



CITY OF HAYWARD

DRAFT MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that the proposed project described in detail below would not have a significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended:

I. PROJECT DESCRIPTION:

Title: California Crosspoint School, Application No. 201505867

Description: The proposed project includes a request for zone change from Industrial (I) District to Planned Development (PD) District at 25500 Industrial Boulevard to allow for Educational Facilities. The purpose of the zone change is to allow California Crosspoint Middle and High School to occupy the existing 52,019 square foot, former Heald College structure which was constructed in 2001. The Project includes an Administrative Use Permit to operate the school and Site Plan Review for future phases of development at the school site.

At full build-out, California Crosspoint School will have 600 students (400 high school, 150 middle school and 50 pre-school students) and up to 70 staff members (with 50 to 55 staff members on-site at once). The proposed project consists of three phases that would occur over the course of about five years starting in 2016.

The first phase consists of occupation of the former Heald College structure and would involve minor interior tenant improvements and site modifications. Phase 2 (estimated completion 2019) would involve site modifications and construction of an approximately 42,000 square foot, two story community center with gymnasium, fitness center, assembly hall, commercial kitchen and multi-use classrooms. The community center would be used for school-related athletics and fitness courses; community uses and events; and, a pre-school. Phase 3 (estimated completion 2021) would involve site modifications and construction of an approximately 56,100 square foot dorm/residence hall for approximately 150 students and staff. The residence hall would have 80 to 100 rooms, a dining hall, recreation room and lounge.

Phases 2 and 3 described above would undergo project-specific Site Plan Review to ensure that the proposed development and site modifications are consistent with the applicable development and performance standards and design guidelines. The ultimate locations, heights and size of the proposed structures may shift on the site; however, they will not be larger than described in this Initial Study.

Location: 25500 Industrial Boulevard, Hayward, Alameda County, CA. APN 441-0055-017-00.

Approvals: Rezoning to PD (Planned Development) District; Administrative Use Permit; Site Plan Review.

II. FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:

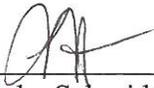
The proposed project, with the mitigation measures included in the Initial Study prepared for this project, will not have a significant effect on the environment.

III. FINDINGS SUPPORTING DECLARATION:

1. The proposed project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.
2. The project was found to have either no impact or less than significant impacts in the areas of Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology or Water Quality, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.
3. The project could result in Air Quality-related impacts related to dust and particulate matter generated by later phase construction activities. However, the identified impact can be mitigated to a level of less than significant with the incorporation of Bay Area Air Quality Management District best management practices related to construction-activity as described in the mitigation measure set forth in the Initial Study.
4. The project could result in impacts related to Geology and Soils in that the project site is located in an area identified for its liquefaction potential and potential building failure due to seismic-related ground failure. Impacts related to this potential impact can be mitigated to a level of less than significant with the submittal of a Geotechnical Investigation and incorporation of site specific recommendations in future development phases as described in the mitigation measure set forth in the Initial Study.
5. The project could result in unacceptable exterior noise-related impacts at the residential dormitory open space area and inside the residential units if the windows are open. However, mitigation measures were identified in the Initial Study to reduce exterior and interior noise related impacts to a level of less than significant. The Initial Study concluded that short term construction-related noise impacts will be minimized through implementation of standard restrictions on construction related activities set forth in the Hayward Municipal Code.
6. The proposed project may result in traffic impacts to a Caltrans-owned facility (Industrial Boulevard/State Route 92 West Bound Ramps) under Background Plus Project and to Industrial Boulevard/State Route 92 West Bound Ramps as well as a the Winton Avenue/Clawiter Road intersection under Cumulative Plus Project conditions. The identified impacts can be mitigated to a level of less than significant as described in the mitigation measures set forth in the Initial Study.

7. With regard to the Mandatory Findings of Significance, the proposed project could result in impacts that could potentially degrade the quality of the environment, that are cumulatively considerable, and that could cause an adverse effect on human beings as described above and in the attached Initial Study; however all of those impacts can be mitigated to a level of less than significant as described above and in the Initial Study.

IV. LEAD AGENCY REPRESENTATIVE AND PERSON WHO PREPARED THE INITIAL STUDY:



Leigha Schmidt, AICP, Senior Planner

5/13/16

Date

V. CONTACT INFORMATION

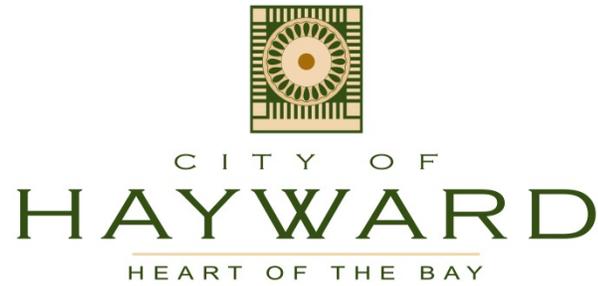
For additional information, please contact the project Planner, Leigha Schmidt at the City of Hayward Planning Division at 510-583-4113.

Written comments may be sent to Leigha Schmidt via email at leigha.schmidt@hayward-ca.gov or at City of Hayward Planning Division, 777 B Street, Hayward, CA 94541.

VI. COPY OF ENVIRONMENTAL CHECKLIST

Copies of the Initial Study are also available for public review at Hayward City Hall, at 777 B Street, Hayward on the First Floor Permitting Center, Monday through Thursday from 8 a.m. to 5 p.m.; at the Hayward Public Library located at 835 C Street and the Weekes Branch Library located at 27300 Patrick Avenue in Hayward. Please see the Library and Community Services webpage at <http://www.library.ci.hayward.ca.us/> for library days and hours.

Additionally, the Initial Study and all appendices are available on the City's website at <http://www.hayward-ca.gov/content/projects-under-environmental-review-0>.



**DEPARTMENT OF DEVELOPMENT SERVICES
Planning Division**

INITIAL STUDY CHECKLIST

Project Title: California Crosspoint School (Application No. 201505867)

Lead agency name/address: City of Hayward, 777 B Street, Hayward CA 94541

Contact person: Leigha Schmidt, Senior Planner

Project location: 25500 Industrial Boulevard; Assessor's Parcel Number: 441-0055-017-00.

Project sponsor: Robin Hom, Superintendent, California Crosspoint School

Existing General Plan Designation: Industrial

Existing Zoning: Industrial

Project Description: The proposed project includes a request for zone change from Industrial (I) District to Planned Development (PD) District at 25500 Industrial Boulevard to allow for Educational Facilities. The purpose of the zone change is to allow California Crosspoint Middle and High School to occupy the existing 52,019 square foot, former Heald College structure which was constructed in 2001. The Project includes a Use Permit to operate the school and Site Plan Review for future phases of development at the school site.

At full build-out, California Crosspoint School will have 600 students (400 high school, 150 middle school and 50 pre-school students) and up to 70 staff members (with 50 to 55 staff members on-site at once). Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15063 (a)(1), all phases of the project must be considered in the Initial Study. The phased project would occur over the span of five to six years, as described in a programmatic manner below:

Phase 1: California Crosspoint School to occupy former Heald College structure in August 2016 with an estimated 250 students (200 high school students and 50 middle school students). Initial occupation may require minimal tenant improvements to existing structure. Site improvements would include installation of a security gate along the frontage and parking lot painting with moveable basketball standards at the northern part of the site. See Figure 2.

- Phase 2: Site modifications and construction of an approximately 42,000 square foot, two story community center with gymnasium, fitness center, assembly hall, commercial kitchen and multi-use classrooms. The community center would be used for school-related athletics and fitness courses; community uses and events; and, a pre-school. Estimated date of completion, 2019. See Figure 3.
- Phase 3: Site modifications and construction of an approximately 56,100 square foot dorm/residence hall for approximately 150 students and staff. The residence hall would have 80 to 100 rooms, a dining hall, recreation room and lounge. Estimated date of completion, 2021. See Figure 4.

After initial occupation of the former Heald College structure, each subsequent phase would require elimination of parking spaces for new structures on the site (Figures 3 and 4). Each of the phases described above would undergo project-specific Site Plan Review to ensure that the proposed development is consistent with the applicable development and performance standards and design guidelines. The ultimate locations, heights and size of the proposed structures may shift on the site; however, they will not be larger than described in this Initial Study.

General Plan Consistency. The site has an Industrial General Plan land use designation. Educational facilities are not specifically listed as a supporting use in the applicable Industrial Technology and Innovation Corridor description; however, the General Plan notes that the absence of the specific use from the description should not be interpreted to preclude land uses or developments without consideration of the site, the surrounding neighborhood and the guiding principles, goals and policies of the General Plan.

The site, existing structure and surrounding neighborhood are appropriate and compatible with the proposed use. The proposed project site was developed to house an educational institution and has 32 classrooms, 443 parking offices, a cafeteria and outdoor lounge/patio, trash enclosures and site landscaping. The site is located at the edge of the Industrial land use designation, adjacent to both light industrial/commercial uses and multi-residential uses and is located within one-half mile of existing schools (Anthony W. Ochoa Middle School, Eden Gardens Elementary School and Chabot College).

The proposed project is consistent with General Plan policies that would support the proposed project including General Plan policies that support complete neighborhoods (Land Use (LU)-3.1), mixes of uses and activities (LU-5.1), flexible land use regulations (LU-5.2), and adaptive reuse of existing buildings (LU-5.6). In addition, Educational Facilities are consistent with other public assembly uses (i.e. cultural centers and recreation centers) that are conditionally permitted in the Industrial District, depending on surrounding land use compatibility.

Requested Local Approvals: The Lead Agency will take the following actions in order to carry out the project:

- Rezoning to Planned Development;
- Administrative Use Permit;
- Site Plan Review.

Surrounding land uses and setting: The 5.5-acre project site is roughly rectangular in shape. It is developed with a 52,012 square foot building and related site improvements that would remain in place with the proposed rezoning. The site is surrounded by high density residential development to the east,

a mix of industrial uses and low and medium residential development to the north, industrial and residential uses to the south and industrial warehouses and business parks across Industrial Boulevard to the west.

The project site is located about one-quarter mile from State Route 92 and is accessible from Industrial Boulevard which is a Class III bicycle route. There are continuous sidewalks along the project frontage and the site is accessible from AC Transit Route 83 and 86 which runs to/from both Downtown and South Hayward BART.

Other public agencies whose approval is required: Caltrans

Figures

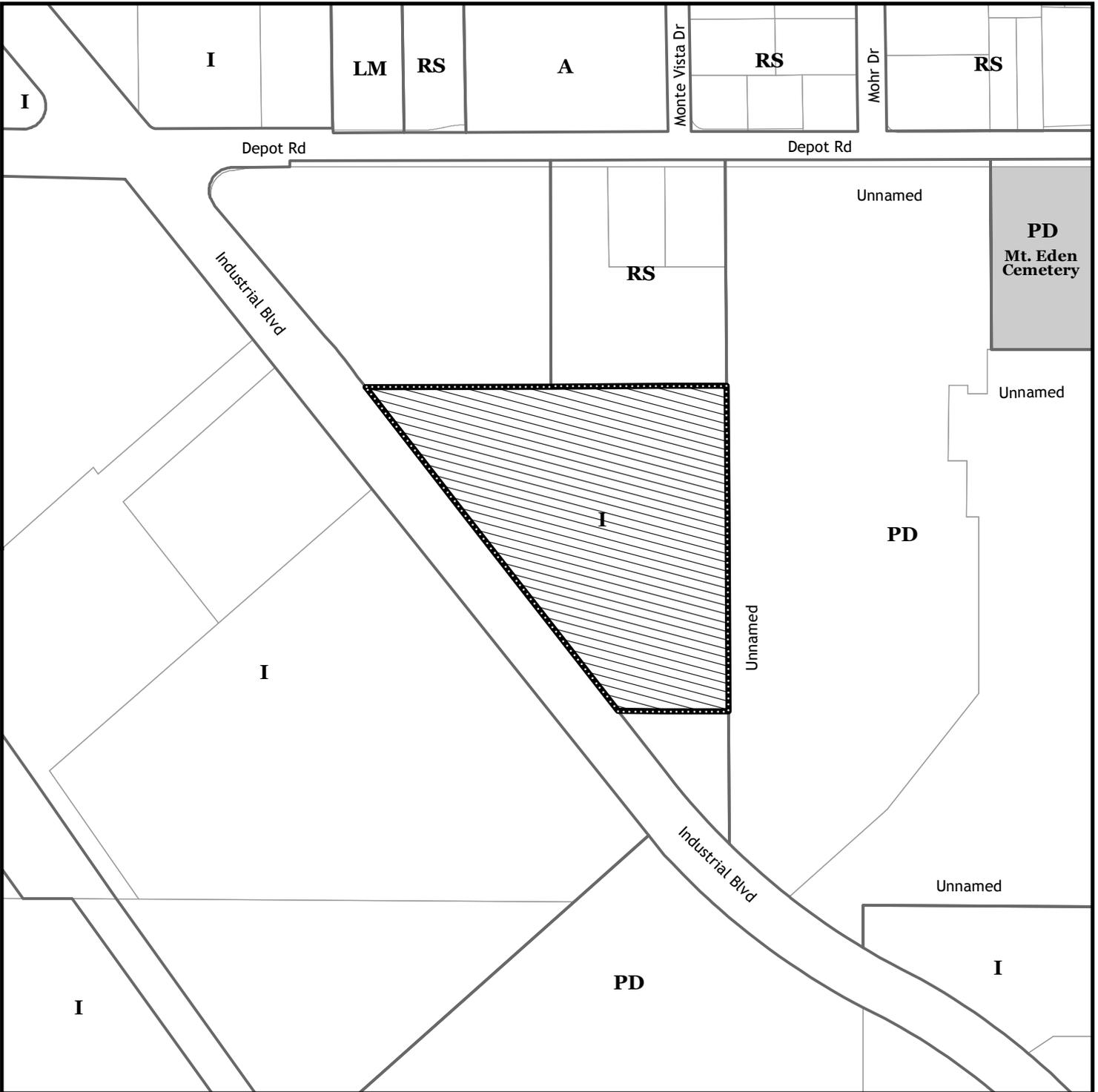
- Figure 1. Area and Zoning Map
- Figure 2. Phase 1 Site Plan
- Figure 3. Phase 2 Site Plan
- Figure 4. Phase 3 Site Plan

