting	X			Establishes a requirement to expedite residential solar applications that meet specific criteria as mandated by AB 2188
CBC 105.3.1.2 Expedited Electric Vehicle Charging Station Permitting	X			Establishes a requirement to expedite electric vehicle charging station applications that meet specific criteria as mandated by AB 1236
CBC 105.3.2		X		Adds clarification to the expiration policy of applications in plan review
CBC 105.5.1 Completion Permits	X			Defines process for "completion permits" -- projects where inspections have been performed but the permit has expired
CBC 105.5.2 Completion Permit Fees	X			Establishes fee calculation formula for "completion permits"
CBC 109.2 Permit Fees		X		Refers to the Master Fee Schedule adopted by Council
CBC 109.4.1 Investigation Fees for Work Completed Without Permits		X		Clarifies policy for charging additional fees for work conducted without permits
109.6 Refunds		X		Establishes a refund process and percentage of money to

				be returned
CBC 111.3 Temporary Occupancy		X		Provides clarification on local policy related to "temporary certificate of occupancy"
CBC Ch. 4				See Hayward Fire Code Ordinance for changes related to Ch. 4
CBC Ch. 9				See Hayward Fire Code Ordinance for changes related to Ch. 9
CBC 1705.3 Concrete Construction		X		This amendment improves quality control during construction by modifying the type of exception from requiring special inspection for isolated spread concrete footings of buildings 3 stories or less. *Coordinated Regionally with other local jurisdictions. Findings submitted to Building Standards Commission based on geological conditions*
CBC 1905.1.7, ACI 318 Section 14.1.4		X		This amendment addresses the problem of poor performance of plain or under-reinforced concrete footings during a seismic event. *Coordinated Regionally with other local jurisdictions. Findings submitted to Building Standards Commission based on geological conditions (GC)*
CRC Table R602.10.3(3)		X		This amendment addresses the problem of poor performance of gypsum wallboard and Portland cement plaster as wall bracing materials in high seismic areas. *Coordinated Regionally with other local jurisdictions. Findings submitted to Building Standards Commission based on GC*

SECTION 3.00
LOCAL AMENDMENTS TO THE CODE BY CHAPTER

CALIFORNIA BUILDING CODE CHAPTER 1: SCOPE AND ADMINISTRATION LOCAL AMENDMENTS

The administrative local amendments in this chapter shall also apply to the corresponding requirements in the administration chapters of the California Mechanical Code, the California Plumbing Code and the California Electrical Code.

101.1 Title. This section is revised to read as follows:

These regulations shall be known as the Building Code of the City of Hayward. The provisions contained herein are adopted, and together with the local amendments, are referred to hereafter as "these regulations" or "these building standards" or "this code."

101.2.1 Appendices. This section is revised to read as follows:

Wherever in this code reference is made to an appendix chapter, the provisions of the said appendix shall not apply unless specifically adopted by this code. The following appendix chapters are adopted:

1. California Building Code Appendix I: Patio Covers
2. California Building Code Appendix O: Emergency Housing (as amended)
3. California Residential Code Appendix X: Emergency Housing (as amended)
2. California Plumbing Code Appendix A: Rules for Sizing the Water Supply System
3. California Plumbing Code Appendix B: Notes on Combination Waste and Vent Systems
4. California Plumbing Code Appendix C: Alternate Plumbing Systems

103.1 Creation of enforcement agency. This section is revised to read as follows:

The Building Division of the Development Services Department is hereby created and the official in charge thereof shall be known as the building official.

105.1.1 Annual permit. This section is hereby deleted.

105.1.2 Annual permit records. This section is hereby deleted.

105.3.1.1 Expedited Residential Solar Permitting. A new section is added to read as follows:

The City of Hayward Building Division shall maintain expedited permitting and inspection services for small residential rooftop solar systems as required by AB 2188. This legislation is codified in Subsection (a) of Section 65850.5 of the California Government Code.

The following criteria must be met by the applicant to qualify for the expedited permitting process:

1. The installation must be on a one- or two-family dwelling.

2. The solar energy system shall not be larger than 10 kilowatts alternating current nameplate rating or 30 kilowatts thermal.

3. The submittal documents shall demonstrate compliance with all applicable codes and shall be legible. The design for the solar system shall include adequate details and/or calculations to confirm minimum code compliance for wind loads, dead loads and roof structure support, electrical system safety and plumbing systems for solar thermal.

The Building Division of the City of Hayward will provide the following services for qualified projects:

1. Checklist: A comprehensive checklist will be maintained on the City of Hayward website that covers the minimum code requirements. If a project submitted for review does not meet the minimum code items noted in the checklist, the applicant will be given a written list of comments specifying the required corrections.

2. Expedited plan review: Expedited plan review shall mean ½ of the normal plan review period for a project. The Building Division will make every effort to issue qualified residential solar permits on the same day as the application if staffing is available to complete the review.

3. Single Inspection: The Building Division and the Fire Prevention Office will coordinate to avoid separate inspection scheduling for small residential solar permits. The Fire Marshall or the Building Official may require additional inspections if the work inspected initially did not meet minimum code compliance.

105.3.1.2 Expedited Electric Vehicle Charging Station Permitting. A new section is added to read as follows:

The City of Hayward Building Division shall maintain expedited permitting for electric vehicle charging stations as required by California Government Code Section 65850.7 (AB 1236).

The Building Division of the City of Hayward will provide the following services for the permitting of Electric Vehicle Charging Stations:

1. Checklist: A link to a comprehensive guidebook and checklists will be maintained on the City of Hayward website that covers the minimum code requirements. If a project submitted for review does not meet the minimum code items noted in the checklists, the applicant will be given a written list of comments specifying the required corrections.

2. Expedited Plan Review: Expedited plan review shall mean one-half of the normal plan review period for a project. The Building Division will make every effort to issue residential (single family or duplex) electric vehicle charging station permits on the same day as the application is submitted if staffing is available to complete the review or will process such applications via electronic submittal. The Building Division will also make every effort to provide expedited plan reviews for commercial or multi-family (condominium or apartment complexes) electric vehicle charging station permits at no extra cost if staffing is available to meet the timelines.

105.3.2 Time limitation of application. This section is revised to read as follows:

An application for a permit for any proposed work submitted through the plan review process shall be deemed to have been abandoned 365 days after the date of filing if the plans are not approved. This timeline includes the responses to correction lists. Once the plans are approved, but the building permit has not yet been issued, the application for the permit shall be valid for an additional 180 days. The building official is authorized to grant one or more extensions of time for additional periods not exceeding 90 days each when an application has expired. The extension shall be requested in writing and justifiable cause demonstrated.

105.5.1 Completion permits. A new section, 105.5.1 is added as follows:

In the event due to project abandonment that an initial or a renewed permit expires before the work is complete, the completion of the work shall require the issuance of a "completion" permit and the payment of an additional permit fee; moreover, the building official shall have the authority to require the resubmittal of plans, a new plan review, and/or the updating or reassessment of the valuation of
the incomplete work. This completion permit will require that all incomplete work conform to the laws, regulations, rules, and ordinances in effect at the time of issuance and that all work be completed prior to the expiration date; no further extensions or renewals shall be allowed. The completion permit fee shall be established as indicated in Section 105.5.2 and in accordance with the schedule of previously completed and inspected work.

Notwithstanding the above, in the event that a permittee fails to complete the work and to obtain a completion permit within 1 year following the expiration of an initial or a renewal permit, the work may not be completed pending the issuance of a new permit. The building official shall have the authority to require the resubmittal of some or all of the plans and specifications, a partial or complete plan review, the payment of additional review and filing fees, and that all work conform to the laws, regulations, rules, and

ordinances in effect at the time of the latest permit application.

105.5.2 Fees for completion permits. A new section, 105.5.2 is added as follows:

Fees for completion permits as described in Section 105.5.1 shall be based upon the percentage of work that has passed inspection prior to the expiration of the renewed permit. If either valuation or fees have changed since the original permit was issued, the fees or the valuation shall be updated to the new fees or valuations in effect at the time the completion permit is issued. The percentages to be charged will remain the same.

This schedule is intended to apply to conventional wood frame building construction. In the event that the work is not conventional wood frame construction, or does not constitute a complete building, or is a type of structure other than a building, the building official shall determine the fee based upon the number of the inspections remaining to be performed.

Completed Inspections	% of Updated Valuation
None	60
Foundation	55
Under-floor	50
Shear Wall	40
Rough Frame	30
Lath or Gypsum Board	20
All, except Final	10

109.2 Schedule of permit fees. This is section is amended to read as follows:

Fees shall be as set forth in a fee schedule adopted, for this purpose, by resolution of the City Council. The said schedule shall establish, but not be limited to, fees for permit issuance and inspections and regular plan reviews. The fees for the plan checking and permit issuance of related items shall also be included in the said fee schedule.