Appendices

- Appendix A TAC and Assessment
- Appendix B GHG Emissions Assessment
- Appendix C Noise and Vibration Assessment
- Appendix D Transportation Assessment



Area & Zoning Map



California Crosspoint High School

Address:
25500 Industrial Blvd

Applicant:
Robin Holm

Owner:
Lampert 25500 Industrial Blvd, LLC

Zoning Classifications

- RESIDENTIAL**
- RS Single Family Residential, min lot size 5000 sqft
- CENTRAL CITY**
- INDUSTRIAL**
- I Industrial
- LM Light Manufacturing
- OPENSOURCE**
- A Agricultural
- OTHER**
- PD Planned Development



DRAWING INDEX

PROJECT DRAWINGS:

- 1 SITE PLAN - PHASE 1
- 2 SITE PLAN - FUTURE PHASE 2 ADDITION
- 3 SITE PLAN - FUTURE PHASE 3 ADDITION
- 4 1ST FLOOR PLAN
- 5 2ND FLOOR PLAN

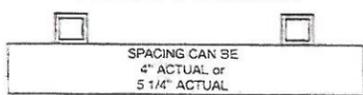
REFERENCE DRAWINGS:

- A0 COVER SHEET
- C1 GRADING PLAN
- C2 UTILITY PLAN
- C3 OFFSITE STORM PLAN
- A1.0 SITE PLAN
- A1.1 SITE PLAN - DIMENSIONED
- A1.3 SITE DETAILS
- A2.0 FIRST FLOOR PLAN
- A2.1 SECOND FLOOR PLAN
- A3.0 BUILDING ELEVATIONS
- L1.0 IRRIGATION PLAN
- L1.3 PLANTING PLAN

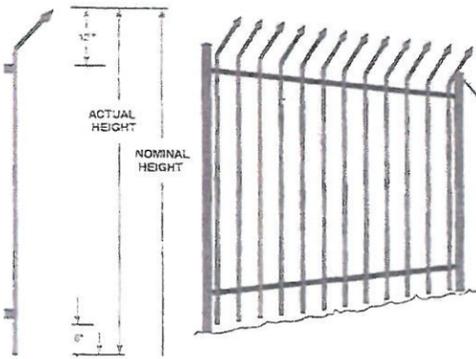
SCOPE OF WORK FOR PHASE 1:

INSTALL 8' HIGH EXTERIOR HEAVY GUARDIAN STYLE BLACK POWER COATED WROUGHT IRON PERIMETER FENCE: APPROXIMATELY LENGTH = 606 LINEAR FEET WITH THREE 20' WIDE SLIDING GATES AND TWO 4' WALK GATES

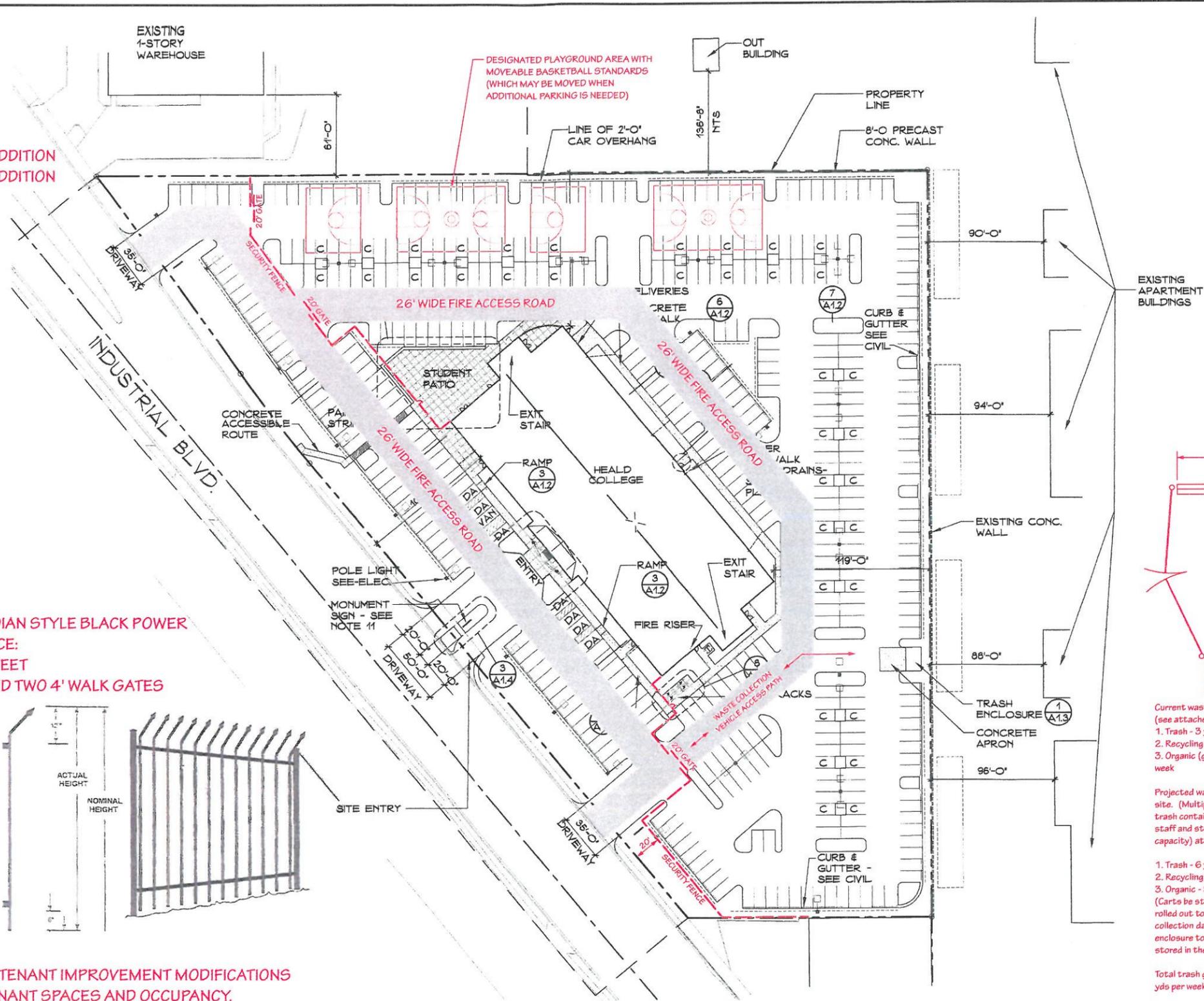
PICKET POSITION



- 1 1/2" Square Top & Bottom Rail, 14 ga.
- 3/4" Square Pickets, 16 ga.
- 4" Spacing between Pickets
- Power Washed for Paint Preparation
- One Shop Prime Coat
- One Top Coat Black Enamel

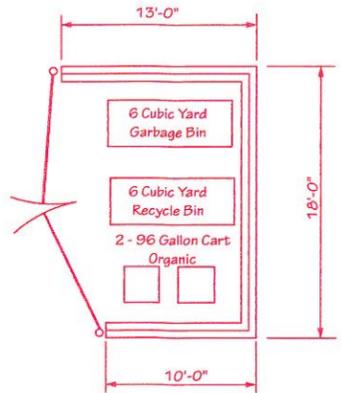
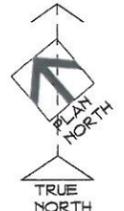


MOVE INTO EXISTING BUILDING AS IS - NO TENANT IMPROVEMENT MODIFICATIONS (SEE SHEETS 4 AND 5 FOR PROPOSED TENANT SPACES AND OCCUPANCY. SEE SHEET A0, COVER SHEET, OF THE INCLUDED REFERENCE DRAWINGS FOR TYPE OF CONSTRUCTION OF THE EXISTING BUILDING, FIRE SPRINKLER INFORMATION, NUMBER OF STORIES, ETC.)



NUMBER OF PARKING SPACES = 443

1 SITE PLAN PHASE 1
A1.0 1"=40'-0"



Current waste removal at current site in Alameda (see attached ACI Invoice & Statement):
 1. Trash - 3 yd bin, picked up 2 times per week.
 2. Recycling (blue) - 2 yd bin picked up once per week.
 3. Organic (green) - equivalent to 1 yd bin once per week

Projected waste removal at 25500 Industrial Blvd. site. (Multiply by 3 yields the following suggested trash containers and pickup for a maximum of 750 staff and students (we are projecting 650 max capacity) at the Hayward campus in the future):

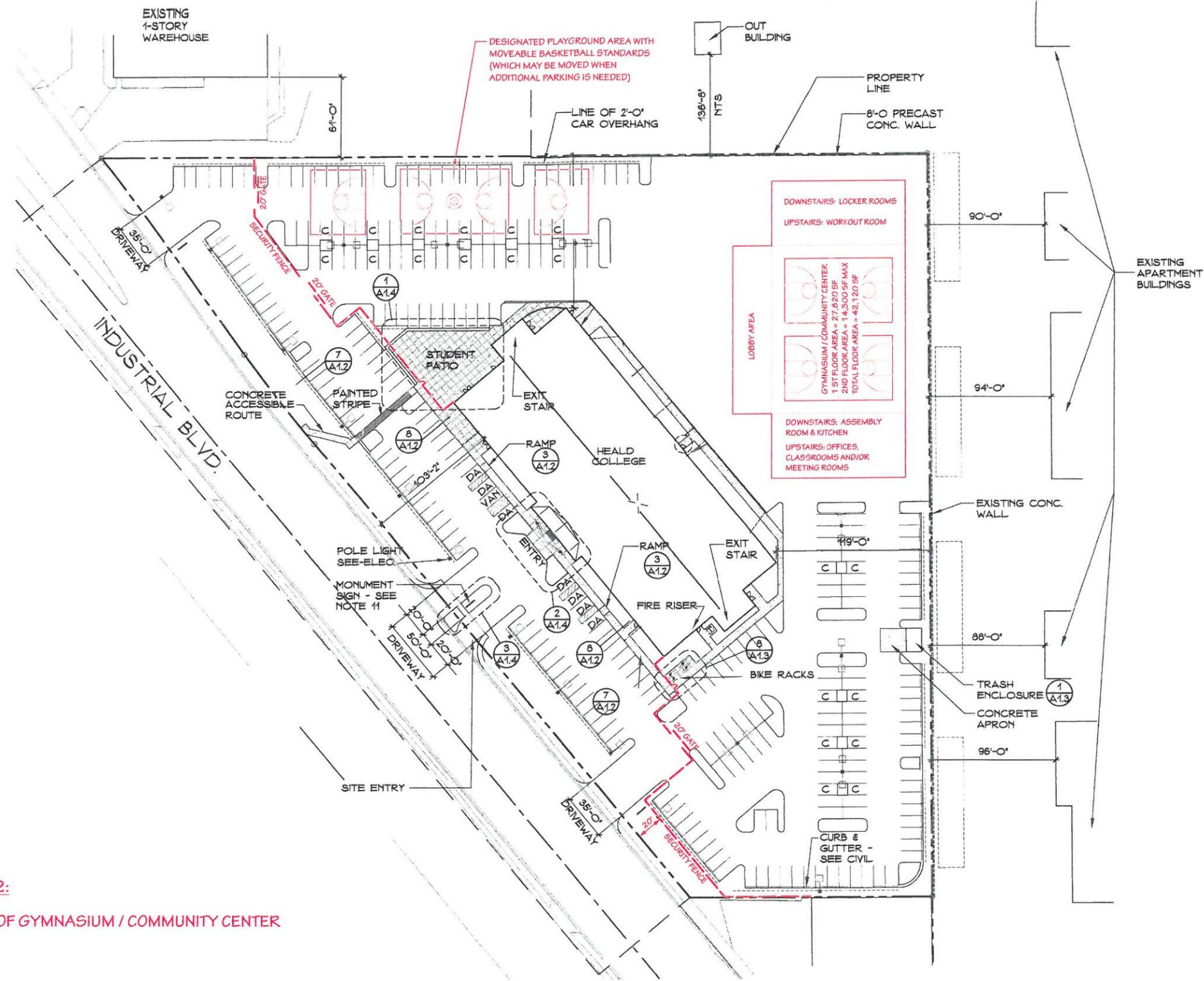
- 1. Trash - 6 yd bin @ 3 x per week = 18 cu yd
- 2. Recycling - 6 yd bin @ 1 x per week = 6 cu yd
- 3. Organic - 96 Gallon cart @ 3 x per week = 3 cu yd (Carts be stored in service room in the building and rolled out to trash enclosure on scheduled waste collection days. Covered roof over the trash enclosure to be installed if organic waste is to be stored in the trash enclosure.)

Total trash generated for 750 max capacity = 27 cu yds per week

WASTE COLLECTION REMOVAL INFORMATION

SHEET TITLE:	SITE PLAN PHASE 1
JOB TITLE:	CALIFORNIA CROSSPOINT HIGH SCHOOL 25500 INDUSTRIAL BLVD. HAYWARD, CA
JOB NO.	15-002
SCALE:	As Noted
DATE:	12 / 17 / 15
SHEET NO.	1
OF SHEETS	1

REVISED DATE: 2/3/2016



SCOPE OF WORK FOR PHASE 2:
 DESIGN AND CONSTRUCTION OF GYMNASIUM / COMMUNITY CENTER

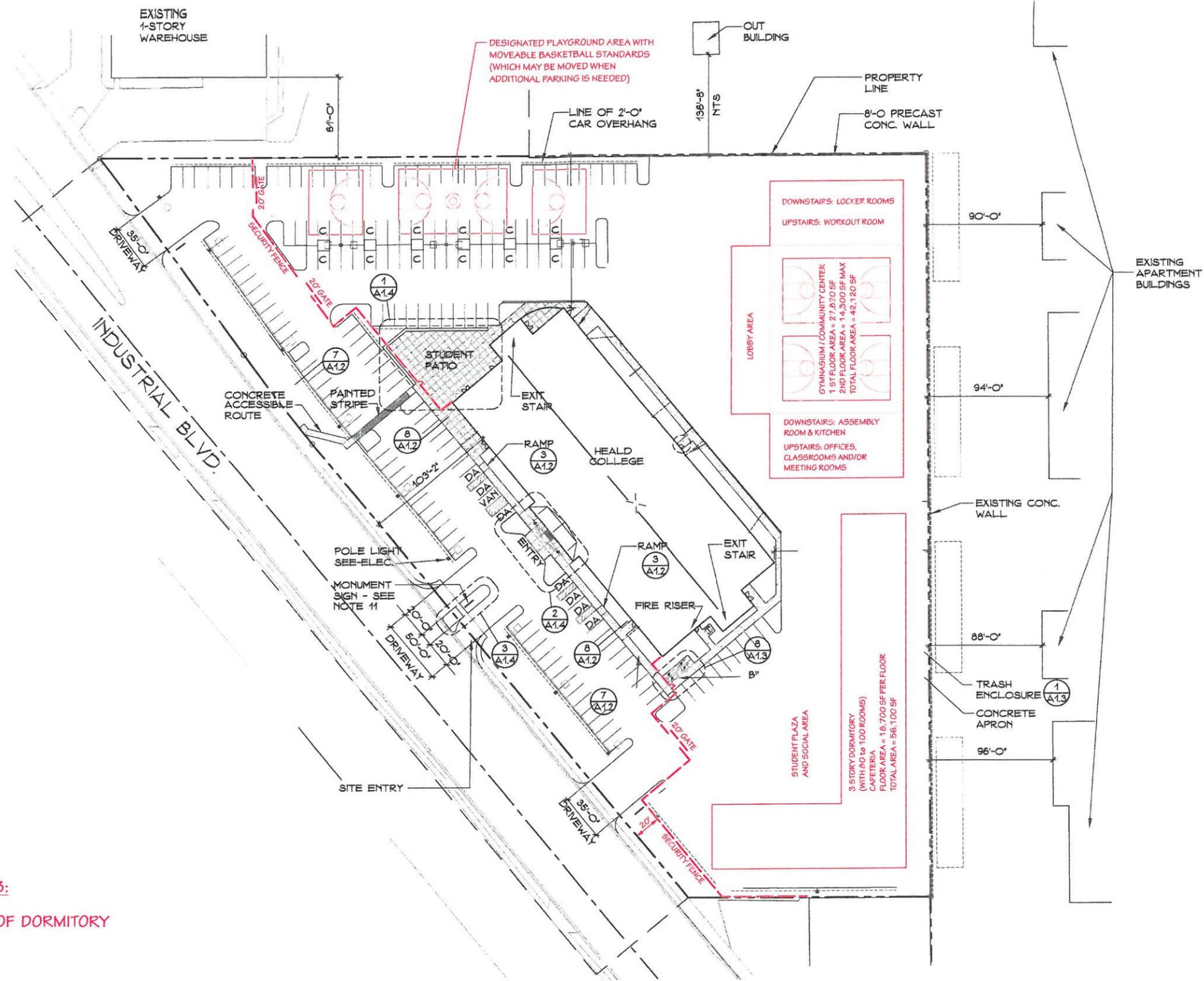
NUMBER OF PARKING SPACES = 282

1 SITE PLAN PHASE 2
 A1.0 1"=40'-0"



REVISED DATE: 2/3/2016

SHEET TITLE:	SITE PLAN PHASE 2
JOB TITLE:	CALIFORNIA CROSSPOINT HIGH SCHOOL 25500 INDUSTRIAL BLVD. HAYWARD, CA
ENGINEER:	EDWARD F. ONG, STRUCTURAL ENGINEER 739 FLUME CT., SAN LEANDRO, CA 94578 (510) 357-9769
JOB NO.	15-002
SCALE:	As Noted
DATE:	12 / 17 / 15
SHEET NO.	2
OF SHEETS	2



SCOPE OF WORK FOR PHASE 3:
DESIGN AND CONSTRUCTION OF DORMITORY

NUMBER OF PARKING SPACES = 168

1 SITE PLAN PHASE 3
A1.0 1"=40'-0"



SITE PLAN
PHASE 3

SHEET TITLE:

JOB TITLE:
CALIFORNIA CROSSPOINT HIGH SCHOOL
25500 INDUSTRIAL BLVD.
HAYWARD, CA

EFO EDWARD F. ONG, STRUCTURAL ENGINEER
759 FLUME CT., SAN LEANDRO, CA 94578 (510) 357-9789

JOB NO.

15-002

SCALE: As Noted

DATE: 12 / 17 / 15

SHEET NO.

3

OF SHEETS

REVISED DATE: 2/3/2016

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



Leigha Schmidt, Senior Planner

5/13/16

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:**ENVIRONMENTAL ISSUES:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

The project site is located in a flat area and is surrounded by existing residential and industrial development that ranges from one to three stores in height. The site is not visible from the shoreline, and although it is located one-quarter mile from State Route 92, Industrial Boulevard curves precluding clear views to the subject site. Thus the proposed development would result in a less than significant impact related to a scenic vista (General Plan; Google Earth).

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project is not located within a state scenic highway, and it is fully development with an existing building and site improvements; thus, no impact (http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm, accessed on March 8, 2016; Google Earth).

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The surrounding area is a mix of industrial warehouse buildings, offices and single family and multi-family residential development ranging from one to three stories in height (Site Visit). The proposed project would involve a zone change to allow a school to re-use the existing structure on the site that was developed for an educational use.

Future phases include development of a two-story, 42,000 square foot gymnasium and a three-story, 56,100 square foot residence hall. According to the conceptual phasing plans, the future development would be tucked behind the existing structure on the site minimizing visual impacts from Industrial Boulevard and would be set-back approximately 90 to 100 feet from existing residential development to the east of the site. Further, all structures would be subject to Site Plan Review pursuant to the Hayward Municipal Code (HMC) to ensure compliance with the development standards and adopted Design Guidelines ensuring that development is consistent with and complementary to surrounding development. Thus the proposed development would have a less than significant impact on the visual

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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character of the site and surrounding area.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed rezoning would result in occupation of an existing vacant building and eventually development of new structures on the site that could introduce new sources of light and glare. However, new development is subject to performance standards set forth in the HMC to ensure that all exterior lighting is confined to the property and does not cast direct light or glare onto adjacent properties. Thus the new development will result in a less than significant impact related to lighting and glare.

II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California Resources Agency, to non-agricultural use?

The project does not involve any Prime Farmland, Unique Farmland or Farmland of Statewide Importance; thus, no impact (Zoning Map, Google Earth).

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project site is located in an Industrial District and is currently developed. The proposed rezoning and subsequent development of later phases to add a gymnasium and residence hall would not have an impact related to zoning for agricultural uses or properties under Williamson Act contracts (Zoning Map, Google Earth).

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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not involve the rezoning of forest land or timberland; thus, no impact (Zoning Map, Google Earth).

d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not involve the loss of forest land or involve conversion of forest land; thus, no impact (Zoning Map, Google Earth).

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project involves rezoning a site from I District to PD District to allow California Crosspoint School to occupy an existing building and subsequent construction of buildings to support the educational use. The proposed project would not result in a conversion of Farmland to non-agricultural uses nor would it result in conversion of any farmland (Zoning Map, Google Earth). Thus, no impact.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

On June 2, 2010, the Bay Area Air Quality Management District (BAAQMD) Board of Directors unanimously adopted thresholds of significance to assist local jurisdictions in the environmental review process. These thresholds of significance were designed to establish the level at which BAAQMD believed air pollution emissions would cause a significant environmental impact. On March 5, 2012, the Alameda County Superior Court issued a judgement finding that the BAAQMD failed to comply with CEQA when it adopted the thresholds. The court did not determine whether the thresholds were valid on the merits, but found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. The BAAQMD has appealed the Alameda County Superior Court's decision. The appeal is currently pending in the Court of Appeal of the State of California, First Appellate District (Bay Area Air Quality Management District Updated CEQA Guidelines, <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed on April 20, 2016).

In view of the court's order, the BAAQMD is no longer recommending that the significance thresholds be used as a generally applicable measure of a project's significant air quality impacts. Lead agencies must determine appropriate air quality thresholds of significance based on substantial evidence in the record. However, given that the court's judgment does not pertain to the scientific soundness of the significance thresholds contained in the BAAQMD 2010 and 2011 CEQA Guidelines and given that these thresholds are supported by substantial evidence, as provided by the BAAQMD in Appendices to the Air Quality Guidelines, the City of Hayward utilizes the thresholds to evaluate air quality impacts of proposed projects.

The BAAQMD's 2010 Clean Air Plan contains district-wide control measures to reduce ozone precursor emissions such as reactive organic gases (ROG) and nitrogen oxides (NOx), particulate matter and greenhouse gas emissions. The proposed project consists of reuse of an existing structure to house a

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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private middle and high school (and potentially a pre-school) for up to 600 students. It also includes construction of a new approximately 42,000 square foot gymnasium building and an approximately 56,000 sq. ft. dormitory to serve approximately 150 students and teachers attending and working at the school.

According to Table 3.1, Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes, of the BAAQMD 2011 CEQA Guidelines, middle schools are expected to generate significant operational impacts at 2,747 students/285,000 sq. ft. and high schools are expected to generate significant operational impacts at 2,390 students/311,000 sq. ft. The construction criteria pollutant screening levels are 3,261 students/277,000 square feet and 3,012 students/277,000 square feet for middle and high schools, respectively.