109.4.1 Investigation fees for work without a permit. New Section 109.4.1 is added as follows:

Whenever any work for which a permit is required by this code has been commenced without first obtaining said permit, the building official shall perform an investigation prior to the issuance of the permit authorizing the work. An investigation fee shall be charged to offset the cost of the said investigation shall be established. This fee shall be in addition to any other regular plan review or permit fee and shall be collected whether or

not a permit is then or subsequently issued. The amount of the investigation fee shall be assessed by the building official in accordance with the schedule described in Section 109.2 and based upon the circumstances and extent of the violation, but in no case shall be less than the amount of the permit fee required by this code. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

109.6 Refunds. This section is revised to read as follows:

The building official shall not authorize refunding of any fee paid to the Building Division except on written application filed by the original permittee.

The building official may authorize refunding of any fee paid under this code that was erroneously paid or collected.

The building official may authorize the refunding of a maximum of 60% of the initial permit fee paid to the Building Division when no work has been done under an unexpired permit issued in accordance with this code. If no work has been done and an issued permit has expired, the building official may authorize refunding of not more than 30% of the said permit fee, provided that the request for refund is submitted within 1 year following the permit expiration; after 1 year beyond the permit expiration date, no refund of the permit fee shall be authorized.

The building official may authorize the refunding of a maximum of 60% of the plan review fee paid to the Building Division if no plan review comments have been issued by the building official prior to the receipt of the request for refund. No refund of this fee shall be authorized following the issuance of the initial plan review comments by the building official.

111.3 Temporary occupancy. Two new paragraphs are added at the end of Section 111.3 as follows:

If the building official finds that no substantial hazard will result from occupancy or use of any building or structure, or portion thereof, before the same is completed, he/she may authorize such a temporary occupancy or use pending the completion of the entire building or structure.

The building official, in authorizing temporary occupancy or use, may impose any reasonable conditions that may be necessary to protect life, health, and property and may include a time limit on such occupancy or use. In the event that any such condition is violated, the building official may revoke a temporary occupancy or use. Failure to comply with conditions of said temporary occupancy may result in penalties and/or revocation of permit.

CALIFORNIA BUILDING CODE CHAPTER 4: SPECIAL DETAILED REQUIREMENTS BASED ON USE AND OCCUPANCY LOCAL AMENDMENTS

See Hayward Fire Code Ordinance for Amendments

CALIFORNIA BUILDING CODE CHAPTER 9: FIRE PROTECTION SYSTEMS LOCAL AMENDMENTS

See Fire Hayward Code Ordinance for Amendments

CALIFORNIA BUILDING CODE CHAPTER 17: STRUCTURAL TESTS AND SPECIAL INSPECTIONS LOCAL AMENDMENTS

1705.3 Concrete construction. Revise section 1705.3 Exception as follows: Special inspections and tests of concrete construction shall be performed in accordance with this section and Table 1705.3.

Exception (1): Special inspections and tests shall not be required for: 1. Isolated spread concrete footings of buildings three stories or less above grade plane that are fully supported on earth or rock, where the structural design of the footing is based on a specified compressive strength, f'c, no greater than 2,500 pound per square inch (psi) (17.2 Mpa).

CALIFORNIA BUILDING CODE CHAPTER 19: CONCRETE LOCAL AMENDMENTS

Revise section 1905.1.7. ACI 318 section 14.1.4 that allows the use of plain concrete in residential structures assigned to Seismic Design Category C, D, E or F.

1905.1.7 ACI 318, section 14.1.4. Delete ACI 318, Section 14.1.4, and replace with the following:

14.1.4 - Plain concrete in structures assigned to Seismic Design Category C, D, E or F.

14.1.4.1 - Structures assigned to Seismic Design Category C, D, E or F shall not have elements of structural plain concrete, except as follows:

> (a) Isolated footings of plain concrete supporting pedestals or columns are permitted, provided the projection of the footing beyond the face of the supported member does not exceed the footing thickness.

Exception: In detached one- and two-family dwellings three stories or less in height, the projection of the footing beyond the face of the supported member is permitted to exceed the footing thickness.

(b) Plain concrete footing supporting walls are permitted, provided the footings have at least two continuous longitudinal reinforcing bars. Bars shall not be smaller than No. 4 and shall have a total area of not less than 0.002 times the gross cross-sectional area of the footing. A minimum of one bar shall be provided at the top and bottom of the footing. Continuity of reinforcement shall be provided at corners and intersections.

Exception: In detached one- and two-family dwellings three stories or less in height and constructed with stud bearing walls, plain concrete footings with at least two continuous longitudinal reinforcing bars not smaller than No. 4 are permitted to have a total area of less than 0.002 times the gross cross-sectional area of the footing.

CALIFORNIA BUILDING CODE APENDIX O: EMERGENCY HOUSING

Adopt entire appendix as written and published in the 2019 California Building Code except as amended: Section O108 LOFTS IN EMERGENCY HOUSING shall not be adopted in this local ordinance.

CALIFORNIA RESIDENTIAL CODE CHAPTER 6: WALL CONSTRICTION LOCAL AMENDMENTS

Table R602.10.3(3) Add a new footnote "g" to the end of the table to read:

g. In Seismic Design Categories D_0, D_1, and D_2, Method GB is not permitted, and the use of Method PCP is limited to one-story single-family dwellings and accessory structures.

Add the "g" footnote notation in the title of Table R602.10.3(3) to read:

TABLE R602.10.3(3)[g]

R602.10.4.3.1 Limits on methods GB and PCP. Add a new subsection R602.10.4.3.1, to read:

In Seismic Design Categories D_0, D_1, and D_2, Method GB is not permitted for use as intermittent braced wall panels, but gypsum board is permitted to be installed when required by this section to be placed on the opposite side of the studs from other types of braced wall panel sheathing. In Seismic Design Categories D_0, D_1, and D_2, the use of Method PCP is limited to one-story single-family dwellings and accessory structures."

CALIFORNIA RESIDENTIAL CODE APENDIX X: EMERGENCY HOUSING AS AMENDED

Adopt entire appendix as written and published in the 2019 California Building Code except as amended: Section AX108 LOFTS IN EMERGENCY HOUSING shall not be adopted in this local ordinance.

INTRODUCED at a regular meeting of the City Council of the City of Hayward, held the 19th day of November 2019, by Council Member _____.

ADOPTED at a regular meeting of the City Council of the City of Hayward held the 3rd day of December 2019, by the following votes of members of said City Council.

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ATTEST: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED: _____
Mayor of the City of Hayward

DATE_____

ATTEST:_____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

ORDINANCE NO. _____

AN ORDINANCE ESTABLISHING A FIRE PREVENTION CODE FOR THE CITY OF HAYWARD; ADOPTING THE CALIFORNIA FIRE CODE, 2019 EDITION, PRESCRIBING REGULATIONS GOVERNING CONDITIONS HAZARDOUS TO LIFE AND PROPERTY FROM FIRE OR EXPLOSION; PROVIDING FOR THE ISSUANCE OF PERMITS AND COLLECTION OF FEES; PROVIDING FOR PENALTIES FOR VIOLATION, AND REPEALING ORDINANCE NO. 16-23, AS AMENDED, AND ALL OTHER ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT THEREWITH

THE CITY COUNCIL OF THE CITY OF HAYWARD DOES ORDAIN AS FOLLOWS:

Section 1. Effective January 1, 2020, Ordinance No. ____, and all amendments thereto, is hereby repealed and in substitution thereof a new fire code for the City of Hayward is hereby enacted to read as follows:

SEC. 1. FIRE PREVENTION CODE OF THE CITY OF HAYWARD, ADOPTION OF CALIFORNIA FIRE CODE. The City Council of the City of Hayward for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion, hereby adopts that certain code and standards known as the 2019 California Fire Code and based on the International Fire Code being particularly the 2018 edition thereof and the whole thereof (including Appendices Chapter 4, B, C, D, E, F, G, ~~H~~, I, ~~J~~, K, N, O) save and except such portions as are hereunder deleted, modified, or amended as set forth hereinafter, as the Fire Code of the City of Hayward. A copy of each said California Fire Code is on file in the office of the Fire Marshal, to which reference is hereby made for further particulars.

Said code is adopted by reference pursuant to Section 50022.2 et seq. of the Government Code of the State of California, and the same is hereby adopted and incorporated as fully as if set out at length herein and, from the date on which this ordinance shall take effect, the provisions thereof shall be controlling within the limits of the City of Hayward except as otherwise noted herein.

SEC. 2. ESTABLISHMENT AND DUTIES OF THE FIRE PREVENTION OFFICE.

2.1 The California Fire Code shall be enforced by the Fire Prevention Bureau and the Operations Division in the Fire Department of the City of Hayward.

2.2 The chief officer in charge of the Fire Prevention Bureau shall be appointed by the Fire Chief.

2.3 The Chief of the Fire Department shall recommend to the City Manager the employment of technical personnel responsible for code enforcement. The Chief of the Fire Department may also detail such members of the Fire Department as inspectors as shall from time to time be necessary.

SEC. 3. DEFINITIONS.

3.1 Whenever the word "jurisdiction" is used in the California Fire Code, it shall be held to mean the City of Hayward.

3.2 Whenever the term "Corporation Counsel" is used in the California Fire Code, it shall be held to mean the City Attorney of the City of Hayward.