The project total of 600 students and nearly 100,000 square feet of new construction is well below the thresholds of operational and construction-related impacts for middle and high schools as established by the BAAQMD. Thus the proposed project would result in less than significant operational and construction-related air quality impacts.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The Bay Area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the Federal Act. The Bay Area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM₁₀, and PM_{2.5} and the thresholds apply to both construction period and operational period impacts. As described in III.a above, the proposed project is below the screening size for evaluating regional impacts related to criteria pollutants including ozone precursors and particulate matter.

According to the BAAQMD CEQA Guidelines, a proposed project would result in a less than significant impact related to localized carbon monoxide concentrations if the project does not increase traffic at affected intersections, defined as intersections with more than 44,000 vehicles per hour. According to the California Crosspoint School Transportation Assessment, Fehr and Peers, April 20, 2016, there are no "affected intersections" with more than 44,000 vehicles per hour within the vicinity of the project to, which the proposed project would be expected to contribute. Therefore, the project would result in a less than significant impact related to an existing or projected air quality violation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As noted in III.a and III.b above, the proposed project is below the screening size for projects that are expected to result in significant air pollutant emissions. Therefore emissions from the proposed project are expected to be well below the BAAQMD significance thresholds for both construction exhaust and operational emissions for regional criteria pollutants.

While the project falls below the potentially significant threshold, it is important to note that any construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions.

Impact AQ-1: Construction of the proposed project could result in a significant impact related to construction dust.

Mitigation Measure AQ-1: Implementation of the following BAAQMD best management practices would reduce construction dust impacts to a less than significant level. During any construction period ground disturbance, the contractor shall implement the following:

- 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 track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

d) Expose sensitive receptors to substantial pollutant concentrations?

Illingsworth & Rodkin completed a Health Risk Assessment of toxic air contaminants (TACs) for the project in March 2016 (Appendix A). Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. This analysis is particularly important when analyzing the potential impacts of placing a school or residential development in or near industrially zoned areas.

The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. The students attending the school and residing in the residence hall would be considered sensitive receptors.

Significance Thresholds and Analysis

The BAAQMD identified significance thresholds for exposure to TACs and PM_{2.5} as part of the May 2011 CEQA Guidelines. The community risk thresholds set by BAAQMD primarily addresses chronic or long-term exposures that include lifetime cancer risk and annual concentrations of PM_{2.5}. The following significance criteria was used to judge the project’s impacts:

Single Source Impacts. If emissions of TACs or PM_{2.5} exceed any of the thresholds listed below, the project would result in a significant impact and mitigation would be required:

- An excess cancer risk level of more than 10.0 in one million or a non-cancer (chronic or acute) hazard index greater than 1.0.
- An incremental increase of more than 0.3 micrograms per cubic meter annual average PM_{2.5}.

Cumulative Source Impacts. A project would have a cumulatively considerable impact if the aggregate total of all past, present and foreseeable future sources within 1,000 feet of the fence line of a source or the location of a receptor, plus the contribution of the project, exceed the following:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- An excess cancer risk level of more than 100 in one million or a chronic non-cancer hazard index (from all sources) greater than 10.0.
- An incremental increase of more than 0.8 micrograms per cubic meter annual average PM_{2.5}.

The analysis evaluated the overall community risk impacts to the project based on the exposure that children between the ages of 12 to 17 would have while attending the school under two different scenarios:

- 1) Scenario 1, School Exposures: Students that attend the junior high school and the high school for a total of six years, eight hours a day.
- 2) Scenario 2, School and Residence Hall Exposures: Students that attend the junior high school and the high school for a total of six years and live in the residence hall, and are thus exposed for 24-hours a day.

In addition, screening levels were adjusted according to age; location on the site; and breathing rates, which vary by body weight (Illingworth and Rodkin, 5).

Sources of TACs

According to the study, the major sources of TACs includes the traffic on Industrial Boulevard, truck traffic associated with the distribution center across Industrial Boulevard from the proposed project site, and a stationary source (back-up generator) currently permitted by the BAAQMD.

Specifically, Industrial Boulevard is a source of TACs from traffic along the roadway which is located approximately 120 feet from the interior of the school and approximately 60 feet from the nearest habitable portion of the residence hall. The second source analyzed was a truck distribution center which would be located 270 feet from the school and 220 feet from the residence hall at the closest points. The third stationary source is a BAAQMD-permitted back-up diesel generator located approximately 560 feet from the school and 360 feet from the proposed location of the residence hall.

Community Risk Impacts

The community risk impacts for individual source and cumulative impacts under both the school and school/residence hall scenarios are shown in Table 1 below.

Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

Table AQ-1 – Community Risk Impacts from Single and Cumulative Sources, School and School/Residence Hall Exposures*				
Source	School Exposure		School & Residence Hall Exposure	
	Cancer Risk (per million)	PM2.5 micrograms per cubic meter	Cancer Risk (per million)	PM2.5 micrograms per cubic meter
Industrial Blvd	0.35	0.05	2.07	0.27
Distribution Center	0.48	0.00	2.12	0.02
Back-Up Generator	0.11	0.00	0.81	0.00
<i>BAAQMD Individual Source Threshold</i>	<i>10</i>	<i>0.3</i>	<i>10</i>	<i>0.3</i>
Exceed BAAQMD Individual Source Threshold	No	No	No	No
Cumulative Levels	0.94	0.05	4.99	0.29
<i>BAAQMD Cumulative Sources Threshold</i>	<i>100</i>	<i>0.8</i>	<i>10</i>	<i>0.3</i>
Exceed BAAQMD Cumulative Sources Threshold	No	No	No	No

*Please see Tables 2 and 3 of Appendix A for Screening Tools and Exposure Adjustment details.

In conclusion, the community risks from single and cumulative sources for school and residence hall exposures would not exceed BAAQMD thresholds as described above, and would thus result in a less than significant impact with regard to exposure of sensitive receptors to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?

The proposed project would not include any significant and permanent sources of significant odors (i.e. landfill, composting station, food manufacturer) that could create objectionable odors affecting a

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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substantial number of people. There could be localized emissions of diesel exhaust from construction equipment and truck activity that could result in temporary odors; however, those odors are expected to be temporary and intermittent resulting in a less than significant impact related to odors.

IV. BIOLOGICAL RESOURCES -- 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in an urbanized area and is surrounded by development (Google Earth). The project site does not contain any known candidate, sensitive, or special status species in local or regional plans, policies, or regulations; thus, no impact.

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 US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in an urbanized area that is surrounded by development. It is not adjacent to any riparian habitat, nor does the site contain any known sensitive natural communities; thus, no impact (Zoning Map, Google Earth).

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site is located in an urbanized area that is surrounded by development. The project site does not contain any wetlands; thus, no impact (Zoning Map, Google Earth).

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located in an urbanized area that is surrounded by development. Reuse of the existing building and future development on the already developed site is not expected to result in any impacts to migratory fish or wildlife species thus less than significant impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site contains site landscaping that was installed in 2001 with the development of the Heald College campus. The proposed rezoning and subsequent occupation of the main structure on the site would not result in any tree removal; however, development of later phases (see Figures 3 and 4) would result in the removal of up to 30 parking lot trees (Google Earth). Tree removal is subject to the City of Hayward’s Tree Preservation Ordinance which requires submittal of specific plans related to the tree species, size and health of those being removed and specifies replacement with equal value or equal size tree; thus, less than significant impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The City of Hayward does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan; thus, no impact.

V. CULTURAL RESOURCES -- Would the project:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Cause a substantial adverse change in the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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significance of a historical resource as defined in § 15064.5?

There are no known historical resources associated with the site or the adjacent parcels. In the unlikely event that historic or cultural resources are discovered during excavation related to later phases of the project, 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 for ways to preserve and record the uncovered materials (General Plan Policy Natural Resources (NR)-7.2).

If standard procedures are followed in the event cultural/historical resources are uncovered at the project site, there will be a less than significant impact related to the project (Hayward 2040 General Plan Background Report and City of Hayward Historical Resources Survey & Inventory Report, July 2010).

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

No known archaeological resources exist on the site. Due to prior disturbances to a portion of the site, there is a low likelihood of impacting archeological resources. In the unlikely event that historical or cultural resources are discovered in later phases of work, standard conditions of approval for all development projects would apply as described in V.a above.

If standard procedures are followed in the event cultural/historical resources are uncovered at the project site, there will be a less than significant impact related to the project (General Plan).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No known paleontological resources exist on the site. There are no unique geological features on or near the site which is located in a flat, urbanized area that is surrounded by development. In the unlikely event that paleontological resources are discovered during later phases of development, standard conditions of approval for all development projects would apply as described in V.a above.

If standard procedures are followed in the event cultural/historical resources are uncovered at the project site, there will be a less than significant impact related to the project (General Plan).

d) Disturb any human remains, including those interred outside of formal

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cemeteries?

The Mount Eden Cemetery (2440 Depot Road) is located approximately 550 feet east of the project site (Google Earth). The cemetery was established in the 1860s and is surrounded by residential development constructed in the late 1950s and the late 1980s (City of Hayward Geographic Information Systems).

The project site was developed with Heald College in 2001 and there were no reports of human remains found during excavation and grading thus it is unlikely that human remains would be found during subsequent phases of construction at and adjacent to the site. However, standard conditions of approval for all development projects require the contractor to halt work, and contact the Development Services Department and the County Coroner to report the find as described in V.a above. All remains will be evaluated by a qualified professional and, if necessary, mitigation plans will be formulated and implemented (General Plan Policy NR-7.2). Thus, less than significant impact.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is not located on or near a known earthquake fault nor is it located within a seismic hazard area (Hayward 2040 General Plan Background Report, Figure 9-1). However, Hayward is located in a seismically active region and a major earthquake could be expected to occur in the future, which would expose people and property to strong seismic ground shaking and potentially to liquefaction, even outside of known areas.

The proposed project involves a rezoning from Industrial District to PD District to allow a school to use an existing building that was constructed to house a group assembly (vocational school) use. The existing building on-site was developed in 2001 to the building code standards in place at the time for a group assembly/school use reducing seismic-related impacts to a level of less than significant.

Future phases involving construction of new structures would be subject to the City’s standard engineering and building permit process which would require submittal and approval of a Soils and Engineering Reports as a standard development process requirement to identify and mitigate any potential issues to a level of less than significant. In addition, all new structures would comply with all current Uniform Building Code (UBC) requirements intended to provide a sufficient level of seismic safety to reduce these hazards to less than significant. With these standard requirements and regulations in place, no project specific mitigation is deemed necessary.

i) Rupture of a known earthquake fault, as

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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.

See VI.a above.

ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See VI.a.

iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is located within a potential liquefaction zone (Hayward 2040 General Plan Background Report, Figure 9-2). Phase 1 of the proposed project involves rezoning a site to allow a school to use an existing structure that was built for such use and is thus adequately protected from such impacts. However, later phases of the project will result in new construction which could result in an impact related to liquefaction.

To minimize potential impacts related to liquefaction, a design level geotechnical evaluation shall be conducted on each subsequent phase/building proposed at the site that involves new construction. The study or studies shall be submitted for review and approval prior to issuance of building permits. If liquefaction is determined to be probable, measures including but not limited special foundation construction as recommended by the project geotechnical consultant shall be implemented. Completion of project-specific studies and implementation of recommended measures will reduce potential impacts related to liquefaction to a level of less than significant.

Impact GEO-1: The project site is located in an area identified with strong potential for liquefaction which could result in building failure due to seismic-related ground failure. Later phase construction activities could result in placement of structures on areas identified with expansive or unstable soils.

Mitigation Measure GEO-1: The applicant shall conduct a Preliminary Geotechnical Investigation to determine the types of soils underlying the future development pads. The Investigation shall be submitted for review and approval and any recommendations shall be incorporated into design level geotechnical evaluations for each new structure. The studies shall be submitted for review and approval and any recommendations shall be incorporated

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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into the final design of the project prior to issuance of building permits.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project site is located in a flat area that is not near any hillsides. Therefore, there is no potential impact related to hillsides at the project site (Google Earth).

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project involves rezoning from Industrial District to Planned Development District to allow a school to use an existing structure that was developed for group assembly/school use. Phase I of the proposed project would not involve any modifications to the site or the structure and would thus result in no impact related to soil erosion or topsoil. However, the second and third phases of the project would involve site preparation and construction of new structures that could result in limited soil erosion on the flat site.

All new development is subject to standard planning and building permit review and inspection processes that would require standard construction-related erosion control measures set forth in the HMC, including but not limited to graveling construction entrances and protecting drain inlets. Thus, the potential impacts to soil erosion or loss of topsoil is considered less than significant.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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As noted in VI.a.iii above, the proposed project site is located in a potential liquefaction zone. Implementation of **Mitigation Measure GEO-1** would reduce the impact to a level of less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Phase 1 of the proposed project involves reuse of an existing building and would therefore not result in any impacts related to expansive soil. However later phases of development would result in construction activities on potentially expansive and unstable soils. As noted in VI.a.iii above, implementation of **Mitigation Measure GEO-1** would reduce the impact of unstable soils and potential liquefaction issues to a level of less than significant.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would not involve the use of septic tanks or alternative waste water disposal systems. The proposed project involves a rezoning to allow a new use in an existing building that is connected to the City's sanitary sewer system and includes future phases of development will be connected to the existing sewer system which has demonstrated capacity to serve the use. Thus, less than significant impact (Final Approval Requirements Memo from Alicia Sargiotto, Senior Utility Service Representative, City of Hayward Public Works – Utilities and Environmental Services, December 28, 2015).

VII. GREENHOUSE GAS EMISSIONS -- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The BAAQMD May 2011 CEQA Guidelines included greenhouse gas (GHG) emissions-based significance thresholds. The thresholds posit that a project would not have a significant impact related to GHG if the project is compliant with a Qualified GHG Reduction Strategy or if the project doesn't exceed either 1,100 metric tons (MT) per year or 4.6 MT per year per capita. Emissions above those thresholds would be considered to have an impact, which, cumulatively, would be considered significant.

Illingsworth and Rodkin (April 2016) prepared a Greenhouse Gas Emissions Assessment for the proposed project (Appendix B). According to the Assessment, the proposed project is expected to generate stationary source operational emissions from the school and residence hall, mobile source emissions from the school related traffic, and construction-related emissions. The construction related emissions which consist of minor tenant improvements and construction of two new buildings over the course of several years are considered to be negligible based on the anticipated square footage of the new construction. Annual project GHG is expected to be about 1,313 MT of CO₂ per

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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year and 2.2 MT per capita which are below the established thresholds. Thus the proposed project would have a less than significant impact related to GHG emissions.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed in VII(a) above, the project will not exceed the threshold for construction-related and operational GHG. Further, the proposed project would include project attributes to reduce GHG emissions such as provision of EV charging stations, bicycle parking, a mix of uses, and a shuttle system that would transport approximately 200 students from various locations around the Bay Area to the project location thereby reducing the number of vehicle trips to and from the site (Fehr and Peers California Crosspoint School Transportation Assessment, May 2016). Thus the proposed project would not conflict with the City’s adopted Climate Action Plan and General Plan policies and programs adopted for the purpose of reducing the emissions of GHG.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project which involves establishment of a school does not involve the transport, use or disposal of hazardous materials; thus, no impact.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project which involves the establishment of a school would not involve the use of hazardous materials that could result in the release of hazardous materials into the environment thus, no impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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mile of an existing or proposed school?

The project involves a rezoning request to allow a school to occupy an existing building that was previously occupied by Heald College, a trade school. The proposed private school use would not emit hazardous emissions nor would it result in the handling of hazardous materials; thus, no impact.

See sub-section VIII.d below for a thorough discussion of hazardous materials utilized in conjunction with Heald College; and Section X, Land Use and Planning below.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is not listed on the State of California’s Department of Toxic Substances Control’s Envirostor webpage (<http://www.envirostor.dtsc.ca.gov/public/search.asp?basic=True>, assessed March 14, 2016).

AEI Consultants prepared a Phase I Environmental Assessment prepared for the proposed project (January 11, 2016), noting that the subject property was listed in the regulatory database twice as “generating hazardous waste on-site”; however, there is no recorded or documented materials associated with the listing. According to the Phase I Environmental Assessment, Heald College, which formerly occupied the site, had a permit for hazardous materials storage, hazardous waste, and a hazardous materials business plan for dental lab materials and x-ray developing materials and associated waste, all of which was removed or will be removed as a condition of sale of the property. As noted in the Phase I Assessment, no significant violations were recorded in association with these materials and the historic use of these materials on site is not expected to represent a significant environmental concern. Thus the proposed reuse of the site would result in a less than significant impact related to this topic.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project involves a rezoning from Industrial District to Planned Development District to

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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allow a K-12 school to occupy the former Heald College structure. Future phases involve construction of new structures ranging from two to three stories in height, which is consistent with surrounding development which ranges from two to three stories in height (Site Visit).

The proposed project site is located within one and one-half miles of the Hayward Executive Airport. According to the Hayward Executive Airport Land Use Compatibility Plan (August 2012), the project site is located in Zone 6, where K-12 schools are conditionally permitted and dormitories are permitted (Figure 3-4, HWD Safety Compatibility Zones, and Table 3-2, Safety Compatibility Criteria). The project site is located outside of the significant noise contours related to both the Hayward Executive Airport as well as the Oakland International Airport, which is located approximately eight miles northwest of the project site. The proposed uses and structures are consistent with the surrounding development and uses and would result in less than significant impacts related to safety and hazards.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is not located within two miles of a private airstrip; however, it is located within one and one-half miles of the Hayward Executive Airport. See VIII.e above.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not interfere with an adopted emergency response plan or emergency evacuation plan; thus, no impact.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in an urbanized area that is not located in proximity to wildland areas and thus there is no impact related to the risk of wildland fires at the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY --

Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would occur over three phases. Phase 1 would not involve any construction but later phases which involve new construction and grading activity may result in the disturbance of more than one acre of soil. As a standard procedure for all new developments, prior to commencement of construction the applicant is required to obtain permit coverage under the Construction General Permit by filing a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) with the State Water Resources Control Board (SWRCB).

The proposed project would also be subject to the county-wide Municipal Regional Permit (MRP) because it would result in the replacement of more than 10,000 square feet of impervious surfaces. The MRP requires post-construction storm water runoff to be managed with Low Impact Development methods such as infiltration and/or bio retention.

The proposed project would comply with all water quality and wastewater discharge requirements of the City pursuant to the HMC, standard reviewing procedures and as a standard condition of approval. In addition to the bio-retention basin, the project will include Low Impact Development measures including decorative, pervious pavers and decomposed granite for portions of the public pathway. The project would comply with state and local water quality and discharge requirements, resulting in a less than significant impact related to a degradation of water quality; thus, no mitigation required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project involves the reuse of an existing building that is connected to the existing water supply. Future phases of construction will not involve the use of wells; rather, it will be connected to the City's water supply as a standard condition of approval. Thus, the proposed project is not expected to substantially deplete groundwater supplies not interfere with groundwater recharge thus less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

There are no streams or rivers on or within the boundaries of the project site. The infill site is substantially surrounded by development and water drains into existing storm water drainage facilities.

Phase 1 of the proposed project involves reuse of an existing structure and would not result in any site changes. Later phases of the project would result in new construction that could alter the existing drainage pattern of the site. As a standard condition of approval for all new development, drainage from a site must be managed such that post-development run-off rates do not exceed pre-development run-off rates and all stormwater run-off must be treated through bioswales or other LID measures before it enters the stormwater system. Therefore, the proposed project would result in a less than significant impact related to site drainage.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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There are no streams or rivers on or within the boundaries of the project site. The infill site is substantially surrounded by development and water drains into existing storm water drainage facilities. As noted in IX.a and IX.c above, drainage from future phases of development would be managed so that post-development run-off rates would not exceed pre-development rates thus there would be a less than significant impact related to flooding on or off the site.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See IX.a and IX.c above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See IX.a and IX.c above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within a 100-year flood hazard area; thus, no impact (FEMA Flood Map Panel No. 06001C0288G, effective August 3, 2009).

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within a 100-year flood hazard area; thus, no impact (FEMA Flood Map Panel No. 06001C0288G, effective August 3, 2009).

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within a 100-year flood hazard area. Further, the site is not located in proximity to any known dam or levee thus there is no impact related to flooding from such a facility (FEMA Flood Map Panel No. 06001C0288G, effective August 3, 2009 and Hayward 2040 General Plan Background Report Figure 9-5, Hayward Dam Inundation Areas).

j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is not located within 100-year flood hazard area. Further, it is located approximately two miles from the San Francisco Bay and approximately 33 feet above mean sea level thus the potential impacts related to inundation are less than significant. (FEMA Flood Map Panel No.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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06001C0288G, effective August 3, 2009 and Google Earth)

X. LAND USE AND PLANNING -- Would the project:

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Physically divide an established community?

The proposed project involves rezoning of a parcel from Industrial District to Planned Development District to allow establishment of a school. The initial phase of the project includes occupation of an existing structure that was constructed to accommodate Heald College, and subsequent phases of the project will include development of two new structures to house a gymnasium and a residence hall associated with the primary school use. The proposed development can be accommodated on the site and will not physically divide an established community, thus no impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site has an Industrial General Plan land use designation. Educational facilities are not specifically listed as a supporting use in the applicable Industrial Technology and Innovation Corridor; however, the General Plan notes that the absence of the specific use from the description should not be interpreted to preclude land uses or developments without consideration of the site, the surrounding neighborhood and the guiding principles, goals and policies of the General Plan. Further, the Industrial District regulations currently allow vocational schools and other public assembly uses (i.e. cultural centers and recreation centers), as conditionally permitted uses in the Industrial District subject to surrounding land use compatibility.

Rezoning the project site to PD District to allow establishment of a middle and high school in an existing structure which was constructed as a school, is consistent with the following General Plan policies that support complete neighborhoods (Land Use (LU)-3.1), mixes of uses and activities (LU-5.1), flexible land use regulations (LU-5.2), and adaptive reuse of existing buildings (LU-5.6).

It is important to note that the General Plan also contains Policy LU-6.5, Incompatible Uses, related to protecting the Industrial Technology and Innovation Corridor from the encroachment of uses that would impair industrial operations or create future land use conflicts. The site and structure and surrounding neighborhood are appropriate and compatible with the proposed use.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Specifically, the proposed project site is located at the eastern edge of the City’s large Industrial District. The project site is bound by two industrially zoned properties to the north and south; single family and multi-family residential uses to the north east and south, and it is located within one-half mile of existing schools (Anthony W. Ochoa Middle School, Eden Gardens Elementary School and Chabot College). Nearby commercial and light industrial businesses include auto repair and furniture sales to the south of the project site; a restoration contractor warehouse and office to the north of the project site; and, a truck terminal and warehouse across the approximately 75-foot wide Industrial Boulevard right-of-way to the west of the project site. The proposed project site was developed to house an educational use with a structure that contains 32 classrooms, offices, a cafeteria, and an outdoor patio as well as 443 parking spaces, trash enclosures and site landscaping.

Stretching the Industrial General Plan land use designation particularly in this location at the edge of the Industrial area, adjacent to a mix of uses (other industrial, high density residential, other schools), would fulfill other General Plan policies and is consistent with current zoning that allowing other public assembly uses based on site specific considerations. Thus the proposed rezoning and subsequent development of structures to house supporting uses for the school on the site will result in a less than significant impact related to applicable land use plans, policies and regulations.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The City of Hayward does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan; thus, no impact.

XI. MINERAL RESOURCES -- 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?

There are no known mineral resources on the project site; thus no impact (Hayward 2040 General Plan Background Report).

See XI.a.

XII. NOISE -- Would the project result in:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

A Noise Assessment was completed for the project by Illingworth & Rodkin, Inc. in March 2016 (Appendix C).

Noise is defined as unwanted sound that is objectionable because it is experienced as disturbing or annoying. While there are various units of noise/sound measurement, the Noise Assessment prepared for the proposed project utilizes decibels on the A-weighted sound level (dBA). This scale gives greater weight frequencies of sound to which the human ear is most sensitive. Because sound levels can vary over time, a method for describing either the average character of the sound or the statistical variation is utilized. This energy-equivalent sound/noise descriptor is referred to as L_{eq} .

Since noise sensitivity increases at night, 24-hour descriptors incorporate artificial noise penalties to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community with a penalty added to evening and nocturnal noise levels. The average Day/Night Noise Level as adjusted with a penalty for nighttime noise measured as L_{dn} or DNL.

Thresholds of Significance

CEQA does not define what noise level increase would be considered substantial. Typically, an increase in the L_{dn} noise level for noise sensitive land uses (i.e. school, residences) of 3 dBA or greater would be considered a significant impact when the projected noise levels would exceed those considered acceptable for the affected land use. An increase of 5 dBA L_{dn} or greater would be considered a significant impact when projected noise levels would remain within those considered acceptable for the affected land use.

The Hayward 2040 General Plan contains Table HAZ-1, Exterior Noise Compatibility for Various Land Uses, and other policies for acceptable interior and exterior noise levels based on land use:

- Multi-family residential are considered “normally acceptable” where exterior noise levels are 65 dBA L_{dn} or less;
- School uses are considered “normally acceptable” where noise levels are 70 dBA L_{dn} or less;
- Outdoor sports and recreation uses such as playgrounds are considered “normally acceptable” where exterior noise levels are 70 dBA L_{dn} or less; and,
- The standard for interior noise levels in residences is 45 dBA L_{dn} or less (Policy Haz-8.5).
- The maximum acceptable exterior noise level for primary open space area (i.e. common courtyards or other gathering spaces) of multi-family development shall be 65 dB L_{dn} , as measured from the approximate center of the primary open space area (Policy HAZ-8.5).