3.3 Whenever the term "Fire Code Official" or “Fire Marshal” is used, it shall be held to mean the Chief Officer in charge of the Fire Prevention Bureau for the Fire Department or his/her designated representative.

~~SEC. 4. ESTABLISHMENT OF LIMITS OF DISTRICTS IN WHICH STORAGE OF FLAMMABLE OR COMBUSTIBLE LIQUIDS IN ABOVEGROUND TANKS IS TO BE PROHIBITED.~~

~~4.1 The storage and use of flammable or combustible liquids (including flammable cryogenic liquids) in aboveground tanks is prohibited, within the city limits of Hayward unless approved by the Fire Chief upon a finding that such an approval would minimize a danger to the health, safety, and welfare of the population of Hayward or to neighboring properties.~~

~~4.2 New bulk plants for flammable or combustible liquids are prohibited within the city limits of Hayward unless approved by the Fire Chief upon a finding that such an approval would minimize a danger to the health, safety, and welfare of the population of Hayward or to neighboring properties.~~

~~SEC. 5. ESTABLISHMENT OF LIMITS IN WHICH BULK STORAGE OF LIQUEFIED PETROLEUM GASES IS TO BE RESTRICTED. The limits referred to in Section 6104.2 of the California Fire Code, in which bulk storage of liquefied petroleum gas is restricted, are hereby established as follows: Within the city limits of Hayward, unless approved by the Fire Chief upon a finding that such an approval would minimize the danger to the health, safety, and welfare of the population of Hayward or to neighboring properties.~~

~~SEC. 6. ESTABLISHMENT OF LIMITS OF DISTRICTS IN WHICH STORAGE OF EXPLOSIVES AND BLASTING AGENTS IS TO BE PROHIBITED. The storage and use of explosives and blasting agents is prohibited within the city limits of Hayward, unless approved by the Fire Chief upon a finding that such an approval would minimize the danger to the health, safety, and welfare of the population of Hayward or to neighboring properties.~~

~~SEC. 7. ESTABLISHMENT OF LIMITS OF DISTRICTS IN WHICH THE STORAGE OF COMPRESSED NATURAL GAS IS TO BE PROHIBITED. The storage of compressed natural gas is prohibited within the city limits of Hayward, unless approved by the Fire Chief upon a finding that such an approval would minimize the danger to the health, safety, and welfare of the population of Hayward or to neighboring properties.~~

SEC. ~~8~~4. AMENDMENTS MADE IN THE CALIFORNIA FIRE CODE. The California Fire Code is amended in the following respects, with the reference numbers being taken from the California Fire Code, including deletions, additions and text changes.

GENERAL
CHAPTER 1 – SCOPE AND ADMINISTRATION
DIVISION II ADMINISTRATION

SECTION 104 - GENERAL AUTHORITY AND RESPONSIBILITIES

~~104.10 FIRE INVESTIGATIONS. Amend section to read:~~

~~104.10 FIRE INVESTIGATIONS. The Fire Department shall investigate promptly the cause, origin, and circumstances of each and every fire occurring in the jurisdiction involving loss of life or injury to person or destruction or damage to property and, if it appears that such fire is of suspicious origin, the department shall then initiate efforts for the immediate collection of all physical evidence relating to the cause of the fire.~~

~~The Fire Chief is authorized to investigate the cause, origin, and circumstances of unauthorized releases of hazardous materials.~~

104.10.1 ASSISTANCE FROM OTHER AGENCY. Amend subsection to read:

104.10.1 ASSISTANCE FROM OTHER AGENCY. The Police Department shall assist the Fire Department in its investigations whenever requested to do so, unless otherwise directed by the Chief of Police.

~~Add new Section 104.12 to read:~~

~~104.12 FIRE PROTECTION. The Fire Chief shall designate the type and number of fire appliances to be installed and maintained in and upon all buildings and premises in the jurisdiction. This shall be done according to the relative severity of probable fire, including the rapidity with which~~

~~it may spread. Such appliances shall be of a type suitable for the probable class of fire associated with such buildings or premises and shall have approval of the Fire Chief.~~

~~SECTION 105 – PERMITS~~.

~~105.2.2 INSPECTION AUTHORIZED Amend section to read:~~

~~105.2.2 INSPECTION AUTHORIZED. Before a permit is issued, the Fire Chief or his or her designated representative is authorized to inspect and approve the receptacles, vehicles, buildings, devices, premises, storage spaces, or areas to be used. In instances where laws or regulations are enforceable by departments other than the Fire Department, joint approval shall be obtained from all departments concerned.~~

~~105.8 PERMIT FEES. Add new subsection 105.8 to read:~~
Section 106 – Fees.

106.2.1 PERMIT FEES. The City Council of the City of Hayward may, if it so desires establish by resolution, permit fees in connection with any permits required or authorized to be issued by the Fire Chief or any other authorized representative of the Fire Department.

SECTION 108 - BOARD OF APPEALS.

108.1 BOARD OF APPEALS ESTABLISHED. Amend section to read:

108.1. BOARD OF APPEALS ESTABLISHED. In order to determine the suitability of alternate materials and type of construction, there shall be and hereby is created an appropriate board consisting of five members who are qualified by experience and training to pass judgment upon pertinent matters. The Fire Chief shall be an ex-officio member and shall act as secretary of the board. The Fire Appeal Board shall be appointed by the City Manager and shall hold office at his or her pleasure. The Board shall adopt reasonable rules and regulations for conducting its investigations and shall render all decisions and findings in writing to the Fire Chief, with a duplicate copy to the appellant, and may recommend to the executive body such new legislation as is consistent therewith.

CHAPTER 2 – DEFINITIONS

SECTION 202 - GENERAL DEFINITIONS.

HIGH-RISE BUILDING. Add a paragraph to read:

The Fire Chief may determine that a building is a "high-rise structure" based on site/building configuration and the lack of viable exterior access to the upper floors for firefighting, rescue operations and where firefighters must place almost complete reliance on the building's life safety features, fire protection systems and components of building construction.

CHAPTER 5 - FIRE SERVICE FEATURES

~~SECTION 503 - FIRE APPARATUS ACCESS ROADS.~~

~~503.1 WHERE REQUIRED. Add new subsection 503.1.4 to read:~~

~~503.1.4 FIRE LANES. Where necessary to maintain adequate emergency vehicle approaches to buildings or fire apparatus access roads, the Fire Chief may establish designated "Fire Lanes."~~

~~1. Restrictions and requirements as specified in the California Vehicle Code sections 22500.1 and 22658 shall apply to fire lanes established by this section.~~

SECTION 503 - FIRE APPARATUS ACCESS ROADS.

Add new subsection 503.6.1 to read:

503.6.1 KEY SWITCHES. A key switch shall be provided and mounted on a stationary place on the outside of the security gate. The key switch shall be mounted on a permanently affixed monument three (3) to five (5) feet above ground.

SECTION 505 – PREMISES IDENTIFICATION

505.1 ADDRESS IDENTIFICATION. Amend section to read:

505.1 ADDRESS IDENTIFICATION. New and existing buildings shall have approved address numbers, building numbers or approved building identification plate in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the Fire Department, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6) high with a minimum stroke width of 0.5 inch (12.7 mm) and installed on the front of the dwelling (R-3, R-3.1 and R-4) in a location so as to be visible from the street. Otherwise, minimum building address shall be 12” high with 1.5” stroke. When building is located greater than 50 feet from street frontage, address shall be minimum 16” high with 1.5” stroke. Tenant space number shall be 6” high with 0.75” stroke on a contrasting background so as to be visible from the street. ~~a minimum 6-inch address shall be installed in a location approved by the Fire Department.~~ Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address numbers shall be maintained.

SECTION 507 - FIRE PROTECTION WATER SUPPLIES.

507.5 FIRE HYDRANT SYSTEMS.

507.5.1 WHERE REQUIRED. Amend subsection to read:

507.5.1 WHERE REQUIRED. Fire hydrant systems and fire hydrants shall be in accordance with Section 507.5. Hydrants shall be of the type approved in the City of Hayward and have not less than a six-inch connection with the mains. A shutoff valve shall be installed in the hydrant connection, a minimum distance of five feet from the hydrant. Hydrants should be tested annually for proper functioning in accordance with the requirements of the authority having jurisdiction or upon request of the Fire Chief.

Hydrants shall be placed at least 40 feet from the buildings to be protected. Where it is not feasible to place them at that distance, they may be in closer proximity in locations approved by the Fire Chief.

~~CHAPTER 6 – BUILDING SERVICES AND SYSTEMS~~

~~SECTION 603 FUEL FIRED APPLIANCES.~~

~~603.4 PORTABLE UNVENTED HEATERS. Amend section to read:~~

~~603.4. PORTABLE UNVENTED HEATERS. The use of listed portable unvented oil-burning heating appliances shall be limited to supplemental heating in Group U Occupancies.~~

~~EXCEPTION: When approved by the Fire Chief, portable unvented oil-burning heating appliances may be used in any occupancy during construction when such use is necessary for the construction and the use does not represent a hazard to life or property.~~

~~SECTION 605 ELECTRICAL EQUIPMENT, WIRING AND HAZARDS~~

~~605.11 SOLAR PHOTOVOLTAIC POWER SYSTEMS.~~

~~605.11.1.2 MARKING CONTENT. Amend section to read:~~

~~605.11.1.2 MARKING CONTENT. Marking content shall be provided in accordance with Section 605.11.1.2.1 and 605.11.1.2.2.~~

~~605.11.1.2.1 MARKING AND LABELING OF DISCONNECTING MEANS. Each photovoltaic system disconnecting means shall be permanently labeled to identify it as a photovoltaic system disconnect. A warning sign shall be placed adjacent to the power disconnect in a location clearly~~

visible from the location where the power disconnect is operated. The marking shall contain the words:

WARNING: ELECTRIC SHOCK HAZARD.
DO NOT TOUCH TERMINAL.
TERMINALS ON BOTH THE LINE AND LOAD SIDES MAY BE ENERGIZED IN THE OPEN POSITION.

605.11.1.2.2 MARKING OF DC CONDUIT, RACEWAYS, ENCLOSURES AND CABLE ASSEMBLIES. The marking shall contain the words:

WARNING: PHOTOVOLTAIC POWER SOURCE.

Add new subsections 605.11.5 through 605.11.5.2 to read:

605.11.5 PHOTOVOLTAIC SYSTEM DISCONNECTING MEANS. Photovoltaic system disconnecting means shall be provided in the locations described in Section 605.11.5.1 through 605.11.5.2.

605.11.5.1 MAIN SERVICE DISCONNECTS. A main service disconnect shall be provided to disconnect all conductors in a building or other structures from the photovoltaic system conductors. The power disconnect shall be installed at a readily accessible location on the outside of a building or structure.

605.11.5.2 ROOF DC POWER DISCONNECTS. A roof power disconnect shall be provided in proximity of the photovoltaic array to de-energize the DC circuits from the array to the mains service disconnect and inverter. Power disconnects on the one- and two- family residential roof shall be located within 3 feet of the photovoltaic array along roof access and pathways and located together when possible. Power disconnects on roof other than the one- and two- family residential shall be located as close as practically possible to the photovoltaic array and installed along the center line axis pathways when possible.

Add new subsection 605.11.6 to read:

605.11.6 NON-HABITABLE BUILDINGS OR STRUCTURES. Detached Group U non-habitable structures, such as parking shade structures, carports, solar trellises, and similar type structures shall comply with Section 605.11 through 605.11.3.

CHAPTER – 9 FIRE PROTECTION SYSTEMS

SECTION 901 - GENERAL.

901.4 INSTALLATION.

~~Add new subsection 901.4.7 to read:~~

~~901.4.7 FIRE SPRINKLER CONTRACTORS. All design and on-site installation work for automatic sprinkler systems shall be done by people whose qualifications satisfy applicable State of California requirements and whose expertise in the field is demonstrable through documentation of their appropriate education, experience, or license to the Fire Chief's satisfaction~~.

SECTION 903 - AUTOMATIC SPRINKLER SYSTEMS.

903.2 WHERE REQUIRED. Amend 903.2 to read

903.2 WHERE REQUIRED. An automatic sprinkler system shall be installed in all new construction, regardless of occupancy classification, where the total floor area is 5,000 square feet (465 m^2) or more (area separation walls may not be used in lieu of a sprinkler system except when buildings are separated by fire wall constructed in accordance with Section 706 FIRE WALLS of the 2019 California Building Code), building height exceeds two stories, or floor heights exceed 15 feet (4,572 mm) from the lowest level of Fire Department access and locations described in Section 903.2.1 through 903.2.2~~1~~2. In cases where multiple requirements may apply, the most restrictive requirement shall prevail. Floor areas of mezzanines shall be included in calculating the total floor area to be used in determining automatic fire-extinguishing requirements.

Add new subsection 903.2.2~~0~~1 to read:

903.2.2~~0~~1 EXISTING BUILDINGS. An automatic sprinkler system shall be installed in an existing building when cumulative additions, repairs, or alterations are made to the building and such additions, repairs, or alterations meet any of the following conditions:

1. Additions~~, repairs, or alterations are valued at~~ to residential buildings (R-3, R-3.1, R-4) that increase the conditioned livable floor area of the existing structure by 50%. The increase in livable area shall be calculated cumulatively from January 1, 2010.~~ assessed value of the building. (Value is based only on the structure involved. If owner disputes valuation, an appraisal can be performed at the owner's expense, by an appraiser acceptable to the Fire Chief.)~~

2. Any addition or additions to the original building which will add 10 percent or more to the total floor area of the existing building and the resulting floor area is 5,000 square feet (465 m2). The floor area shall be calculated in accordance with Section 903.2.

3. Additions, repairs, or alterations that will result in a change in occupancy or use and with the resulting floor area is 5,000 square feet (465 m2) or more and shall comply

with the most current CBC and CFC edition. ~~The floor area shall be calculated in accordance with Section 903.2.~~

4. Accumulative area of alteration, addition or repair is 5,000 square feet (465 m2) or more. ~~The floor area shall be calculated in accordance with Section 903.2.~~ Area of alteration, addition or repair area shall be calculated cumulatively from January 1, 2010. Building owners are to be held responsible.

5. Extensive remodeling in existing one- and two-family dwellings and townhouses, where roofs/ceilings are reconstructed or altered, and new sprinkler systems can be installed without inconvenience ~~upon the Fire Chief's determination~~.

903.2.2~~0~~1.1 EXISTING BUILDINGS IN HAYWARD DOWNTOWN CORE AREA. Alternative design in lieu of fire sprinkler systems in Hayward's Downtown Core Area shall be permitted when it satisfies all provisions established by the Hayward Fire Department.

1. The Hayward Downtown Core is bounded by A St., Foothill Blvd., D St., and Grand St. and includes a four- block strip along the south side of D St. and a two-block area west of Grand St.

2. The alternative design option is only available to a renovation, improvement, or redevelopment project on an existing building used as Group A, B, E, F, M, R and S.

3. The alternative design is not applicable to newly constructed projects.

4. The project shall satisfy all provisions listed in the supplemental document - *Alternative Design in Lieu of Fire Sprinkler Systems in Hayward's Downtown Core.*

Add new subsection 903.2.2~~1~~2 to read:

903.2.2~~1~~2 HILLSIDE DESIGN AND WILDLAND-URBAN INTERFACE. Developments located in the hillside wildland-urban interface zone identified in Section 4901.3 of the ordinance shall be fully sprinkler per NFPA 13. Single family residence fire sprinkler system shall be installed in accordance with NFPA 13D with modifications listed in Section 903.3.1.3.1.

Add new subsection 903.2.8.2 to read:

903.2.8.2 GROUP ~~R-3 TOWNHOUSE OR~~ R-2, MULTI-FAMILY RESIDENTIAL, R-2.1, R-4. In buildings with 3 or more Group R-2~~3~~ dwelling units, or buildings with R-2.1 or R-4 uses, the automatic fire sprinkler systems shall be installed in accordance with Section 903.3.1.1.

903.3 INSTALLATION REQUIREMENTS

903.3.1.1 NFPA 13 SPRINKLER SYSTEMS. Add to the end of this section to read:

"When automatic sprinkler systems are required in buildings of undetermined use, they shall be designed and installed to have a sprinkler density of 0.33 GPM for 3,750 square feet with a maximum coverage of 100 square feet per head. Use is considered undetermined if not classified at time permit is issued. Where subsequent use requires a system with greater capability, the system shall be reinforced to the required code in order to obtain clearance for the new use."

903.3.1.2 NFPA 13R SPRINKLER SYSTEM. Deleted.

903.3.1.2.1 BALCONIES AND DECKS. Deleted.

903.3.1.3 NFPA 13D SPRINKLER SYSTEMS. Amend 903.3.1.3 to read:

903.3.1.3 NFPA 13D SPRINKLER SYSTEMS. Automatic sprinkler systems installed in one- and two-family dwellings (R-3) and R-3.1 shall be permitted to be installed throughout in accordance with NFPA 13D. ~~Multipurpose sprinkler systems shall be permitted provided the systems are installed in accordance with NFPA 13D and City of Hayward Standard Details.~~ Sprinkler systems in Group R-3.1 facilities and R-3 buildings located in the Wildland Urban Interface Area shall be installed in accordance with this section, Section 903.2.8 and NFPA 13D with modifications listed in Section 903.3.1.3.1.

903.3.1.3.1 MODIFIED NFPA 13D SPRINKLER SYSTEMS.

~~When a modified~~ NFPA 13D system~~s is~~ are required in the Wildland Urban Interface Area or areas identified as high hazard areas, the system shall be installed to meet the following requirements.

1. Complete sprinkler coverage shall be provided in attics, garages, decks, porches, foyers and crawl spaces 3 feet or higher or having storage.

2. For sprinkler systems in buildings with R-3.1 use, sprinkler coverage shall be provided in bathrooms and closets.

3. An interior audible alarm device shall be installed within the dwelling in a location so as to be heard throughout the home. The device shall activate upon any water flow activity in the fire sprinkler system.