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Existing Conditions

The assessment include a noise monitoring survey that was conducted on February 11 and February 12, 2016 to document existing noise conditions at the project site. The survey included two long term (24-hour) and one short term (ten minute) measurements. Long term measurement locations were at the northeastern and southern parts of the site (LT-1 and LT-2, respectively), and the short term measurement location (ST-1) was located at the northwestern corner of the site (see Figure 1 of the Noise Assessment for locations).

The predominant noise source at all locations was traffic along Industrial Boulevard. Noise measured at LT-1 reached up to 67 dBA L_{eq} in the daytime and up to 58 dBA L_{eq} in the nighttime, and had a day/night average of 63 dBA L_{eq} . Noise measured at LT-2 was noise along Industrial Boulevard, which reached up to 63 dBA L_{eq} in the daytime and nighttime, and had a day/night average of 66 dBA L_{eq} . Noise measured at ST-1 was 61 dBA L_{eq} when it was measured in the daytime.

Future Exterior Noise Environment

Noise sensitive outdoor uses at the school include the student school patio area, the playground area north of the existing school building and the future dormitory student plaza and social area. Based on the traffic volumes prepared for the project by Fehr & Peers, traffic noise levels are anticipated to increase about 1 dB along Industrial Boulevard south of Depot Road.

The conceptual plans for future phases (Figures 3 and 4) do not contain sufficient detail to determine if the building will provide adequate buffering between the noise source along Industrial Boulevard and the dormitory student plaza and gathering area. As a result, future exterior noise levels are expected to reach 67 dBA L_{dn} in the outdoor gathering areas which is acceptable for playgrounds; however, it would exceed the acceptable level of 65 dBA L_{dn} for multi-family residential uses.

Impact NOI-1 – Anticipated future exterior noise level for the residential dormitory student plaza and social area could reach 67 dBA L_{dn} exceeding the maximum acceptable level of 65 dBA L_{dn} set by the Hayward 2040 General Plan for multi-family residential uses.

Mitigation Measure NOI-1 –The residential dormitory (Phase 3) shall be oriented and designed to shield the student plaza and social area from Industrial Boulevard in order to meet the 65 dBA L_{dn} maximum exterior noise level. The final design of the building with exterior plaza and student gathering area shall be submitted to the Planning Department and approved through Site Plan Review.

Future Interior Noise Environment

Interior noise levels vary depending on the design of the design of the building (relative window area to wall area). Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming that the windows are partially open for ventilation. Standard construction

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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without the windows open would provide approximately 20 to 25 dBA of noise reduction in interior spaces. Assuming standard construction methods, the interior noise levels in dormitory residences would reach 58 dBA L_{dn} with the windows open which exceeds the City's maximum threshold of maximum 45 dBA L_{dn} for interior noise levels for residential development.

Impact NOI-2 – Interior noise levels in dormitory residences (Phase 3) could reach 58 dBA L_{dn} with the windows open exceeding the City's maximum 45 dBA L_{dn} threshold for interior noise levels for residential development.

Mitigation Measure NOI-2 – Impact NOI-2 can be reduced to a level of less than significant if the following mitigation measures are incorporated as conditions of approval of the Administrative Use Permit for the proposed school and if all improvements are review and approved by the Planning Division prior to issuance of building permits for later phases of development:

NOI-2.1 – Forced-air mechanical ventilation shall be provided for all residential units in dormitory so that windows may be kept closed to reduce noise.

NOI-2.2 – Provide sound rated windows and doors to maintain noise levels at acceptable levels. Preliminary calculations made based on the data contained in the conceptual site plan indicates that sound-rated windows and doors with a sound transmission class (STC) rating of STC 28 to 32 would be sufficient to achieve suitable interior noise levels. The specific determination of what noise insulation treatments are necessary shall be conducted on a room-by-room basis during the final design of the project.

NOI-2.3 – A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels to confirm that interior noise levels will be reduced to 45 dBA. The analysis shall review the final site plan, building elevations and floor plans prior to construction and recommend building treatments to reduce interior noise levels. Treatments may include but are not limited to sound rated windows and doors, sound rated wall and window construction, acoustical caulking, protected ventilation openings. The analysis shall be submitted to and approved by the Planning Division prior to issuance of building permits for the residential dormitory.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

A significant impact related to excessive groundborne vibration or groundborne noise levels would occur if the construction of later phases of the proposed project would expose people to vibration levels exceeding 0.3 inches per second peak particle velocity (in/sec PPV).

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction of the project would occur in three phases over the course of five years. Phase 1 would include interior renovations at the school with minimal related groundborne vibration. Phase 2 would include construction of a community center (Figure 2) at the northeastern corner of the site. Phase 3 would involve construction of a residential dormitory (Phase 3) at the southeastern portion of the site. Construction for phases 2 and 3 are expected to take about 12 months each. The closest structures to anticipated construction area are residential structures located about 90 feet east of the site and a multi-tenant structure located 50 feet south of the project site. No adjacent buildings are documented to be structurally weakened adjoin the project site.

Project construction activities such as drilling, use of jackhammers, rock drills and other high power vibratory tools and rolling stock equipment may generate substantial vibration in the immediate vicinity of the work area. Vibration levels from periods of heavy construction are anticipated to be 0.1 in/sec PPV or less at a distance of 50 feet from construction and 0.05 in/sec PPV at a distance of 100 feet from construction which are well below the 0.3 in/sec PPV. Thus the project would result in less than significant impacts related to groundborne vibration and noise.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

A significant impact related to a substantial permanent increase in ambient noise levels in the project vicinity would occur if noise related to school operations exceeds 70 dBA at a residential property line between the hours of 7 a.m. and 9 p.m. or 60 dBA at a residential property during between 9 p.m. and 7 a.m. There would also be a significant impact if project traffic would increase noise levels at noise sensitive receptors by 3 dBA L_{dn} or L_{eq} where exterior noise levels would exceed normally acceptable levels. Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise increases of 5 dBA L_{dn} or L_{eq} would be considered significant.

Schools are considered compatible with residential land uses. School operations are not anticipated to be audible above existing ambient noise levels at the nearest existing noise sensitive land uses, which are identified as multi-family residential development located approximately 90 feet east of the project site. Operations would not cause a measurable increase in noise levels are nearby residences; therefore, the project would result in a less than significant impact.

According to the Traffic Assessment prepared by Fehr & Peers, project traffic-related noise levels are anticipated to increase by 1 dBA or less at all study intersections thus resulting in a less than significant impact related to traffic-generated noise.

d) A substantial temporary or periodic increase in ambient noise levels in the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project vicinity above levels existing without the project?

The proposed project would result in temporary increase in noise related to construction activities. As described in detail in XII.b above, construction is expected to take place over three phases with Phase 2, construction of the community center, and Phase 3, construction of the residential dormitory to take about 12 months each.

Noise generated by construction activities would temporarily elevate noise levels at adjacent noise sensitive receptors, but this would be considered a less-than-significant impact, because construction activities shall be conducted in accordance with the provisions of the HMC Section 4-1.03.4 which includes construction best management practices listed below.

- Pursuant to the Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 am to 7:00 pm, Monday through Saturday and 10:00 am to 6:00 pm on Sundays and holidays.
- Noise from individual pieces of construction equipment shall comply with the limits set forth in the Municipal Code.
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Located stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors.
- Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.
- Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the standard practices listed above which are included in the HMC and as standard conditions of approval for development projects, temporary noise impacts related to construction would be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project involves a rezoning from Industrial District to Planned Development District to allow a middle and high school to occupy the former Heald College structure. Future phases involve construction of new structures ranging from two to three stories in height, which is consistent with surrounding development which ranges from two to three stories in height.

The proposed project site is located within one and one-half miles of the Hayward Executive Airport. According to the Hayward Executive Airport Land Use Compatibility Plan (August 2012), the project site is located in Zone 6, where K-12 schools are conditionally permitted and dormitories are permitted (Figure 3-4, HWD Safety Compatibility Zones, and Table 3-2, Safety Compatibility Criteria). The project site is located outside of the significant noise contours related to both the Hayward Executive Airport as well as the Oakland International Airport, which is located approximately eight miles northwest of the project site. The proposed uses and structures are consistent with the surrounding development and uses and would result in less than significant impacts related to safety and hazards.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is not located within two miles of a private airstrip; however, it is located within one and one-half miles of the Hayward Executive Airport. See XII.e above.

XIII. POPULATION AND HOUSING -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project involves a rezoning request to allow a middle and high school to reuse an existing structure that is currently vacant and was initially constructed to accommodate an educational use. Later phases of the project include construction of new gymnasium and an 80 to 100-room dormitory to house up to 150 students and staff attending and working at the school, respectively.

The gymnasium and dormitory would be ancillary to the proposed school use and would not induce substantial population growth beyond what was considered in the General Plan assumptions for the area (Hayward 2040 General Plan, Figure LU-1, Land Use Diagram). Further, the proposed project is accessible from adjacent roadways and would not require construction of any new roadways or infrastructure. Thus the project would result in a less than significant impact related to inducing substantial population growth either directly or indirectly.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project involves a rezoning request to allow a middle and high school to reuse an existing structure that was initially constructed to accommodate an educational use. Later phases of the project include construction of new structures to house supporting uses for the proposed school. No existing housing would be demolished or displaced as a result of the proposed project; thus no impact.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project involves a rezoning request to allow a middle and high school to reuse an existing structure that was initially constructed to accommodate an educational use. Later phases of the project include construction of new structures to house supporting uses for the proposed school. The site is currently vacant and no people would be displaced as a result of the proposed project; thus

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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no impact.

XIV. PUBLIC SERVICES --

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

Fire protection?

Station No. 6 (1401 W. Winton Avenue) is the closest station to the site at approximately 1.3 miles (approximately four minute travel time). Although construction of later phases of the proposed project would incrementally increase the demand for fire and medical services, the project would not require the construction or expansion of fire protection facilities beyond those already planned under General Plan assumptions. Thus the proposed development will have a less than significant impact related to fire protection.

Police protection?

The main Hayward Police Department is located at 300 West Winton, approximately three miles from the project site. Although occupation of the currently vacant site and construction of later phases of the project would incrementally increase the demand for police services, the infill project site would involve reuse of an existing building and would not require the construction or expansion of police protection facilities beyond those already planned under the General Plan assumptions. Thus the proposed development will have a less than significant impact related to police protection.

Schools?

The proposed project is located within the Hayward Unified School District. Future phases of development (construction of gymnasium and dormitory) will be required to pay school impact mitigation fees, which are considered full mitigation pursuant to State Law, thus reducing impacts

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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related to schools to a level of less than significant.

Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project includes a rezoning request from Industrial to Planned Development District to reuse an existing building for a middle and high school use. The first two phases of development (occupation of the existing building with the school and construction of the gymnasium) would not be subject to the Hayward Municipal Code Chapter 10, Article 16, Property Developers – Obligations for Parks and Recreation because the ordinance does not apply to non-residential development. However, Phase 3 which involves construction of a residential dormitory would be subject to the ordinance requiring payment of fees that would reduce the project’s impacts on parks to a level of less than significant.

Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is infill and surrounded by development including roads, streetlights and other public facilities. The proposed project, including expansion under later phases, will not result in a need for any public facilities beyond those already planned under General Plan assumptions. Thus the proposed project would result in less than significant impacts related to other public facilities.

XV. RECREATION --

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project includes a rezoning request from Industrial to PD District to allow reuse of an existing building for middle and high school use. Later phases of development would include construction of a gymnasium and community center that would be made available for occasional public use. Phase 3 of the proposed project involves construction of a residential dormitory, and would be subject to applicable park in-lieu fees, as noted in XIV.a above.

Occupation of the currently vacant project site would result in an incremental increase in the use of neighborhood parks; however that increase would not be expected to result in substantial deterioration of recreational facilities, particularly since the proposed project includes construction of temporary and then permanent recreational facilities on the site and applicable park in-lieu fees will be assessed for the residential portion of the development. Thus the proposed project would result in

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a less than significant impact on recreational facilities.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As noted in XV.a above, the proposed project would include construction of a gymnasium and community center that would primarily be used by students and faculty and made available for occasional public use. Phase 3 of the proposed project involves construction of a residential dormitory, and would be subject to applicable park in-lieu fees, therefore, the impacts are considered less than significant.