4. Provide a minimum of two replacement sprinklers for emergency replacement along with an appropriate wrench for changing sprinkler heads.

5. Control valve shall be secured with a chain and breakaway lock.

903.3.5 WATER SUPPLY. Amend 903.3.5 to read:

903.3.5 WATER SUPPLY. Water supplies for automatic sprinkler systems shall comply with this section and the standards referenced in Section 903.3.1. Water supplies for automatic sprinkler systems shall be connected to the city water main. The potable water supply shall be protected against backflow in accordance with *Health and Safety Code*, *Section 13114.7*, NFPA 24, and the City of Hayward installation standards.

Add new subsections 903.3.5.3 to 903.3.5.4.2 to read:

903.3.5.3 FIRE SERVICE CONNECTIONS. Each fire service shall be ~~have~~ installed ~~therein a detector check valve of such pattern and design~~ in accordance with City of Hayward Standard Details.

~~903.3.5.3.1 FIRE SERVICE MAINS SUPPLYING HYDRANTS. Pipe smaller than six inches in diameter shall not be installed as private fire service main supplying hydrants.~~

~~903.3.5.3.2 FIRE SERVICE MAINS NOT SUPPLYING HYDRANTS. For a fire service main that does not supply hydrants, diameter smaller than 6 inches shall be permitted to be used when all the following conditions are met:~~

- ~~It supplies fire suppression systems only, including automatic fire suppression systems, water spray fixed systems, foam systems and standpipe systems; and~~
- ~~Hydraulic calculations shall show that the main is able to supply the total demand at the appropriate pressure.~~

903.3.5.3.~~3~~1 ~~COMMERCIAL OR INDUSTRIAL OR MULTI-FAMILY RESIDENTIAL BUILDINGS~~. FIRE SERVICE FOR NFPA 13 SPRINKLER SYSTEMS. ~~When an application is made for commercial or industrial/multi-family residential fire service connections, such~~ Fire service ~~installation~~ for systems in accordance with NFPA 13 shall be not less than four inches in diameter. Fire service line smaller than four inches in diameter shall be permitted when all the following conditions are met:

- A fire service main is dedicated to supplying a single automatic fire sprinkler system in one building; and
- Hydraulic calculations shall show that the fire service line is able to supply the demand at the appropriate pressure for automatic fire sprinkler systems.

903.3.5.3.~~4~~2 ONE- AND TWO- FAMILY RESIDENTIAL BUIDLINGS. When an application is made for one- and two- family residential fire service connection serving residential fire sprinkler systems installed in accordance with NFPA 13D including modified NFPA 13D, such fire service installation shall not be less than one inch in diameter. For an application utilizing existing underground water line, a minimum ¾ inch in diameter shall be permitted.

903.3.5.4 WATER FLOW TEST DATA. Water flow test data applied in automatic fire sprinkler system design shall be less than five years old. Adjustments shall be made to the flow test results in order to take into account daily and seasonal fluctuations and uncertainties of overall water supply per the Hayward Public Works Department's recommendation of the maximum water pressure applied in the fire protection systems design. ~~Adjustments shall be made to the flow test results in order to take into account daily and seasonal fluctuations and uncertainties of overall water supply.~~

903.3.5.4.1 SAFETY MARGIN. A safety margin of 10% or 10 PSI may be used as a guideline. The projections prepared by the water utility shall be used when they are available.

Add new subsections 903.3.~~9~~10 to 903.3.~~9~~10.2 to read:

903.3.~~9~~10 POST INDICATOR VALVES. One dedicated post indicator valve shall be provided for each sprinkler system water supply.

903.3.~~9.1~~10.1 CONTROL INDICATOR VALVES. Use of control indicator valves which are parts of a backflow preventer assembly in lieu of the dedicated post indicator valve shall be allowed, subject to the approval of the Fire Department, when all of the following conditions are met:

1. The city water main is the only source of water supply to the fire service line.

2. The underground fire service line serves the wet fire sprinkler system(s) for only one (1) building.

3. The control valves of the backflow preventers are indicator valves, such as OS&Y valves.

4. A backflow preventer has at least one indicator valve not less than 40 feet away from the building, except in the following circumstances:

    - For buildings less than 40 feet in height, a backflow preventer with at least one indicator valve shall be permitted to be installed closer than 40 feet, but at least as far from the building as the height of the wall facing the backflow preventer.

- For buildings located in the Hayward Downtown Area, a backflow preventer with at least one indicator valve shall be permitted to be installed closer than 40 feet but shall be at the farthest possible location from the building.

5. The backflow preventer is located no farther than 150 feet away from the building, measured by underground fire service line. The backflow preventer shall be located in a way to avoid confusion in the field.

903.3.~~9.2~~10.2 OTHER TYPE POST INDICATOR VALVES. The following valves controlling fire service water supply shall also be allowed in lieu of the dedicated post indicator valves.

1. An approved wall-type post indicator valve; or

2. Control valves installed in a fire-rated room accessible from the exterior.

903.4.1 MONITORING. Amend 903.4.1 to read:

903.4.1 MONITORING. Alarm, supervisory and trouble signals shall be distinctly different from one another and shall be automatically transmitted to an approved central supervising station and shall sound an audible signal at a constantly attended location in accordance with Section 903.4.2. This system shall have a supervised alarm and local alarm signaling capability.

903.4.2 - ALARMS. Add new subsection 903.4.2.1 and 903.4.2.2 to this section to read:

903.4.2.1 COMMERCIAL OR INDUSTRIAL BUILDINGS. At least one interior audible alarm device shall be installed within each tenant space of the building at a constantly attended location in the building and shall be placed in a location so as to be heard throughout the constantly attended areas in accordance with NFPA 72. The device shall activate upon any water flow activity in the fire sprinkler system.

903.4.2.2 ONE- AND TWO- AND MULTI-FAMILY RESIDENTIAL BUILDINGS. At least one interior audible alarm device shall be installed within the dwelling units in a location so as to be heard throughout the home with bedroom doors closed. The device shall activate upon any water flow activity in the fire sprinkler system.

SECTION 904 – ALTERNATIVE AUTOMATIC FIRE-EXTINGUISHING SYSTEMS

904.3.5 MONITORING. Amend 904.3.5 to read:

904.3.5 MONITORING. Where a building fire alarm system or fire sprinkler monitoring system is installed, automatic fire-extinguishing systems shall be monitored by the building fire alarm system or the fire sprinkler monitoring system in accordance with NFPA 72. This system shall have a

supervised alarm and local alarm signaling capability. Central station monitoring is required, which shall be done by an approved and/or listed central station monitoring company.

~~SECTION 905 – STANDPIPES~~

~~905.1 GENERAL. Add sentence to the end of this section to read: "Buildings three stories or more in height shall have an approved standpipe system."~~

~~905.3 REQUIRED INSTALLATIONS. Amend to substitute any reference to "4 Stories" with "3 Stories."~~

~~905.4 LOCATION OF CLASS I STANDPIPE HOSE CONNECTIONS. Add new number 6 to read:~~

~~6. DUAL OUTLETS. All Class I standpipe outlets located as required in Section 905.3 shall have added outlets located in enclosed corridors adjacent to enclosed stairway access doors at each level of every required stairway.~~

~~CHAPTER 33 – FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION~~

~~SECTION 3301 – GENERAL.~~

~~3313 STANDPIPES. Amend subsection 3313.1 to read:~~

~~3313.1 WHERE REQUIRED. Every building three stories or more in height shall be provided with not less than one standpipe for use during construction. Such standpipe shall be provided with Fire Department hose connections at accessible locations adjacent to usable stairs and the standpipe outlets shall be located adjacent to such usable stairs. Such standpipe systems shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring.~~

~~In each floor there shall be provided a 2 ½-inch (64 mm) valve outlet for Fire Department use. Where construction height requires installation of a Class I standpipe, fire pumps and water main connections shall be provided to serve the standpipe.~~

CHAPTER 49 – WILDLAND-URBAN INTERFACE FIRE AREA

Add new subsection 4901.3 to read:

4901.3 WHERE REQUIRED. Development in the area east of Mission Boulevard from the south side of D Street to the city limits south to Union City shall be constructed in accordance with this chapter.

SECTION 4902 - DEFINITIONS

Amend "WILDLAND-URBAN INTERFACE FIRE AREA" definition to read:

"WILDLAND-URBAN INTERFACE FIRE AREA" is land designated which is covered with grass, grain, brush or forest, whether privately or publicly owned, which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion. Such areas are designated by the Fire Chief on a map maintained in the office of the Fire Chief. The "WILDLAND-URBAN INTERFACE FIRE AREA" has been defined as:

"The areas east of Mission Boulevard Blvd. from the south side of D Street to the city limits south to Union City."

~~SECTION 4905.2. Amend Section 4905.2 to read:~~

~~4905.2 CONSTRUCTION METHODS AND REQUIREMENTS WITHIN ESTABLISHED LIMITS. Within the limits established by Section 4901.3, construction methods intended to mitigate wildfire exposure shall comply with the wildfire protection building construction requirements described in Section 4905.2.1, 4905.2.2 and 4905.2.3. In cases where multiple requirements may apply, the most restrictive requirement shall prevail.~~

~~Add new subsection 4905.2.1 to read:~~

~~4905.2.1 The building construction shall comply with the requirements contained in the California Building Standards Code including the following:~~

~~1. California Building Code Chapter 7A,~~

~~2. California Residential Code Section R327,~~

~~3. California Reference Standards Code Chapter 12-7A~~

Add new subsection 4905.2.~~2~~21

4905.2.~~2~~21 The building constructed shall comply with the following requirements:

1. Within ten feet of a structure, construct fences with an open wire mesh or non-combustible material to prevent fire from spreading to the structure.

2. Design roofs shall comply with a 'Class A" non-combustible roof rating as outlined in the California Building Code. (Do not use wood shake or treated wood shake roofs.)

3. Provide spark arrestors with1/4" metal mesh screens on all chimneys. Homeowners should inspect spark arrestors every year to ensure mesh screen integrity.

4. Additions to existing decks are subject to review by the Fire Marshal and may be required to meet building construction and fire protection standards.

6. Restrict outdoor storage of firewood, kindling, or compost material within 30 feet of any structure, unless the material is stored in an approved bin or enclosure.

7. Locate chimney at least ten feet away from existing tree canopies.

8. Enclose all roof eaves.

~~Add new subsection 4905.2.3 to read:~~

~~4905.2.3 In addition, the building construction shall comply with other City standards and regulations including but not limited to the Zoning Ordinance, Subdivision Ordinance, Building Ordinance, Fire Code Ordinances, Grading Ordinance, Tree Preservation Ordinance, and Water Efficient Landscape Ordinance.~~

SECTION 4906.1 General. Amend Section 4906.1 to read:

SECTION 4906.1 - CITY OF HAYWARD HILLSIDE DESIGN AND URBAN/WILDLAND INTERFACE GUIDELINES. As adopted by Resolution No. 93-037.

CHAPTER 50 – HAZARDOUS MATERIALS - GENERAL PROVISIONS

SECTION 5001 – GENERAL.

Add new subsection 5001.5.3 to read:

SECTION 5001.5.3 Hazardous Materials Business Plans (HMBP). - Shall be submitted annually. The frequency may be increased, modified or waived by the Fire Chief or their designee, but shall not exceed the time frames as established by the State of California laws and regulations.

SECTION 5003 - GENERAL REQUIREMENTS.

Add new subsection 2703.1.5 to read:

SECTION 5003.1.5 - PROHIBITED LOCATION. – Hazardous materials are not allowed below grade plane in buildings.

SECTION 5004.2.2 – SECONDARY CONTAINMENT FOR HAZARDOUS MATERIALS LIQUIDS AND SOLIDS. Where required by Table 5004.2.2, buildings, rooms or areas used for the storage of hazardous materials liquids or solids shall be provided with secondary containment in accordance with this section when the capacity of an individual vessel or aggregate capacity of multiple vessels equals or exceeds 55 gallons. Additionally, the Fire Chief or his designee may require secondary containment at quantities less than 55 gallons or as specified in Chapter 50 in order to protect life safety, emergency responders, or the environment.

~~CHAPTER 52 – COMBUSTIBLE FIBERS~~

~~SECTION 5205 - BALED STORAGE.~~

~~Add new subsection 5205.3 to read:~~

~~5205.3 FIRE PROTECTION. Baled storage under any roof or overhang shall be protected by an approved automatic sprinkler system.~~

CHAPTER 57 – FLAMMABLE AND COMBUSTIBLE LIQUIDS

SECTION 5701 - GENERAL.

5701.4 PERMITS.

Add new subsection 5701.4.1 to read:

5701.4.1 PLANS. Plans shall be submitted with each application for a permit to store more than 60 gallons of flammable and combustible liquids in drums or tanks. The plans shall indicate the methods of storage, quantities to be stored, distances from buildings and property lines, access ways, fire-protection facilities, and provisions for drainage and runoff. Storage shall be in accordance with approved plans.

SECTION 5703 - GENERAL REQUIREMENTS.

Add new subsection 5703.1.4 to read:

SECTION 5703.1.4 - PROHIBITED LOCATION. Flammable and combustible liquids are not allowed below grade plane in buildings.

SECTION 5704 - STORAGE.

Add new subsection 5704.1.1 to read:

5704.1.1 APPLICABILITY. Storage and use of flammable and combustible liquids in aboveground tanks over 60 gallons is prohibited within the city limits of Hayward unless approved by the Fire Chief upon a finding that such approval would minimize the danger to the health, safety, and welfare of the population of Hayward or to neighboring properties. When allowed, storage and use of flammable and combustible liquids in containers, cylinders, and tanks shall be in accordance with sections 5701 and 5704. For permits see Section 105.1 and 5701.4.

EXCEPTION: Allowance shall be granted in the industrial area of Hayward for stationary, monitored, and double-walled aboveground flammable and combustible liquid storage tanks as follows:

a. Emergency power diesel generator tanks that do not exceed an aggregate site capacity of 5500 gallons. Tanks shall meet Underwriter Laboratory UL142 standard when manufactured as part of an emergency power generator package (generator belly tank) or Underwriter Laboratory UL2085 standard when tanks are separate from the generator package. Interstitial space shall be electronically monitored.

b. Gasoline and diesel fueling tanks that meet the Underwriter Laboratory UL2085 standard and do not exceed a site capacity of 550 gallons. Interstitial space shall be electronically monitored.

c. Combustible IIIB liquid storage tanks that do not exceed a site capacity of 5500 gallons. Tanks shall meet the Underwriter Laboratory UL142 standard.

d. Hydraulic oil tanks for elevators that meet California Division of Industrial Safety standards.

For motor-vehicle-fuel-dispensing stations, see Chapter 23.

~~SECTION 5706 - SPECIAL OPERATIONS.~~

~~5706.2 STORAGE AND DISPENSING OF FLAMMABLE AND COMBUSTIBLE LIQUIDS ON FARMS AND CONSTRUCTION SITES.~~

~~5706.2 Amend the subsection to read:~~

~~5706.2 STORAGE AND DISPENSING OF FLAMMABLE AND COMBUSTIBLE LIQUIDS ON FARMS AND CONSTRUCTION SITES.~~

~~The storage of Class I, flammable and Class II or III combustible liquids in aboveground tanks is prohibited within the city limits of Hayward unless approved by the Fire Chief upon a finding that such approval would minimize danger to the health, safety, and welfare of the population of Hayward or to neighboring properties. When allowed, permanent and temporary storage and dispensing of Class I, flammable and Class II and III combustible liquids for private use on farms and rural areas and at construction sites, earth-moving projects, gravel pits or burrow pits shall be in accordance with Sections 5706.2.1 through 5706.2.8.1. For permits see section 105.1 and 5701.4.~~

~~EXCEPTION: Storage and use of fuel-oil in containers connected with oil-burning equipment regulated by Section 603 and the California Mechanical Code.~~

5706.2.8 DISPENSING FROM TANK VEHICLES.

~~5706.2.8. Amend number 2 to read:~~

~~2. The dispensing hose does not exceed 50 feet (15,240 mm) in length.~~

Add item 9 and 10 to read:

9. Vapor-recovery systems are provided in accordance with Section 2306.7.9.

10. Tank vehicles shall not be permitted to serve as portable or temporary storage tanks.

APPENDIX B
FIRE-FLOW REQUIREMENTS FOR BUILDINGS

SECTION B105 - FIRE-FLOW REQUIREMENTS FOR BUILDINGS. Amend subsections B105.1 and B105.2 to read:

B105.1 ONE- AND TWO-FAMILY DWELLINGS. The minimum fire-flow requirements for one- and two-family dwellings shall be 1,000~~500~~ gallons per minute, at 20 PSI. (5,677.5 L/min.)

~~EXCEPTION: Fire-flow may be reduced 50 percent when the building is provided with approved automatic sprinkler system. The resulting fire flow shall not be less than 1,500 gallons per minute at 20 PSI.~~

Table B105.2. Deleted

B105.2 BUILDINGS OTHER THAN ONE- AND TWO-FAMILY DWELLINGS, GROUP R-3 and R-4 BUILDINGS. ~~The fire-flow for buildings other than one-and two-family dwellings shall not be less than specified in Table No. B105.1.~~

~~EXCEPTION:~~ A reduction in required fire-flow of up to 50 percent, as approved by the Fire Chief, is allowed when the building is provided with an approved automatic sprinkler system. The resulting fire-flow shall not be less than 1,500 gallons per minute at 20 PSI. (5,677.5 L/min.).