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Fehr & Peers prepared the California Crosspoint School Transportation Assessment dated May 4, 2016 (Appendix D). The traffic assessment evaluated conditions at 13 study intersections during typical weekday AM and PM peak hours.

At full build-out which assumes 600 students and 70 staff members, the study estimated that the project will generate 744 daily trips with 243 trips during the AM peak hour (7:30 a.m. to 8:30 a.m.), 174 trips during the after-school PM peak hour (3:20 p.m. to 4:20 p.m.), and 51 trips during the PM peak hour of adjacent street traffic (5 p.m. to 6 p.m.) due to after-school activities. The trip generation summary assumes that 150 students and staff would live on-site in the residential dormitory and that 150 students would be bussed to and from the site using a private shuttle service (see Table 2 the Transportation Assessment). The project shuttle/bus plan is discussed at length in Part 4, Shuttle Plan, of the Assessment.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Significance Criteria

Traffic is typically measured in Level of service (LOS), which is a qualitative description of intersection operations and is reported using an A through F letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay, and LOS F indicates jammed conditions with excessive delays and long back-ups. According to the City of Hayward's Interim Traffic Study Guidelines (2015), the significance criteria is as follows:

- **Signalized Intersection** – The City shall maintain a minimum vehicle LOS of Service E at signalized intersections during peak commute periods except when LOS F may be acceptable due to cost 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 (City of Hayward General Plan Policy M-4.3).
- **Unsignalized Intersections** – A significant impact would occur if a traffic signal warrant (peak hour); a pedestrian signal warrant or a stop sign warrant is triggered. It is important to note that a warrant trigger may not result in a significant impact; however, the City has the discretion to require installation of a traffic signal, pedestrian signal or STOP sign if a warrant is met.
- **Additional Criteria** – If a signalized or unsignalized intersection operates at LOS F without the project under any condition, and the addition of the project results in an increase in the average control delay of five or more seconds, then the addition of project trips would be considered a significant impact.

Existing Plus Project Conditions

Traffic data, consisting of automobile turning movement as well as pedestrian and bicycle counts were taken for all study intersections on February 4, 2016 and March 1, 2016. Under existing conditions, two study intersections operate at an unacceptable LOS F; the affected intersections are Hesperian Boulevard/Tennyson Road in the PM peak hour and Winton Avenue/Hesperian Boulevard intersection in both the AM and PM peak hours.

According to Table 5 of the Assessment, Existing Intersection Plus Project Levels of Service Summary, the project would add over 200 vehicles during the AM peak hour at the Industrial Boulevard/State Route 92 Westbound Ramps intersection resulting in degradation at the intersection from LOS C to an LOS E with an increase of approximately 39.7 second delay. However, the increase would not result in a significant impact since it does not fall to LOS F. In addition a queuing analysis prepared for the Existing Plus Project condition (Table 6) indicated that the project would have minimal contribution to exceedance of storage capacities in the project vicinity.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Background Plus Project Conditions

Table 7 of the Assessment provides Background Plus Project Level of Service Summary. Background condition analyzes volumes at study intersections based on a five year interpolation between Existing Conditions and the 2035 model typically used for Cumulative Conditions analysis. Based on this analysis which compares Background with No Project and Background Plus Project conditions, the proposed project would cause a significant adverse impact at the Industrial Boulevard/SR 92 WB Ramps in that the LOS would degrade from LOS C to LOS F with a delay change of about 59 seconds.

In addition a queuing analysis prepared for the Background Plus Project condition (Table 8) indicated that the queue lengths would exceed storage capacity in the Background No Project condition, and that the addition of the project traffic would have minimal contribution to that exceedance.

Impact TRANS-1: Under Background Plus Project Conditions, the proposed project would degrade the Industrial Boulevard/SR 92 WB Ramps intersection from LOS C to LOS F during the AM peak hour. Following the City of Hayward Interim Traffic Study Guidelines, the project's contribution at this intersection is 55 percent.

Mitigation Measure TRANS-1: The impact at Industrial Boulevard/SR 92 WB Ramps intersection can be mitigated to a level of less than significant by optimizing signal timing length with adjacent intersections that are in the same signal coordination group. Along with the subject intersection, the Industrial Boulevard/SR 92 EB Ramps cycle length must be optimized as well to mitigate the impacts at this intersection. This intersection is under the jurisdiction of and must be approved by Caltrans prior to implementation.

Cumulative Plus Project Conditions

Cumulative traffic conditions for year 2035 are based on information from the City of Hayward General Plan Updated Travel Demand Model, as modified. Table 9 of the Traffic Assessment contains the Cumulative Plus Project Level of Service Summary. Based on that analysis, the proposed project would cause a significant adverse impact at the Industrial/SR 92 WB Ramps (AM peak hour), and at Winton Avenue/Clawiter Road intersection in the PM peak hour. In both instances, the intersections would operate at LOS F regardless of the project; however, the proposed project traffic would result in an increased delay of 114.7 seconds and 5.9 seconds at each intersection, respectively, thus exceeding the established five second delay significance threshold.

In addition a queuing analysis prepared for the Cumulative Plus Project condition (Table 10) indicated that the queue lengths would exceed storage capacity in the Cumulative No Project condition, and that the addition of the project traffic would have minimal contribution to that exceedance.

Impact TRANS-2: Under Cumulative Plus Project Conditions, the proposed project would add five or more seconds of delay at the Industrial Boulevard/SR 92 WB Ramps intersection in the AM peak hour, which in the Cumulative No Project scenario would operate at LOS F. Following

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the City of Hayward Interim Traffic Study Guidelines, the project’s contribution at this intersection is 22 percent.

Mitigation Measure TRANS-2: The impact at Industrial Boulevard/SR 92 WB Ramps intersection can be mitigated to a level of less than significant by optimizing signal timing length with adjacent intersections that are in the same signal coordination group. Optimization of signal timing would reduce the change in delay from 114.7 seconds to 2.9 seconds. Along with the subject intersection, the Industrial Boulevard/SR 92 EB Ramps cycle length must be optimized as well to mitigate the impacts at this intersection. This intersection is under the jurisdiction of and must be approved by Caltrans prior to implementation.

Impact TRANS-3: Under Cumulative Plus Project Conditions, the proposed project would add five or more seconds of delay at the Winton Avenue/Clawiter Road intersection in the PM peak hour, which in the Cumulative No Project scenario would operate at LOS F. Following the City of Hayward Interim Traffic Study Guidelines, the project’s contribution at this intersection is 2 percent.

Mitigation Measure TRANS-3: The impact at the Winton Avenue/Clawiter Road intersection can be mitigated to a level of less than significant by optimizing green time at the intersection with the adjacent intersections in the same single coordination group. Optimization of signal timing would reduce the change in delay from 5.9 seconds to 1.2 seconds. The subject intersection is owned and controlled by the City of Hayward.

Unsignalized Intersections

The Assessment did not identify any significant impacts triggering traffic signal, all-way stop sign or pedestrian signal warrants any unsignalized intersections. Thus less than significant impact at those facilities.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

The Alameda County Transportation Commission (ACTC) does not have an adopted LOS standard for intersections. In the absence of an ACTC standard, the City utilizes the LOS standard set forth in the General Plan and described in XVI.a above.

As noted above, the proposed project would result in **Impacts TRANS-1, TRANS-2 and TRANS-3** under both Background and Cumulative conditions. However, all of the Impacts identified can be mitigated

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to a level of less than significant with the implementation of **Mitigation Measures TRANS-1, TRANS-2 and TRANS-3**. No additional mitigation is necessary.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project involves no changes to air traffic patterns; thus, no impact.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The existing five and a half acre site is already developed with an existing structure and site improvements. The site is accessed from three two-way driveways along Industrial Boulevard. The driveways range between 35 feet and 40 feet in width and have clear views of oncoming traffic (Site Plan). While there are no anticipated hazards due to site design features, the Assessment contained recommendations that stop controls be placed at all driveways to the school and that the Industrial Boulevard median be extended with a “no left turn” sign added nearest the northern driveway due to the high traffic volumes on Industrial Boulevard.

The Assessment proposed a plan for student drop-off/pick-up when the highest volumes of vehicles will visit the site (Figure 10). In order to avoid queueing onto Industrial Boulevard which could result in a hazard, cars would be directed to enter the site at the southern or central driveway, drive north along the front of the school (approximately 115 lineal feet) where the aisle is wide enough to accommodate passing space around temporarily parked vehicles. If additional queuing space is needed (for example, during pick-up when children come out at different times and vehicles may have to wait slightly longer) an approximately 500 lineal foot relief queuing area is proposed in the parking lot located north of the existing building. Considering the space available on the site for pick-up and drop-off, it is not anticipated that there will be any impacts to Industrial Boulevard.

Although not identified as necessary to mitigate any specific impacts, the recommendations will be included as conditions of approval of the use permit for the proposed project to ensure safety in the vicinity of the project. Thus the impact is considered less than significant.

e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The existing five and one-half acre site is developed with an existing structure that would be occupied by the school in the first phase of development. Adequate service and emergency vehicle access is provided via three driveways as well as parking areas north of the proposed residential dormitory and west of the proposed gymnasium building. The final site layout for Phases 2 and 3 of the project will include aisles widths, turning radii and widths of corners which is a standard requirement of all future development proposals. Thus less than significant impact.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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AC Transit routes 86 and 83 are proximate to the site and provide access from the site to both the Downtown Hayward BART and South Hayward BART stations. In addition to public transit access, California Crosspoint will offer a private shuttle/bus service for students. At the current Crosspoint School location in Alameda, approximately 40% of the students arrive via the private shuttle system. The CCHS shuttle will run from two shuttle stops from San Leandro and Alameda with additional shuttle stops to be added with expanded enrollment.

On-site sidewalks are provided along the perimeter of the school and Figure 11, Pedestrian Access and Circulation Plan, provides a conceptual plan for pedestrian access throughout the campus. There is a Class III bicycle route along Industrial Boulevard with signage and the proposed project will include bicycle parking.

The proposed project does not involve any conflicts with or changes to policies, plans or programs related to transit, bicycle and pedestrian facilities; thus, less than significant impact.

XVII. UTILITIES AND SERVICE SYSTEMS --

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is connected to the City's sanitary sewer system. Sanitary sewage from the City's system is treated at the Hayward Water Pollution Control Facility (WPCF) which discharges into the San Francisco Bay under a permit with the Regional Water Quality Control Board (RWQCB). The proposed project involves a rezoning from Industrial to PD District to allow a middle and high school to reuse an

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing structure that was constructed for a school use. The existing structure which was built in 2001 was designed to accommodate well over 1,000 students and was accounted for in the City’s Updated Sewer Collection Master Plan.

Subsequent phases of the project include development involve construction of a gymnasium and a dormitory to serve students and faculty of the school. While not considered as part of the initial construction and school use, the increase in wastewater generated from the proposed 80 to 100 room dormitory at 100 gallons per person per day (ranging from 8,000 gallons to 10,000 gallons per day) could be accommodated within the current capacity that was accounted for in the Heald College estimates (18,000 gallons per day), and would not cause exceedance of wastewater treatment requirements; thus, the project would result in a less than significant impact (Conversation with Alicia Sargiotto, Senior Utility Representative, Public Works – Utilities and Environmental Services, March 18, 2016).

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is located within the City’s water and wastewater service boundaries. As noted in XVII.a above, the proposed project would result in a minimal increase in wastewater and would not require construction of or expansion of wastewater treatment facilities. With regard to water demand, the proposed school and dormitory (considered multi-family residential) use would generate similar demand to the industrial use envisioned under the City’s Water Master Plan (Hayward 2040 General Plan Background Report, 8-3). Thus, the proposed project would not require construction of new water or wastewater treatment facilities or expansion of existing facilities; thus, less than significant impact.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is infill and involves the reuse of an existing building. Future phases of development would be subject to standard National Pollutant Discharge Elimination System (NPDES) requirements to ensure that post-development run-off rates do not exceed pre-development run-off rates and all stormwater run-off must be treated through bioswales or other LID measures before it

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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enters the stormdrain system. Therefore, the proposed project would result in a less than significant impact related to new storm water facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As noted in XVII.b above, the proposed project, at full build-out, would generate similar demand to the industrial use envisioned under the City’s Water Master Plan (Hayward 2040 General Plan Background Report, 8-3); thus, the proposed rezoning and subsequent development would result in a less than significant impact related to water supplies.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As noted in XVII.a and b above, the proposed project would result in a minimal increase in wastewater related to the proposed 80 to 100 room dormitory. However, that increased demand could be accommodated within the current capacity that was accounted for in the Heald College estimates; thus, the project will result in a less than significant impact related to wastewater capacity (Conversation with Alicia Sargiotto, Senior Utility Representative, Public Works – Utilities and Environmental Services, March 18, 2016).

f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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There is sufficient capacity to accommodate the proposed project and waste from the City of Hayward at Altamont Landfill through 2024. Solid waste generated by the project would contribute incrementally to the use of the landfill capacity. The City of Hayward has adopted City-wide policies and ordinances (see HMC Chapter 5, Article 1, Solid Waste Collection and Disposal) intended to maximize the City’s diversion rate from landfills. Specifically, the City of Hayward adopted mandatory

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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recycling for all businesses and mandatory organics recycling for all multi-family development and businesses that generate organic waste (food, food soiled paper products and plant debris). The proposed project contains adequate space to store various waste streams in accordance with City requirements thus the proposed project would result in a less than significant impact related to solid waste disposal needs.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

See XVII.f above. The project would be subject to all adopted City regulations related to solid waste and there is adequate capacity at the Altamont Landfill to accommodate the proposed project. Thus, the project would result in a less than significant impact related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

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

As described throughout the Initial Study, the project includes mitigation measures to reduce Air Quality, Noise, Geological and Traffic related impacts to the extent feasible to ensure that the proposed project would not degrade the quality of the environment (refer to **Mitigation Measures AQ-1, GEO-1, NOI-1, and NOI-2.1 through NOI-2.3, and TRANS-1 through TRANS-3**).

As described in Section IV, Biological Resources, the proposed project involves reuse of an existing building and site which is surrounded by urban development project sites already fully developed. Thus, it would not result in any impacts to fish or wildlife species habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal species. Nor would the project be expected to result in any significant impacts related to California history or prehistory in

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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that it would involve redevelopment of a site that has already experienced extensive disturbance and grading, as detailed in Section V, Cultural Resources. Thus less than significant impact with mitigation.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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A lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The project would not impact agricultural, forestry, or mineral resources, or hazards and hazardous materials impacts. Therefore, the project would not contribute to cumulative impacts in these areas.

There are no planned or proposed developments in the immediate project site vicinity that could contribute to cumulative aesthetic, biological resources, greenhouse gas emissions, population and housing, and utilities and service systems impacts. And the proposed project will contain **Mitigation Measures AQ-1, GEO-1, NOI-1, and NOI-2.1 through NOI-2.3, and TRANS-1 through TRANS-3**, to reduce the proposed project's contributions to significant cumulative impacts in these areas to a level of less than significant.

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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With the implementation of mitigation measures and standard measures described in this Initial Study (**Mitigation Measures AQ-1, GEO-1, NOI-1, and NOI-2.1 through NOI-2.3, and TRANS-1 through TRANS-3**), the proposed project would not result in substantial adverse effects on human beings.

SOURCES

Professional judgement and expertise of the individual that prepared this initial study based upon review of the site and surrounding conditions and project plans.

AEI Consultants, Phase I Environmental Site Assessment for 25500 Industrial Boulevard, January 11, 2016

Alameda County, Hayward Executive Airport Land Use Compatibility Plan, August 2012, <http://www.acgov.org/cda/planning/generalplans/airportlandplans.htm>

Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2011.

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Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. September 15, 2010.

City of Hayward 2040 General Plan

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City of Hayward Geographic Information Systems (<http://webmap.hayward-ca.gov/>)

City of Hayward Historical Resources Survey & Inventory Report, July 2010

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Conversation with Alicia Sargiotto, Senior Utility Representative, Public Works – Utilities and Environmental Services, March 18, 2016

Federal Emergency Management Agency. *Flood Insurance Rate Maps, Community Panel Number 06001C0287G*. August 3, 2009.

Fehr & Peers, Final California Crosspoint School Transportation Assessment, May 2, 2016

FEMA Flood Map Service Center: Search by Address. <http://msc.fema.gov/portal/search>, accessed on March 14, 2016.

Final Approval Requirements Memo from Alicia Sargiotto, Senior Utility Service Representative, City of Hayward Public Works – Utilities and Environmental Services, December 28, 2015

Google Earth

Illingworth & Rodkin, California Crosspoint Middle/High School Noise and Vibration Assessment, March 23, 2016

Illingworth & Rodkin, California Crosspoint Middle/High School Greenhouse Gas Emissions Assessment, April 25, 2016

Illingworth & Rodkin, California Crosspoint Middle/High School Toxic Air Contaminants and Assessment, March 28, 2016

Phase I Environmental Site Assessment for 25500 Industrial Boulevard, AEI Consultants, January 11, 2016.

State of California, Department of Conservation, Regulatory Maps.
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>,
accessed on March 11, 2016

State of California's Department of Toxic Substances Control's Envirostor webpage
(<http://www.envirostor.dtsc.ca.gov/public/search.asp?basic=True>, assessed March 14, 2016

State of California, Department of Transportation, Scenic Highway Routes,
http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm, accessed on
March 8, 2016

MITIGATION MONITORING OR REPORTING PROGRAM

CALIFORNIA CROSSPOINT SCHOOL

CITY OF HAYWARD

May 2016

P R E F A C E

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring or reporting program is to ensure compliance with the mitigation measures during project implementation.

The Initial Study concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring or Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Initial Study concluded that the impacts from implementation of the project would be less than significant.

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
AIR QUALITY				
<p>Impact AQ-1: Construction of the proposed project could result in a significant impact related to construction dust. (Significant Impact)</p>	<p>Mitigation Measure AQ-1: Implementation of the following BAAQMD best management practices would reduce construction dust impacts to a less than significant level. During any construction period ground disturbance, the contractor shall implement the following:</p> <ul style="list-style-type: none"> • 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 track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations 	<p>During all phases of construction of future phases.</p>	<p>Project Applicant</p>	<p>City Engineer; Department of Public Works - Engineering</p>

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>[CCR]). Clear signage shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> • 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. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 			
GEOLOGY AND SOILS				

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>Impact GEO-1: The project site is located in an area identified with strong potential for liquefaction which could result in building failure due to seismic-related ground failure. Later phase construction activities could result in placement of structures on areas identified with expansive or unstable soils. (Significant Impact)</p>	<p>Mitigation Measure GEO-1: The applicant shall conduct a Preliminary Geotechnical Investigation to determine the types of soils underlying the future development pads. The Investigation shall be submitted for review and approval and any recommendations shall be incorporated into design level geotechnical evaluations for each new structure. The studies shall be submitted for review and approval and any recommendations shall be incorporated into the final design of the project prior to issuance of building permits.</p>	<p>Study shall be included with Site Plan Review applications for each future phase of construction.</p>	<p>Project Applicant</p>	<p>Development Services Department – Planning Division.</p>
NOISE				
<p>Impact NOI-1 – Anticipated future exterior noise level for the</p>	<p>Mitigation Measure NOI-1 –The residential dormitory (Phase 3) shall be oriented and designed to shield the student plaza and social area from Industrial Boulevard in order to meet the 65 dBA L_{dn} maximum exterior noise level. The</p>	<p>Site plan with building orientation shall be submitted with Site Plan Review</p>	<p>Project Applicant</p>	<p>Development Services Department – Planning</p>

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
residential dormitory student plaza and social area could reach 67 dBA L _{dn} exceeding the maximum acceptable level of 65 dBA L _{dn} set by the Hayward 2040 General Plan for multi-family residential uses. (Significant Impact)	final design of the building with exterior plaza and student gathering area shall be submitted to the Planning Department and approved through Site Plan Review.	application for development of the residential dormitory.		Division.
Impact NOI-2 – Interior noise levels in dormitory residences (Phase 3) could reach 58 dBA L _{dn} with the windows open exceeding the City’s maximum 45 dBA L _{dn} threshold for interior noise levels for	Mitigation Measure NOI-2 – Impact NOI-2 can be reduced to a level of less than significant if the following mitigation measures are incorporated as conditions of approval of the Administrative Use Permit for the proposed school and if all improvements are review and approved by the Planning Division prior to issuance of building permits for later phases of development: NOI-2.1 – Forced-air mechanical ventilation shall be provided for all residential units in dormitory so that windows may be kept closed to reduce noise. NOI-2.2 – Provide sound rated windows and doors to	Site plan with building orientation shall be submitted with Site Plan Review application for development of the residential dormitory.	Project Applicant	Development Services Department – Planning Division.

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
residential development.	<p>maintain noise levels at acceptable levels. Preliminary calculations made based on the data contained in the conceptual site plan indicates that sound-rated windows and doors with a sound transmission class (STC) rating of STC 28 to 32 would be sufficient to achieve suitable interior noise levels. The specific determination of what noise insulation treatments are necessary shall be conducted on a room-by-room basis during the final design of the project.</p> <p>NOI-2.3 – A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels to confirm that interior noise levels will be reduced to 45 dBA. The analysis shall review the final site plan, building elevations and floor plans prior to construction and recommend building treatments to reduce interior noise levels. Treatments may include but are not limited to sound rated windows and doors, sound rated wall and window construction, acoustical caulking, protected ventilation openings. The analysis shall be submitted to and approved by the Planning Division prior to issuance of building permits for the residential dormitory.</p>			
TRANSPORTATION/TRAFFIC				
Impact TRANS-1: Under Background Plus Project Conditions, the	Mitigation Measure TRANS-1: The impact at Industrial Boulevard/SR 92 WB Ramps intersection can be mitigated to a level of less than significant by optimizing signal timing length with adjacent intersections that are in the same signal coordination group. Along with the subject	Applicant shall pay fees and signal timing shall be modified within five (5) years of establishment of the	Applicant and Caltrans	Caltrans

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>proposed project would degrade the Industrial Boulevard/SR 92 WB Ramps intersection from LOS C to LOS F during the AM peak hour. Following the City of Hayward Interim Traffic Study Guidelines, the project's contribution at this intersection is 55 percent. (Significant Impact)</p>	<p>intersection, the Industrial Boulevard/SR 92 EB Ramps cycle length must be optimized as well to mitigate the impacts at this intersection. This intersection is under the jurisdiction of and must be approved by Caltrans prior to implementation.</p>	<p>school at the site (estimated August 2021), at Caltrans discretion.</p>		
<p>Impact TRANS-2: Under Cumulative Plus Project Conditions, the proposed project would add five or more seconds of delay at the</p>	<p>Mitigation Measure TRANS-2: The impact at Industrial Boulevard/SR 92 WB Ramps intersection can be mitigated to a level of less than significant by optimizing signal timing length with adjacent intersections that are in the same signal coordination group. Optimization of signal timing would reduce the change in delay from 114.7 seconds to 2.9 seconds. Along with the subject intersection, the Industrial Boulevard/SR 92 EB Ramps cycle length must be optimized as well to mitigate the impacts at this</p>	<p>The Industrial Blvd/SR92 WB Ramp intersection shall be added to the City's Signal Prioritization List which is regularly monitored. When the intersection triggers the impact, as proven by</p>	<p>Applicant and Caltrans</p>	<p>Caltrans</p>

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
Industrial Boulevard/SR 92 WB Ramps intersection in the AM peak hour, which in the Cumulative No Project scenario would operate at LOS F. Following the City of Hayward Interim Traffic Study Guidelines, the project's contribution at this intersection is 22 percent. (Significant Impact)	intersection. This intersection is under the jurisdiction of and must be approved by Caltrans prior to implementation.	monitoring between project initiation and 2035, payment of fees and optimization timing shall occur at Caltrans discretion.		
Impact TRANS-3: Under Cumulative Plus Project Conditions, the proposed project would add five or more seconds of	Mitigation Measure TRANS-3: The impact at the Winton Avenue/Clawiter Road intersection can be mitigated to a level of less than significant by optimizing green time at the intersection with the adjacent intersections in the same single coordination group. Optimization of signal timing would reduce the change in delay from 5.9 seconds to 1.2 seconds. The subject intersection is owned and controlled by the City of Hayward.	The Winton Avenue/Clawiter Road intersection shall be added to the City's Signal Prioritization List which is regularly monitored which will ensure implementation	Public Works Department, Engineering and Transportation Division shall add signal implement signal timing changes	City of Hayward – Public Works Department, Engineering and Transportation Division

MITIGATION MONITORING OR REPORTING PROGRAM CALIFORNIA CROSSPOINT SCHOOL				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>delay at the Winton Avenue/Clawiter Road intersection in the PM peak hour, which in the Cumulative No Project scenario would operate at LOS F. Following the City of Hayward Interim Traffic Study Guidelines, the project's contribution at this intersection is 2 percent. (Significant Impact)</p>		<p>under Cumulative Conditions (by 2035 at full build out of school).</p>	<p>when needed.</p>	

SOURCE: City of Hayward, **California Crosspoint School Initial Study, May 2016**