APPENDIX C
FIRE HYDRANT LOCATIONS AND DISTRIBUTION

TABLE C10~~5.1~~2.1 amended to read:

TABLE C10~~5.1~~2.1
NUMBER AND DISTRIBUTION OF FIRE HYDRANTS

FIRE FLOW REQUIREMENT (GPM)[1]	MINIMUM NUMBER OF HYDRANTS	DISTRICT	AVERAGE SPACING BETWEEN HYDRANTS (FEET)[2, 3, 4]	MAXIMUM DISTANCE FROM ANY POINT ON STREET OR ROAD FRONTAGE TO A HYDRANT[5]	HYDRANT TYPE
1,750 or less	1	Low Density Residential	400	225	Modified Steamer
		Median Density	400	200	Double Steamer
		Others	300	180	Double Steamer
2,000	2	Low Density Residential	400	225	Modified Steamer
		Median Density	400	200	Double Steamer
		Others	300	180	Double Steamer
2,500	3	Low Density Residential	400	225	Modified Steamer
		Median Density	400	200	Double Steamer
		Others	300	180	Double Steamer
3,500	4	Low Density Residential	400	225	Modified Steamer
		Median Density	400	200	Double Steamer
		Others	300	180	Double Steamer
4,500	5	All	300	180	Double Steamer
5,500	6	All	300	150	Double Steamer
6,500	7	All	250	150	Double Steamer
7,500 or more	8	All	250	120	Double Steamer

1. Measured at 20 PSI residual pressure.
2. Reduce by 100 feet for dead-end streets or roadways.

3. Where streets are provided with median dividers or arterial streets are provided with four or more traffic lanes, hydrants spacing shall average 500 feet on each side.
4. Where new water mains are extended along streets, where hydrants are not needed for protection of structures or similar fire problems, fire hydrants should be provided at not less than 1,000-foot spacing to provide for transportation hazards.
5. Reduce by 50 feet for dead-end streets or roadways.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

SECTION D103 MINIMUM SPECIFICATIONS

~~D103.1 ACCESS ROAD WIDTH WITH A HYDRANT. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders~~

~~Delete "MINIMUM CLEARANCE AROUND A FIRE HYDRANT" in Figure D103.1.~~
D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent.

Exception 1: Grades 10% to 15% shall be constructed with a minimum 6-inch thick Portland Cement Concrete, upon approval from the Fire Marshal Office.

Exception 2: Grades 15.1% to 20% shall be constructed with a minimum 6-inch thick Portland Cement Concrete with grooves, upon Fire Chief's approval.

D103.3 TURNING RADIUS. Amend Section D 103.3 to read:

D103.3 TURNING RADIUS. The minimum inside turning radius shall be 17 feet. The minimum outside turning radius shall be 45 feet.

~~SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS~~

SEC. ~~9~~5. APPEALS.

Whenever the Fire Chief shall disapprove an application or refuse to grant a permit or when it is claimed that the provisions of the code do not apply or that the true intent and meaning of the code have been misconstrued or wrongly interpreted, the applicant may appeal from the decision of the Fire Chief to the City Manager.

SEC. ~~10~~ 6. FEES. Fees may be established by resolution of the City Council for permits required by the code, and the fee required for any permit shall accompany the application for such permit. Unless the permit specifies otherwise, the permit shall be issued for a one-year period.

SEC. ~~11~~7. PENALTIES.

11.1 Any person who shall violate any of the provisions of this code hereby adopted or fail to comply therewith, or who shall violate or fail to comply with any order made thereunder, or who shall build in violation of any detailed statement of specifications or plans submitted and approved thereunder, or any certificate or permit issued thereunder, and from which no appeal has been taken, or who shall fail to comply with such an order as affirmed or modified by the City Council of the City of Hayward or by a court of competent jurisdiction, within the time fixed herein, shall severally for each and every such violation and noncompliance respectively, be guilty of a criminal offense and subject to the penalties set forth in the Hayward Municipal Code, Chapter 1, Article 3, Section 1-3.00 et. seq.

11.2 The application of the above penalty shall not be held to prevent the enforced removal of prohibited conditions or to prohibit the use of any other criminal or civil remedy.

SEC. ~~12~~8. REPEAL OF CONFLICTING ORDINANCES. All former ordinances or parts thereof conflicting or inconsistent with the provisions of this ordinance or of the California Fire Code as adopted and amended herein are hereby repealed.

SEC. ~~13~~9. VALIDITY. The City Council of the City of Hayward hereby declares that should any section, paragraph, sentence, or word of this ordinance or of the code hereby adopted be declared for any reason to be invalid, it is the intent of the City Council of the City of Hayward that it would have passed all other portions of this ordinance independent of the elimination herefrom of any such portion as may be declared invalid.

SEC. ~~14~~10. DATE OF EFFECT. This ordinance shall take effect and be in force from and after its approval as required by law.

Section 2. In accordance with the provisions of Section 620 of the City Charter, this ordinance shall become effective 30 days from and after the date of its adoption.

INTRODUCED at a regular meeting of the City Council of the City of Hayward, held the __ day of December 2019, by Council Member _____.

ADOPTED at a regular meeting of the City Council of the City of Hayward held the __ day of December 2019, by the following votes of members of said City Council.

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS: ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:_____
Mayor of the City of Hayward

DATE:_____

ATTEST:_____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 19-

Introduced by Council Member _____

RESOLUTION FINDING AND DETERMINING THE NEED FOR CHANGES OR MODIFICATIONS TO THE 2019 CALIFORNIA BUILDING CODE

WHEREAS, section 17958 of the California Health and Safety Code requires the adoption by the City of Hayward of regulations imposing the same requirements of certain uniform industry codes as specified in Health and Safety Code section 17922 and the California Housing and Community Development Commission regulations promulgated thereunder; and

WHEREAS, Health and Safety Code section 17958.5 permits a city to make such changes or modifications to the uniform industry codes as are deemed reasonably necessary because of local conditions.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward, pursuant to the requirements of Health and Safety Code section 17958.7, does hereby find and determine the need to adopt changes or modifications to the following sections of the 2019 California Building Code by reason of local climatic, geological, and topographical conditions:

ADMINISTRATIVE CHANGES

In accordance with Health and Safety Code section 18909(c), local ordinances necessary to carryout procedures by a city relating to administrative processes for enforcing building standards, and that do not establish building standards, may be enacted without meeting the requirements of the state laws governing amendments to Title 24.

STRUCTURAL CHANGES

CODE REFERENCE:

2019 CBC 1705.3 Concrete construction. Revise section 1705.3 Exception as follows: Special inspections and tests of concrete construction shall be performed in accordance with this section and Table 1705.3.

Exception (1): Special inspections and tests shall not be required for: 1. Isolated spread concrete footings of buildings three stories or less above grade plane that are fully supported on earth or rock, where the structural design of the footing is based on a specified compressive strength, f'c, no greater than 2,500 pound per square inch (psi) (17.2 Mpa).

ISSUES:

The proposed amendment modifies the type of exceptions from requiring special inspection for isolated spread concrete footings of buildings three stories or less above grade plane.

RATIONALE:

Results from studies after the 1994 Northridge earthquake indicated that a lot of the damages were attributed to lack of quality control during construction. The proposed amendment improves quality control during construction and therefore needs to be incorporated into the Code. Revise CBC Section 1705.3 exception No. 1 to allow special inspection not to be required for isolated spread footing where the structural design of the footing is based on a specified compressive strength, f'c, no greater than 2,500 psi. This proposed amendment is a continuation of an amendment adopted during the previous code adoption cycle.

CODE REFERENCE:

2019 CBC 1905.1.7 ACI 318, section 14.1.4. Delete ACI 318, Section 14.1.4, and replace with the following:

14.1.4 - Plain concrete in structures assigned to Seismic Design Category C, D, E or F.

14.1.4.1 - Structures assigned to Seismic Design Category C, D, E or F shall not have elements of structural plain concrete, except as follows:

(a) Isolated footings of plain concrete supporting pedestals or columns are permitted, provided the projection of the footing beyond the face of the supported member does not exceed the footing thickness.

Exception: In detached one- and two-family dwellings three stories or less in height, the projection of the footing beyond the face of the supported member is permitted to exceed the footing thickness.

(b) Plain concrete footing supporting walls are permitted, provided the footings have at least two continuous longitudinal reinforcing bars. Bars shall not be smaller than No. 4 and shall have a total area of not less than 0.002 times the gross cross-sectional area of the footing. A minimum of one bar shall be provided at the top and bottom of the footing. Continuity of reinforcement shall be provided at corners and intersections.

Exception: In detached one- and two-family dwellings three stories or less in height and constructed with stud bearing walls, plain concrete footings with at least two continuous longitudinal reinforcing bars not smaller than No. 4 are permitted to have a total area of less than 0.002 times the gross cross-sectional area of the footing.

ISSUES:

Revise section 1905.1.7. ACI 318 section 14.1.4 that allows the use of plain concrete in residential structures assigned to Seismic Design Category C, D, E or F.

RATIONALE:

The proposed amendment addresses the problem of poor performance of plain or under-reinforced concrete footings during a seismic event. This amendment reflects the recommendations by the Structural Engineers Association of Southern California (SEAOSC) and the Los Angeles City Joint Task Force that investigated the poor performance of plain and under- reinforced concrete footings observed in 1994 Northridge earthquake. This proposed amendment is a continuation of an amendment adopted during the previous code adoption cycle.

CODE REFERENCES:
2019 CRC Table R602.10.3(3)

ISSUES:

Add a new footnote "g" to the end of the table to read:

g. In Seismic Design Categories D_0, D_1, and D_2, Method GB is not permitted, and the use of Method PCP is limited to one-story single-family dwellings and accessory structures.

Add the "g" footnote notation in the title of Table R602.10.3(3) to read:

TABLE R602.10.3(3)[g]

R602.10.4.3.1 Limits on methods GB and PCP. Add a new subsection R602.10.4.3.1, to read:

In Seismic Design Categories D_0, D_1, and D_2, Method GB is not permitted for use as intermittent braced wall panels, but gypsum board is permitted to be installed when required by this section to be placed on the opposite side of the studs from other types of braced wall panel sheathing. In Seismic Design Categories D_0, D_1, and D_2, the use of Method PCP is limited to one-story single-family dwellings and accessory structures."

RATIONALE:

The proposed amendment addresses the problem of poor performance of gypsum wallboard and Portland cement plaster as wall bracing materials in high seismic areas. This amendment reflects the recommendations by the Structural Engineers Association of

Southern California (SEAOSC) and the Los Angeles City Joint Task Force that investigated the poor performance of these bracing materials that were observed in 1994 Northridge earthquake. This proposed amendment is a continuation of an amendment adopted during the previous code adoption cycle.

BE IT FURTHER RESOLVED that the aforementioned amendments to the *2016 California Building Code*, are based on local climatic, geological, or topographical conditions. The "Findings of Facts" contained herein addresses present local conditions which either singularly or in combination cause the aforementioned amendments to be adopted.

1. CLIMATIC

Not applicable to proposed amendments.

2. TOPOGRAPHICAL

Not applicable to proposed amendments.

3. GEOLOGICAL

Seismic Activity: The City of Hayward is located in a zone of high seismic activity. A major seismic event may make roads impassable with damage so widespread that resources would not be available to meet all the anticipated needs. Buildings in this area need to be designed to ensure a higher degree of life safety of occupants and to minimize economic loss as the region struggles to overcome the devastation that would follow after such a seismic event.

4. CONCLUSION

Local geological conditions have a definite impact upon buildings in Hayward. Therefore, it is found to be reasonably necessary that the *2019 California Building Code* be changed or modified to mitigate the effects of the above conditions.

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to cause a copy of this resolution, together with the modifications or changes to the 2019 California Building Code, to be filed with the California Department of Housing and Community Development.

IN COUNCIL, HAYWARD, CALIFORNIA November 19th, 2019.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR PRO TEMPORE:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:
MAYOR:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

ATTACHMENT V

HAYWARD CITY COUNCIL

RESOLUTION NO. _____

Introduced by Council Member _____

RESOLUTION FINDING AND DETERMINING THE NEED FOR CHANGES OR MODIFICATION TO THE CALIFORNIA FIRE CODE, 2019 EDITION

WHEREAS, California Health and Safety Code sections 13143.2 and 13143.5 permit a city to make such changes or modifications as deemed reasonably necessary because of local conditions to be made in specified uniform industry codes; and

WHEREAS, it is necessary that the City's Fire Code be revised to conform with parallel provisions in the City's Building Code as well as to address specialized needs presented by local conditions.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward does hereby find and determine as follows:

1. In connection with the adoption by reference of the California Fire Code, 2019 Edition, the City needs to adopt changes or modifications to the following sections of the California Fire Code, 2019 Edition, by reason of local conditions: 1, 2, 3, 4, 104.10.1, 106.2.1, 108.1, 202, 503.6.1, 505.1, 507.5.1, 603.4, 903.2, 903.2.21, 903.2.21.1, 903.2.22, 903.3.1.1, 903.3.1.3, 903.3.1.3.1, 903.3.5, 903.3.5.3, 903.3.5.3.1, 903.3.5.3.2, 903.3.5.3, 903.3.5.4.1, 903.3.10, 903.3.10.1, 903.3.10.2, 903.4.1, 903.4.2, 903.4.2.1, 903.4.2.2, 904.3.5, 4901.3, 4902, 4905.2.1, 4906.1, 5001.5.3, 5003.1.5, 5004.2.2, 5701.4.1, 5703.1.4, 5704.1.1, 5706.2.8, APPENDIX B Section B105.1 and B 105.2, APPENDIX C TABLE C102, APPENDIX D D103.2, D103.3, Sec 5, 6, 7, 8, 9 and 10.

2. The amendments to the California Fire Code, 2019 Edition (published by the International Code Council) have been recognized by the City of Hayward to address the fire problems, concerns, and future directions by which this City can establish and maintain an environment which will afford an acceptable level of fire and life safety to its citizens and guests.

3. The "Findings of Facts" contained herein addresses present local conditions which either singularly or in combination cause the aforesaid amendments to be adopted. The following local conditions have an adverse effect on the prevention and control of major loss fires, thereby making it necessary to adopt the above changes or modifications in the California Fire Code in order to provide a reasonable degree of fire and life safety in this community.

CLIMATIC

(a) Precipitation: Precipitation ranges from 15 to 24 inches per year with an average of approximately 17.58 inches per year. 95 percent falls during the months of October through April, and five percent from May through September.

(b) Relative Humidity: Humidity during May through November ranges from 20 to 40 percent going as low as 10 percent on an average of 10 days during this period. During December through April, the humidity ranges from 41 to 68 percent.

(c) Temperatures: High temperatures have been recorded in the low 100s F. Average summer highs are in the 73 F. range with an average annual maximum temperature of 66 F.

(d) Winds: Prevailing winds are from the west, northwest (WNW). However, winds are experienced from virtually every direction at one time or another. Velocities are generally in the 14 to 23 miles-per-hour range, gusting to 25 to 35 miles-per-hour. Forty miles-per-hour winds are experienced occasionally, and higher have been registered. During the winter half of the year, strong, dry, gusty winds from the north move through the area for several days, creating extremely dry conditions.

(e) Summary: These local climatic conditions effect the acceleration, intensity, and size of fires in the community. Times of little or no rainfall, of low humidity, and high temperatures create extremely hazardous conditions, particularly as they relate to wood shake and shingle roof fires and fires involving buildings. During wildland and wood shake and shingle roof fires, winds can carry sparks and burning brands to other roofs, thus spreading the fire and causing conflagrations. In building fires, winds can literally force fire back into buildings and can create a blowtorch effect, in addition to preventing "natural" ventilation and cross-ventilation efforts.

GEOLOGICAL AND TOPOGRAPHIC

(a) Vegetation: Dry grass and brush are common in the hills and open-space areas adjacent to built-up locations during six to eight months of each year. Many of these areas frequently experience wildland fires which threaten nearby buildings, particularly those with wood roofs or sidings.

(b) Hills, Creeks, Canals, Freeways, Railways, Housing Tracts, Large Buildings, Building Complexes, and the Airport: All of these surface features, both natural and man-made, have a major adverse effect upon the road and street layout in the City including major traffic routes. These conditions limit the number and cause indirect routing of major arterial streets for normal traffic as well as emergency vehicle response.

(c) Terrain: Areas with buildings include level, sloping, and rolling terrain. This terrain is not dissimilar to terrain in other locations which have experienced major conflagrations.

(d) Roads and Streets: As noted above, the limited number, and the indirect routing of roads and streets in the City create heavy, slow traffic conditions and excessively long travel routes from point to point.

(e) Population: The current and rapidly growing population in the City creates two fire protection problems:

(1) The more people, the more emergency incidents requiring Fire Department response. The greater the frequency of alarms, the greater the chance there will be simultaneous emergency incidents requiring Fire Department response. This results in longer response times and/or fewer fire companies to respond to any emergency within the City; and

(2) The more people, the more traffic congestion during a greater part of the day. Such traffic congestion not only slows Fire Department response but often restricts access to fire scenes.

(f) Buildings, Landscaping, and Clearances: Many building complexes are of designs which greatly limit the approach to and accessibility by Fire Department resources. Many houses and other buildings with wood roofs or sidings are close together, and fire will readily spread from one to another by both radiation and convection of flying brands.

(g) Summary: Essentially, the above local geological and topographical conditions present fire frequency, magnitude, exposures, and accessibility problems and have a negative impact upon the response capability of the Fire Department. The quantity of Fire Department resources that can arrive within an effective time is limited. The time in which they can respond is extended due to lengthy travel distances and traffic congestion.

4. CONCLUSION. Local climatic, geological, and topographic conditions have a definite impact upon the frequency, spread, acceleration, intensity and size of fire involving buildings in Hayward. Furthermore, they have an adverse impact upon the number of Fire Department resources which can be brought to bear upon such fires within an expeditious period of time. Therefore, it is found to be reasonably necessary that the California Fire Code be changed or modified to adopt more stringent requirements to mitigate the effects of the above conditions.

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to cause a copy of this resolution, together with the modifications or changes to the California Fire Code, to be filed with the State of California Department of Housing and Community Development, the state Building Standards Commission, and the State Fire Marshal, by registered mail.

BE IT FURTHER RESOLVED that, should any finding contained herein be declared for any reason invalid, it is the intent of the City Council that it would have passed all remaining portions of this resolution.

IN COUNCIL, HAYWARD, CALIFORNIA December __, 2019

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward