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MEMORANDUM

DATE: June 16, 2021

To: Jennifer Ott, Assistant City Manager/Development Services Director
Elizabeth Blanton, AICP, Senior Planner

FROM: Theresa Wallace, AICP, Principal
Shanna Guiler, AICP, Associate/Environmental Planner

SUBJECT: California Environmental Quality Act (CEQA) Addendum for the Route 238
Development Project – Parcel Group 3

This document, prepared pursuant to the California Environmental Quality Act (CEQA) and the regulations and policies of the City of Hayward, provides information and analysis concerning the Route 238 Development Project – Parcel Group 3 (proposed project). This document is an Addendum to the City of Hayward 2040 General Plan Environmental Impact Report¹ (GP EIR), certified by the City of Hayward in July 2014. This Addendum to the GP EIR evaluates whether changes to development assumptions included in the General Plan associated with the proposed project would result in new or substantially more adverse significant effects or require new mitigation measures not identified in the GP EIR. See Attachment A for a full description of the proposed project. The City of Hayward is the Lead Agency under CEQA. In accordance with CEQA Section 21093(b) and CEQA Guidelines Section 15152(a), this Addendum tiers off the GP EIR, certified in July 2014, which is hereby incorporated by reference. This Addendum also serves as a written checklist to confirm that the environmental effects of the proposed project were adequately covered in the GP EIR pursuant to CEQA Guidelines 15168(c)(4).

INTRODUCTION

Parcel Group 3 comprises approximately 28.5 acres and includes seven parcels (Assessor Parcel Numbers [APNs]: 078C-0626-001-07, 078C-0626-003-09, 078C-0626-003-16, 078C-0640-007-06, 078C-0635-013-03, 078C-0641-001-00, and 078C-0641-010-01). The proposed project would be confined to the southwestern portion of Parcel Group 3, on portions of APNs 078C-0626-001-07, 078C-0626-003-09, and 078C-0626-003-16 (hereinafter referred to as the “project site”).

Surrounding land uses include the former La Vista Quarry, planned for a future regional park, and undeveloped open grassland to the east; Calhoun Street and riparian woodlands to the north; and

¹ Hayward, City of, 2014. *Final Environmental Impact Report City of Hayward General Plan*. May.

residential development to the south and west. The project site is bounded by East 16th Street to the west.

The proposed project would result in the construction of approximately 176 affordable housing units, a charter school and early education facility serving approximately 384 students from age 3 through 5th/6th grade, approximately 21 acres of preserved open space as part of the planned La Vista Park, and associated roadway and infrastructure improvements to serve the project site. The project would require a Lot Line Adjustment, Site Plan Review, Density Bonus, Administrative Use Permit, Improvement Plans Review, Grading Permit and Building Permits.

This Addendum is prepared pursuant to CEQA Guidelines Section 15164 which states: "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15162 specifies that "no subsequent EIR shall be prepared for that project unless the lead agency determines ... one or more of the following:"

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In those instances where a lead agency determines a subsequent EIR should be prepared, Section 15163 specifies that the lead agency "may choose to prepare a supplement to an EIR rather than a

subsequent EIR if: (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.”

Pursuant to CEQA Guidelines Section 15164(e), the purpose of this Addendum is to describe and evaluate the proposed project (Route 238 Development Project – Parcel Group 3), assess the proposed modifications to the project evaluated in the GP EIR, and explain the reasons supported by substantial evidence for the City's conclusion that changes to the proposed project and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162 calling for preparation of any subsequent or supplemental CEQA analysis.

In addition, CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. This Addendum also serves as such a checklist, and it confirms that the proposed project is within the scope of the GP EIR.

Attachment A to this Addendum provides a complete description of the proposed project, its location, existing site characteristics, proposed development, and anticipated approvals and entitlements.

Attachment B to this Addendum provides the Environmental Checklist prepared for the project. This checklist provides information to: (1) compare the environmental impacts of the proposed project with impacts expected to result from development approved in the City of Hayward 2040 General Plan and evaluated in the GP EIR; (2) demonstrate that the proposed project would not result in new or more severe significant environmental impacts; (3) revise mitigation measures identified in the GP EIR if necessary, and (4) conclude that no substantial changes with respect to the circumstances under which the project would be undertaken since the GP EIR was certified result in new or more severe significant environmental effects.

COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTIONS 15162 AND 15163

The following discussion summarizes the reasons that a subsequent or supplemental EIR, pursuant to CEQA Guidelines Sections 15162 and 15163, is not required and an Addendum to the GP EIR is the appropriate CEQA document.

Substantial Changes

Per the analysis included in Attachment B, Environmental Checklist, impacts associated with the proposed project are within the scope of the GP EIR. The proposed project would not result in project-specific impacts beyond those identified in the GP EIR, would not substantially increase the severity of impacts identified in the GP EIR, and would not require major revisions to the GP EIR. Therefore, the proposed changes to the project would be minor modifications, not substantial changes, and an Addendum is the appropriate document to address these minor modifications rather than a subsequent or supplemental EIR.

Substantial Changes in Circumstances

As described in the Environmental Checklist for each topic, environmental conditions in and around the project site and the circumstances under which the project would be undertaken have not changed such that implementation of the proposed minor modifications to the GP EIR would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the GP EIR, and thus would not require major revisions to the GP EIR.

New Information

No new information of substantial importance, which was not known or could not have been known when the GP EIR was certified, has been identified which shows that the proposed modifications to the GP EIR associated with the proposed project would be expected to result in: (1) new significant environmental effects not identified in the GP EIR; (2) substantially more severe environmental effects than shown in the GP EIR; (3) mitigation measures or alternatives previously determined to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives which are considerably different from those analyzed in the GP EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative. As described through the Environmental Checklist, no new or substantially more severe impacts are expected beyond those identified in the GP EIR. Impacts identified as a result of the proposed project are within the scope of the previously identified impacts in the GP EIR.

STANDARD CONDITIONS OF APPROVAL

Standard Conditions of Approval (SCAs) have been identified that incorporate development policies and standards from various plans, policies, and ordinances (i.e., Hayward Municipal Code, California Building Code, Uniform Fire Code, the Regional Water Quality Control Board's Municipal Regional Permit, etc.), which have been found to substantially mitigate environmental effects. The City of Hayward applies SCAs for all projects and amends these conditions as needed. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

In reviewing project applications, the City determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCAs apply to a specific project. Because these SCAs are mandatory requirements imposed on a citywide basis, environmental analyses assume that these SCAs will be imposed and implemented by the project, and are not imposed as mitigation measures under CEQA.

CONCLUSION

The proposed project evaluated in this Addendum would not require major revisions to the GP EIR due to new or substantially increased significant environmental effects. The analysis contained in the Environmental Checklist confirms that the project is within the scope of the GP EIR and will have no new or more severe significant effects and no new mitigation measures are required. Therefore, no subsequent or supplemental EIR or further CEQA review is required for the proposed project, as described in this Addendum.

Attachment: A – Project Description
B – Environmental Checklist

ATTACHMENT A PROJECT DESCRIPTION

The following describes the proposed Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) project (proposed project) that would result in the development of approximately 176 units of affordable housing and a charter school on approximately 28.5 acres of land currently owned by the City of Hayward (City). In addition to the description of the proposed project itself, this section includes a summary description of the project's location and existing site characteristics. This project description is part of the preparation of an Addendum to the City of Hayward 2040 General Plan Environmental Impact Report¹ (GP EIR), certified by the City of Hayward in July 2014. The City is the CEQA lead agency for the proposed project.

PROJECT BACKGROUND

In the 1960s, the California Department of Transportation (Caltrans) purchased over 400 parcels in the Hayward foothills, east of Foothill and Mission Boulevards, for the construction of the Route 238 Bypass Freeway project. However, in 1971 the community filed a lawsuit to stop the project and the freeway project was eventually abandoned. Caltrans is selling the State-owned properties within the right-of-way because they are no longer required for the freeway project.

In January 2016, the City negotiated a purchase and sale agreement with Caltrans to acquire several remaining parcel groups along the former freeway alignment. The City's goal is to develop these properties with uses that would be consistent with the comprehensive vision of the City's General Plan and to integrate these properties with the rest of the community. The acquisition and development of each of these parcel groups is independent from one another, and no part of any one development is related to or dependent on the development of any other group of parcels.

PROJECT SITE

The following section describes the location and site characteristics for the proposed project area and provides a brief overview of the existing land uses within and in the vicinity of the site.

Location and Surrounding Land Uses

The City of Hayward occupies approximately 64 square miles in southwestern Alameda County, approximately 14 miles south of Downtown Oakland, 20 miles southeast of Downtown San Francisco, and 25 miles north of Downtown San Jose. The City's planning area (Sphere of Influence) encompasses approximately 72 square miles and includes all land within the Hayward City limits and adjacent unincorporated county land, including Garin Regional Park, open space areas east of the City, portions of San Lorenzo and Castro Valley, and the communities of Hayward Acres, Cherryland, and Fairview.

¹ Hayward, City of, 2014. *Final Environmental Impact Report City of Hayward General Plan*. May. Available online at: www.hayward-ca.gov/General%20Plan%20Final%20Environmental%20Impact%20Report (accessed May 18, 2021).

Parcel Group 3 is located just east of the northeastern corner of Mission Boulevard and Tennyson Road in Hayward. Parcel Group 3 comprises approximately 28.5 acres and includes seven parcels (Assessor Parcel Numbers [APNs]: 078C-0626-001-07, 078C-0626-003-09, 078C-0626-003-16, 078C-0640-007-06, 078C-0635-013-03, 078C-0641-001-00, and 078C-0641-010-01). The proposed project would be confined to the southwestern portion of Parcel Group 3, on portions of APNs 078C-0626-001-07, 078C-0626-003-09, and 078C-0626-003-16 (hereinafter referred to as the “project site”).

Regional access to the project site is provided by Interstate 880 (I-880), which is located approximately 1.5 miles west of the project site. Local access to the project site is provided by Mission Boulevard, which is also State Route 238 (SR 238), and Tennyson Road.

Surrounding land uses include the former La Vista Quarry, planned for a future regional park, and undeveloped open grassland to the east, Calhoun Street and riparian woodlands to the north, and residential development to the south and west. The project site is bounded by East 16th Street to the west. Figures 1 and 2 (attached) show the regional and local context of the proposed project site.

Site Characteristics and Current Site Conditions

Elevations across the site range from a low of 35 feet up to 275 feet (NAVD 88) along the northeastern portion of the site. Slope gradients in this area generally range from 10:1 (horizontal: vertical) to as steep as 2:1.

APN 078C-0626-001-07 has generally remained undeveloped.² In the late 1960s, some excavation was performed, possibly a quarry or borrow site, which altered the natural slope in the northwest corner of this parcel. APN 078C-0626-003-09 has generally been used for agriculture. According to the Preliminary Geotechnical Feasibility Analysis, both of these parcels contain some informal structures collectively used for equine husbandry and boarding purposes.³

Non-native grasslands cover most of the site. There are a few dirt roads within the grasslands, and portions of the site have been disced.⁴ During site surveys conducted in July 2020, construction debris and litter were observed throughout the site, particularly along the western edge of the site near East 16th Street. An internal barbed wire fence separates the northern part of the property from the more heavily grazed southern portion of the site. Much of the site has been disturbed by grading. A subsurface water line runs through the site, as indicated by a hydrant and concrete access vaults.

Several outbuildings are located on the eastern edge of the site. These include sheds, and barns or stalls for horses. A portable toilet is located on the edge of a horse corral. Several horse trailers and other ranch equipment are also located in this area.

² ENGEO, 2016. Preliminary Geotechnical Feasibility Exploration. November 10.

³ Ibid.

⁴ Cultivated with an implement (such as a harrow or plow) that turns and loosens the soil with a series of discs.

An unnamed ephemeral stream runs roughly east to west along the northern boundary of the site within the area proposed to be preserved as open space. The stream enters a culvert near the site. A potential seep near the center of the property is surrounded by willow trees, and a swale that originates at the seep runs downhill to the west.

General Plan and Zoning

The General Plan Land Use Map designates Parcel Group 3 as Parks and Recreation (PR), Limited Open Space (LOS), Limited Medium Density Residential (LMDR) (8.7 to 12 dwelling units per net acre), and Low Density Residential (LDR). Parcel Group 3 is zoned Open Space (OS), Medium Density Residential (minimum lot area – 4,000 square feet) (RMB4), and Single -Family Residential (RS). Permitted uses in the RM District, where the proposed development is located within the site, include residential uses, home day cares, and public agency facilities, which include schools, churches, parks, playgrounds and other facilities for public use. The site is also located within the Hayward Foothills Trail Special Design District (SD-7). The purpose of the Hayward Foothills Trail Special Design District is to ensure development of a continuous trail along the 238 Bypass Land Use Study properties. Specific development standards and design guidelines are outlined for the trail with a general location of the trail in the City of Hayward Zoning Ordinance.

The GP EIR analyzed implementation and buildout of the General Plan over a 26-year planning period (2014-2040). Although no specific development projects were proposed in conjunction with the General Plan, the GP EIR analyzed a development potential of approximately 7,475 additional single-family dwelling units; 7,339 additional multi-family dwelling units; and 25,787 additional jobs. The jobs are generally categorized as follows: retail, service, manufacturing, wholesale, agricultural, and other.

As a largely built-out community, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. The development capacity assumptions are derived from already adopted plans and initiatives as well as housing, population, and employment projections issued by the Association of Bay Area Governments. Table A identifies the Hayward 2040 General Plan development capacity assumptions used in the GP EIR.

Table A: Existing and Proposed Development in the General Plan Planning Period

Land Use	Existing 2010	Proposed Through 2040	Net New Development
Single-Family Housing	30,989	38,461	7,472
Multi-Family Housing	20,395	27,794	7,399
Employment	76,067	101,854	25,787

Source: City of Hayward *Final Environmental Impact Report City of Hayward General Plan*. (July 2014).p. 3-29

PROPOSED PROJECT

The proposed project would consist of the following components, described in greater detail below. The conceptual site plan for the proposed project is shown in Figure 3 (attached).

- Approximately 176 affordable housing units;

- A charter school and early education facility serving approximately 384 students from age 3 through 5th/6th grade;
- Approximately 21 acres of preserved open space as part of the planned La Vista Park;
- Two new driveways on East 16th Street and an internal roadway to provide access to the proposed development;
- Connections to the proposed Hayward Foothill Trail, a 16-foot-wide multi-use trail that will traverse the adjacent planned La Vista Park; and
- Associated improvements, including parking, landscaping and utilities.

As part of the proposed entitlements, the property lines of the project site would be adjusted into three parcels – a 20.2-acre open space area, a 4.6-acre housing site, and a 2.4-acre school site. In addition, access to the site through “Parcel P” would be provided via an access easement. “Parcel P” will eventually be owned by the City, but is currently privately-owned. Figure 4 (attached) shows the proposed lot line adjustments.

The proposed project is consistent with the intent of the Limited Medium Density designation and would include a mix of unit sizes within two multifamily residential buildings. A majority of the project site would be retained as open space in conjunction with the planned La Vista Park project, consistent with the Limited Open Space designation. No changes in General Plan land use designations would be required for the proposed project.

The proposed project is consistent with the permitted uses, density and development requirements of the Open Space and Medium Density Residential (minimum lot area – 4,000 square feet) (RM) districts. As described above, a significant portion of the project site would be preserved as open space. Proposed multi-family residential uses and the school are permitted uses in the RM zoning district. In addition, the proposed development would generally meet the development standards (e.g., setbacks, density, height, etc.) required for this district. The proposed project would include trail connections consistent with the requirements of the Hayward Foothills Trail Special Design District (SD-7). A Density Bonus is being sought as part of project approvals, which would allow the applicant to deviate from certain zoning requirements (e.g., increased density, reduced parking, reduced open space, increased height).

Residential Development

The proposed project would include two, 5-story residential buildings. Building A would consist of 88 residential units, including 18 studio units, 12 one-bedroom units, 44 two-bedroom units, and 14 three bedroom units, all ranging in size from approximately 416 square feet to 986 square feet. Building B would be located south of Building A on the housing parcel. Building B would consist of 88 residential units, including 20 studio units, 35 one-bedroom units, and 33 three-bedroom units, with the same size range as Building A. In addition, Building B would include a 10,860-square foot early education center on the ground floor, which would be part of the overall proposed Primary School (described below).

The Primary School

The proposed project would also include a charter school, The Primary School – Hayward Campus, serving approximately 384 students from age 3 through 5th/6th grade at full buildout. See Table B for the detailed enrollment plan and Figure 5 for a conceptual site plan for the proposed school facility.

A three-story, 35,360-square foot, elementary school building would be constructed in the eastern portion of the project site, along Tennyson Boulevard, to serve students from kindergarten through 5th/6th grade. The elementary school building would provide 18 classrooms, including science and art rooms and open learning spaces; teacher dedicated spaces; administrative offices; parent rooms; and dedicated space for health screenings. The school space would also include an outdoor amphitheater for student events, a covered outdoor eating area, and an 11,000-square foot outdoor play area, just east of the elementary school building.

As described above, the Primary School would also include an early childhood education center, which would be located on the ground floor of residential Building B. The early childhood education center would accommodate a maximum of 96 students within six classrooms, a teacher workroom, six breakout rooms, administrative offices and a reception area. In addition, a 3,700-square-foot, dedicated play area for early childhood education would be provided west of the proposed elementary school building.

The Primary School – Hayward Campus would aim to serve low-income children (typically under 65 percent of area median income [AMI]). The Primary School intends to actively recruit families through community partners, including families that might reside in the adjacent residential units. The school is anticipated to reflect the racial and ethnic diversity of the City and surrounding community. The school would start with pre-K educational services, opening in the fall of 2021 in a temporary facility. An additional grade would be added on an annual basis until 2029, at which point the campus would include grades pre-K through 5.

Given the uncertainty created by the COVID-19 pandemic and the potential change in family demand for full-time preschool services, the school may shift to serve grade levels pre-K through 6th grade. Total enrollment would remain the same with the elimination of preschool and replacing this enrollment with students who would ultimately matriculate to grade 6 in 2029-2030. Should the school modify its program to serve pre-K through 6th grade, the Early Childhood Center would serve pre-K and Kindergarten students. These students would share the dedicated play area adjacent to the center. The main school building would then serve 1st grade through 6th grade, with these students sharing the playground located near the main entrance of the K-5 building. Table B shows the enrollment and staffing projections for the proposed school facility.

Table B: Enrollment and Staffing Projections

Year	Number of Students	Grades	Number of Classrooms	Number of Staff (Estimated Full-Time Equivalent)
2021-2022	96	Pre-K	3	17
2022-2023	144	Pre-K – Kinder	6	28
2023-2024	192	Pre-K – 1st	8	36
2024-2025	240	Pre-K – 2nd	10	40
2025-2026	288	Pre-K – 3rd	12	45
2026-2027	336	Pre-K – 4th	14	49
2027-2028	384	Pre-K – 5th	16	52
2028-2029	384	Pre-K – 5th*	18	55

Source: The Primary School (2020).

*See previous paragraph for additional grade level and enrollment information

Access, Circulation, and Parking

The proposed circulation plans for both the proposed residential development and school are discussed below.

Residential Development

Vehicular access to the residential portion of the project site would primarily be via two driveways along East 16th Street connecting to the internal site roadway. The internal site roadway would run along the eastern portion of the project site, providing access to the residential parking area. Then, it would continue southeast to a proposed roundabout, which would connect the residential and school portions of the proposed project. The roadway would continue southeast, connecting to Tennyson Road.

A total of 219 parking spaces would be provided in the parking areas located along the proposed internal site roadway. As described further below, 24 of these spaces would be dedicated for school parking and six of these spaces would be shared between the residential and school uses. A total of 233 parking spaces would be provided for the proposed project overall (183 dedicated to the residential use, 44 dedicated to the school, and 6 shared between the two uses), including 24 electric vehicle spaces, 51 compact spaces, and 10 accessible spaces.

The Primary School

Vehicular access to the school site for drop-off and pick-up would be provided by a new driveway stemming from Tennyson Road connecting to the internal site roadway. A roundabout is proposed along the internal roadway to connect the school portion of the project site to the residential development.

The school would offer extended hours for the pick-up and drop-off of students, typically a one-hour drop-off window from 7:30 a.m. to 8:30 a.m. and a two-hour pick-up window from 3:30 p.m. to 5:30 p.m. once the school is fully enrolled. The pick-up and drop-off queue would begin on Tennyson Road, proceed around the roundabout, and break off for a dedicated “in-car” drop-off for students in grades K through 5. The elementary school queue would be approximately 365 feet long.

For the early childhood education center students, the drop-off pattern and queuing would extend to Building B, with dedicated walk-in drop-off parking stations provided outside of the main entrance to the early childhood education center. In addition, parallel parking spaces would be provided along the extended pre-school queuing line, and parking spaces would be provided in the dedicated school parking area closest to the elementary school building. The total queue length for the early childhood education center and elementary school would be approximately 790 feet, allowing for approximately 35 cars, a portion of which is shared with the elementary school through the roundabout (see Figure 5).

A total of 44 dedicated school parking spaces would be provided, including 17 spaces along the site access road, 24 spaces within the proposed parking area, five spaces along the frontage of the elementary school building, and 4 spaces at the entrance to the early childhood education center. In addition, six shared spaces would be provided to accommodate both school and residential parking needs, for a total of 50 parking spaces available for school use.

Pedestrian Circulation and Trail Connections

Pedestrian access would be provided throughout the project site via internal walkways and sidewalks as shown in Figure 6.

As described above, the project site is located within the Hayward Foothills Trail Special Design District, which is intended to ensure development of a continuous trail along the 238 Bypass Land Use Study properties. The proposed project would include a connection to the Hayward Foothill Trail at the southeastern edge of the site, extending up to a planned internal road in the future La Vista Park. A second connection would be provided at the north end of the residential parking lot. Consistent with Section 10-1.2640 in the Hayward Municipal Code, the trail would consist of a 16-foot-wide multi-use trail to accommodate pedestrians and bicyclists.

Open Space and Landscaping

The proposed project would include approximately 21 acres of dedicated open space, which encompasses the northern portion of the project site. In addition, the proposed project would include an approximately 13,000-square-foot courtyard between the two residential buildings. The courtyard would provide a playground and open space for the multi-family residential development. Landscaping would be provided throughout the project site, in the parking area, and along the internal roadway. Approximately 158 trees would be planted as part of the proposed project. The proposed landscape plan is shown in Figure 7.

A series of 6-foot-high, terraced retaining walls would be installed along the western, southern, and northeastern boundaries of the project site. Retaining walls would be concrete block, “keystone” walls.

In addition, the proposed project would include five landscaped detention basins, as further described below, totaling approximately 8,284 square feet in size.

Infrastructure Requirements

The project site is located in a developed area that is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, gas, and telecommunications infrastructure. Existing and proposed utility connections are discussed below.

Water

As shown in Figure 8, new water lines would be installed within the proposed internal roadway, along the access driveway for the elementary school and early childhood education center, through the proposed residential courtyard, and within the elementary school playground to provide water service to proposed facilities. These water lines would likely connect to the existing 8-inch water main in Tennyson Road and the existing 6-inch water main in East 16th Street. Water lines would likely range from 6 to 8 inches in diameter.

Sewer Service

Wastewater collection is provided by the City. The proposed project would include installation of an 8-inch sanitary service line that would tie into the existing 8-inch, sanitary sewer main located within Tennyson Road. Several new sanitary sewer manholes would be installed within the internal roadways in the project site and at the sewer main connection in Tennyson Road.

Stormwater/Drainage

As previously noted, the project site is currently undeveloped and therefore does not contain any impervious surfaces. Construction of the proposed project would create approximately 152,600 square feet (3.5 acres) of impervious surfaces at the project site. As previously noted, the proposed project would include approximately 8,284 square feet of bioretention space on the project site that would be used for stormwater control. The proposed bioretention areas are listed in Table C and shown on Figure 8. The proposed project would also include catch basins and storm drains throughout the project site, which would connect to the bioretention basins and existing stormwater facilities, including a 36-inch storm drain in Tennyson Road. Proposed storm drains to serve the project site would range from 18 to 24 inches.

Table C: Proposed Stormwater Detention

Bioretention Area	Approximate Size
1	3,962 square feet
2	2,454 square feet
3	687 square feet
4	573 square feet
5	608 square feet

Source: Bellecci & Associates, Inc. and AO Architects (2021).

Gas and Electrical Improvements

Electricity and gas service is provided to the project site by Pacific Gas & Electric Company (PG&E). The proposed project would include connections to the existing lines that run adjacent to the

project site, which could include the lines within East 16th Street and Tennyson Road. The proposed project would be subject to the City's new Reach Code, which modifies the California Energy Code to reduce or eliminate natural gas use in new buildings. Per the City's Reach Code, natural gas is prohibited for new low-rise buildings (up to three stories); therefore, natural gas would not be prohibited for the proposed project, but the City would discourage its use.

Outdoor Lighting

Lighting would be provided at intersections and along roadways where lighting is needed for public safety due to topographic constraints. Limited safety and security lighting and indirect shielded lighting would also be provided in parking areas and along walkways/trails, where appropriate.

Site Preparation and Construction

Subsurface excavations for the foundations and utilities would likely occur to a depth of 15 feet. Approximately 50,000 to 200,000 cubic yards of soils would be exported from the project site to accommodate the proposed buildings and parking areas. Retaining walls would be constructed throughout the site to support the soil excavations. Grading would be in conformance with the City's Municipal Code (Chapter 10, Article 18, Grading and Clearing), which requires approval of a grading permit prior to commencement of grading activities and adherence to performance and design standards to prevent erosion, preserve existing slopes and vegetation, protect existing structures, and accommodate site drainage.

The construction period is anticipated to begin in Fall 2021 and would occur over an approximately 24 to 36 month period.

RELATED PROJECTS

When evaluating cumulative impacts, CEQA requires the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document, or some reasonable combination of the two approaches.

The cumulative analysis of this Addendum is consistent with Section 15130(b)(1) of the CEQA Guidelines as it is based on both a list of past, present and probable future development projects in the area (short-term cumulative development) and a summary of development projections. Cumulative impacts would most likely result from short-term and long-term development in the immediate vicinity of the proposed project. Where appropriate, this Addendum assesses the short-term and long-term cumulative impacts that would result from the project plus other projected development in the project vicinity. The following sections discuss the anticipated short-term and long-term development in the project vicinity.

Short-Term Development

As described above, the proposed project is anticipated to start construction as soon as Fall 2021, extending approximately 24 to 36 months. Other projects anticipated to be under construction concurrent with the proposed project include other projects located within the Route 238 Study

Area. These projects are located in the vicinity of the proposed project and could contribute to cumulative construction impacts. These projects are described below.

- **Parcel Group 2.** The Parcel Group 2 project site is composed of two parcels that total about 12.2 acres. The first parcel totals approximately 4.65 acres and is located at 29212 Mission Boulevard. The second parcel, approximately 7.6 acres, abuts the first parcel on the south and extends from Mission Boulevard on west to Tennyson Road on the north. The proposed project would result in the development of approximately 190 residential units, approximately 10,800 square feet of ground floor commercial uses, and related site improvements.
- **Campways.** The Campways Project is located at 28168 Mission Boulevard west of the project site. Proposed development at this site would include 97 residential units over 1,500 square feet of commercial space and parking.
- **La Vista.** The La Vista Project is located at 28816 Mission Boulevard, east of the project site. This project, which is currently under construction, would result in development of 179 single-family residential units and related streets on 29.4 acres, a 16-acre neighborhood park with stormwater detention basins, a community center or additional park area on 14.6 acres and open space and trails on the remaining 102 acres.
- **SoHay.** The SoHay Project is located at 29504 Dixon Street, south of the project site. Proposed development at this site would include 400 townhomes, 72 apartment units, and approximately 20,000 square feet of commercial space.
- **Parcel Group 5 (Bunker Hill).** Parcel Group 5 is located northwest of Harder Road, approximately 1,000 feet east of Mission Boulevard and adjacent to and southwest of CSU East Bay. Proposed development at this site would include up to 74 single-family residential units and 8 accessory dwelling units (ADUs), approximately 10.5 acres of open space, and associated roadway and infrastructure connections.
- **Parcel Group 6 (Quarry Site).** Parcel Group 6 is located north of Carlos Bee Boulevard, south of Highland Boulevard, approximately 1,000 feet northeast of Mission Boulevard and approximately 2,000 feet northwest of California State University East Bay (CSU East Bay). Proposed development at this site would include a maximum of 500 townhomes/multi-family units and 500 student-housing units, up to 10,000 square feet of retail/commercial space, passive open space, a neighborhood park, and associated roadway and infrastructure connections.
- **Parcel Group 7 (Mission Boulevard/Carlos Bee Boulevard).** Parcel Group 7 is located at the southeastern corner of Mission Boulevard and Carlos Bee Boulevard. Proposed development at this site would include a new auto dealership. The new auto dealership would consist of an approximately 65,000-square-foot facility that will include sales, service, and display. The new dealership would be located on the lower five acres of the site towards Mission Boulevard.
- **Parcel Group 8 (Grove Way/Foothill Boulevard).** Parcel Group 8 is located at the northern end of the City, south of Grove Way and east of Foothill Boulevard. Proposed development at this

site would include a mix of townhomes, commercial, multifamily high density residential and a large open space parkland.

- **Parcel Group 9 (Apple Avenue/Oak Street).** Parcel Group 9 is located at the northern end of the City, immediately east of the I-580/SR 238 interchange, north of the Apple Avenue and Oak Street intersection. Proposed development at this site would include a 150-room hotel.

Long-Term Development

The potential development outlined in the 2014 General Plan was considered in the cumulative analysis in this Addendum, along with the specific projects identified above. Because the 2014 General Plan and the GP EIR developed growth forecasts through 2040 to account for growth within the General Plan Planning Area, including the project site, use of the development projections from these two documents is inherently cumulative, in that the projection considers impacts of development generated by future planned uses. Since 2014, updated growth forecasts have projected slightly less growth within the City than was estimated in 2014, therefore use of the 2014 General Plan's assumptions is conservative, potentially overstating growth potential and intensity of environmental effects. Moreover, projects approved within the General Plan Planning Area have not exceeded the growth forecasts or developed in a way that would change the likely environmental impacts associated with future growth. Therefore, the cumulative effects of long-term development are fully reflected in the 2014 General Plan's growth forecasts and analyzed within this Addendum accordingly.

APPROVALS AND PERMITS

A number of permits and approvals, including discretionary actions, are listed in Table D and would be required prior to implementation of the proposed project. As lead agency for the proposed project, the City of Hayward would be responsible for the majority of the approvals required for development, as shown below. Other agencies may also have some authority related to the project and its approvals, as described in Table D.

Table D: Required Permits and Approvals

Agency	Permit/Approval
City of Hayward	<ul style="list-style-type: none"> • Lot Line Adjustment • Site Plan Review • Administrative Use Permit • Density Bonus • Improvement Plans review • Grading Permit • Building Permits • Water and Wastewater Hookups
California Department of Fish and Wildlife (CDFW)	California Endangered Species Act Section 2081 Incidental Take Permit (ITP) or Section 2080.1 "Consistency Determination" for potential impacts to Alameda striped racer
United States Fish and Wildlife Service (USFWS)	Incidental take coverage through either a Section 7 Consultation resulting in a Biological Opinion (BO) or a Section 10 consultation resulting in a Habitat Conservation Plan (HCP) for impacts to Alameda striped racer

**Table D: Required Permits and Approvals**

Agency	Permit/Approval
State Water Resources Control Board (SWRCB)	National Pollutant Discharge Elimination System (NPDES) Construction General Permit
Regional Water Quality Control Board (RWQCB)	Municipal Regional Stormwater Permit

Source: Compiled by LSA Associates, Inc. (2021).



FIGURE 1

LSA



0 10 20
MILES

SOURCE: ESRI World Street Map (2020).

I:\HAY2001.02\GIS\Maps\Figure 1_Project Site.mxd (6/14/2021)

Parcel Group 3 Environmental Analysis
Regional Location and Project Vicinity



LSA



0 350 700
FEET

- Project Site
- Parcels

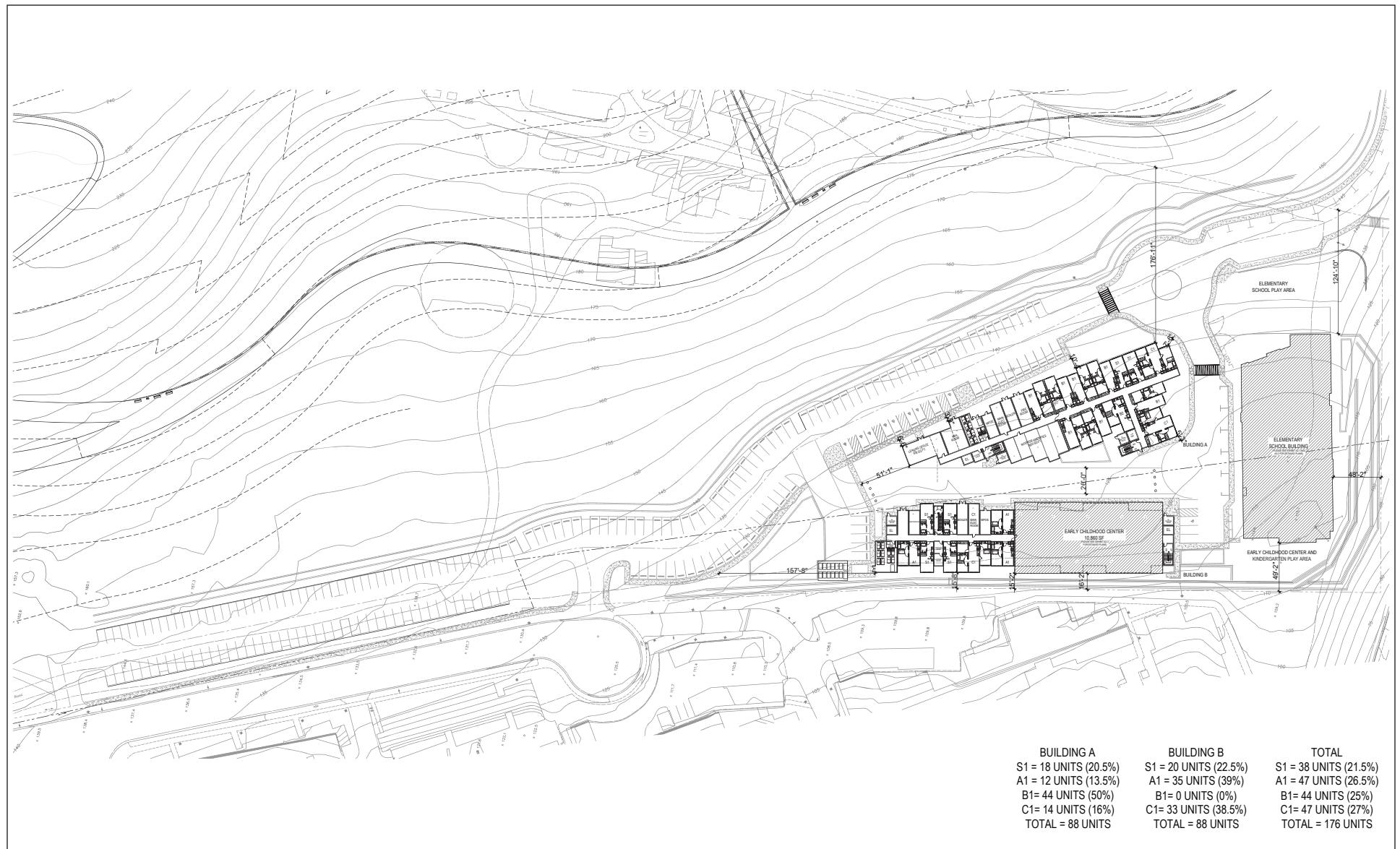
Parcel Group 3 Environmental Analysis

Aerial Photograph of Project Site and Surrounding Land Uses

SOURCES: Google Earth, 3/28/2018; LSA 2021.

P:\HAY2001.02 Parcel Group 3 CEQA Addendum\Graphics\Figure 2.ai (6/14/2021)

FIGURE 2



LSA

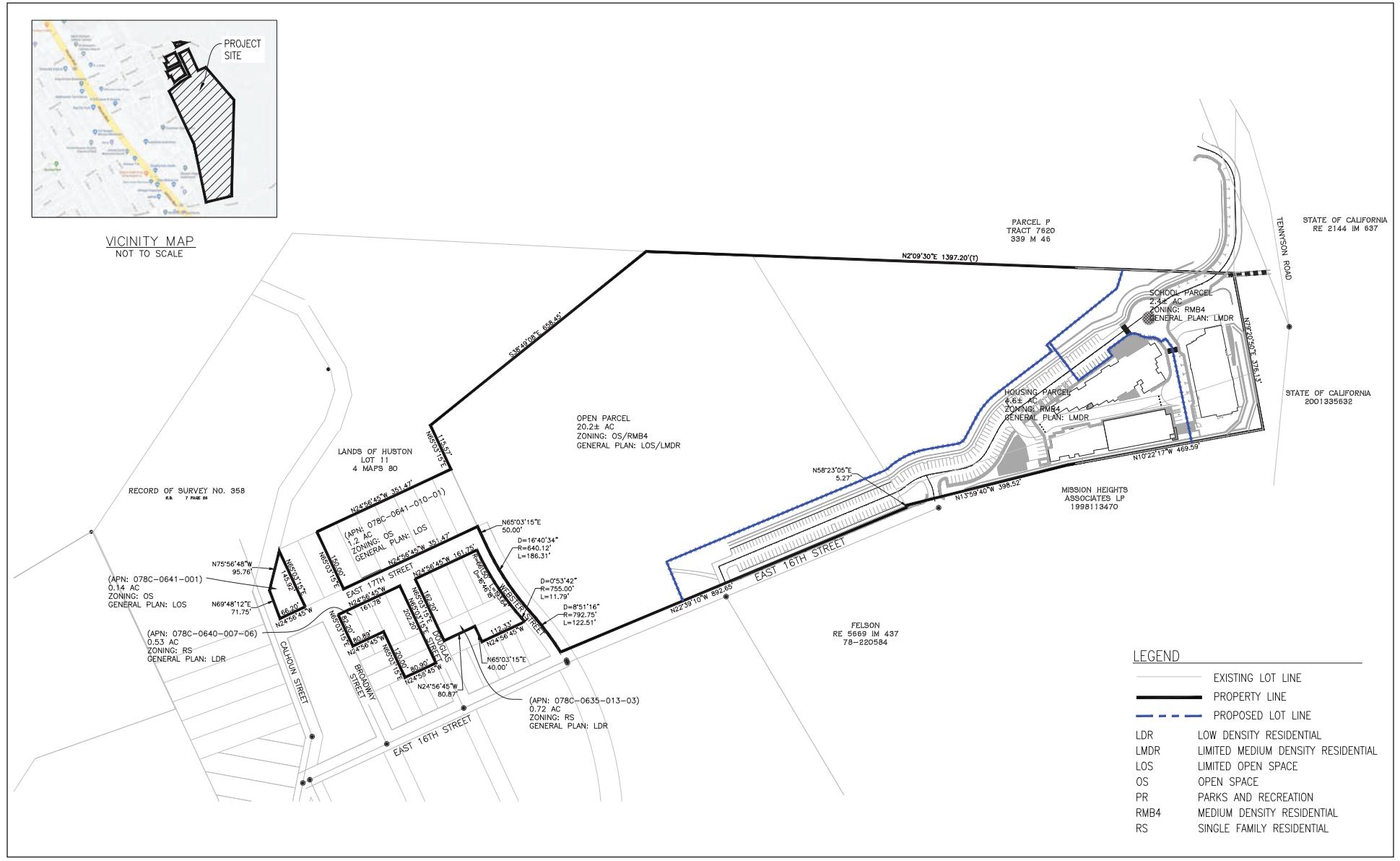


SOURCE: AO Architects, May 2021

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Parcel Group 3 Environmental Analysis
Proposed Conceptual Site Plan

FIGURE 3



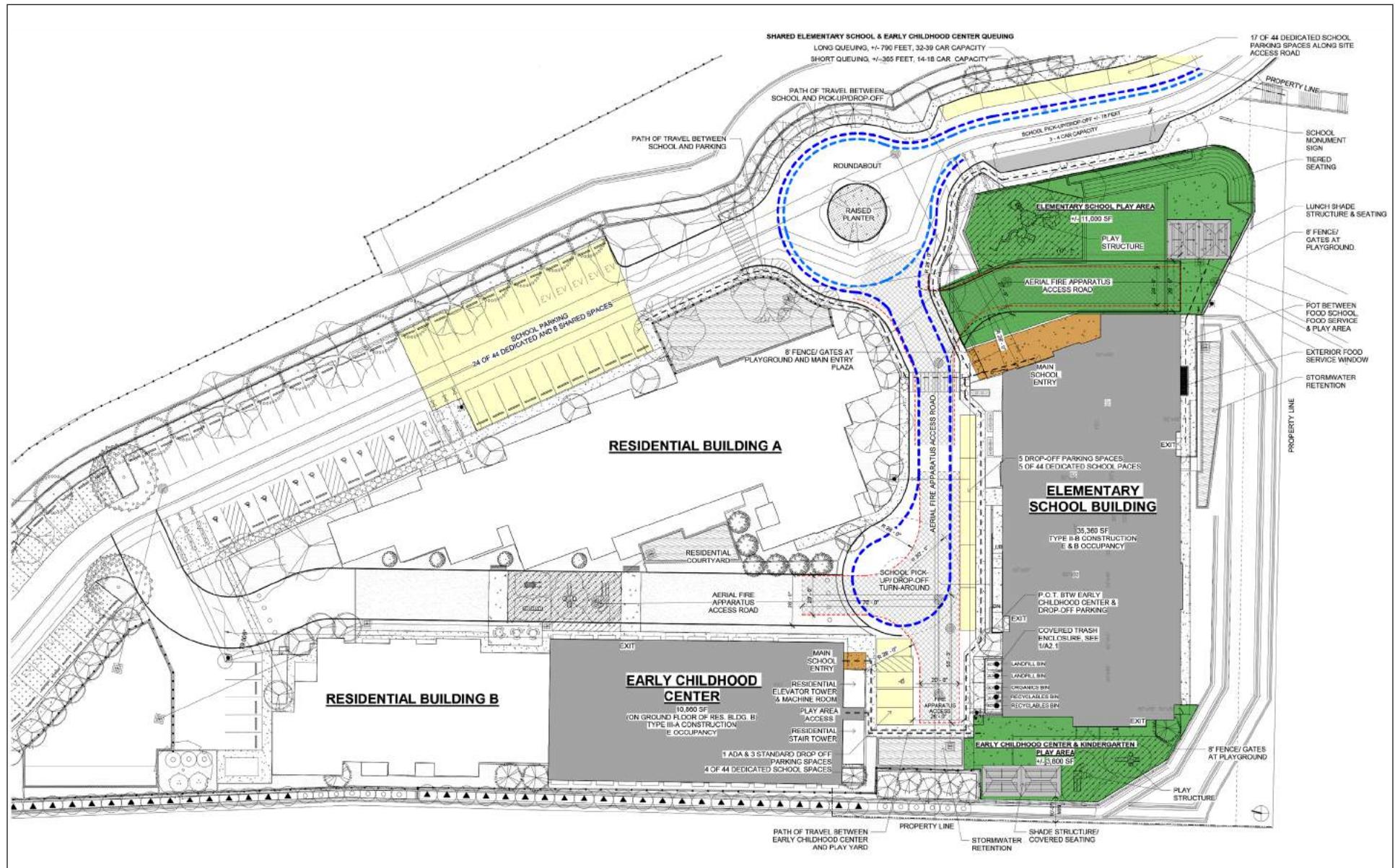
LSA

FIGURE 4

Parcel Group 3 Environmental Analysis Proposed Lot Line Adjustment

SOURCES: Bellecci & Associates, Inc.; City of Hayward, May 2021

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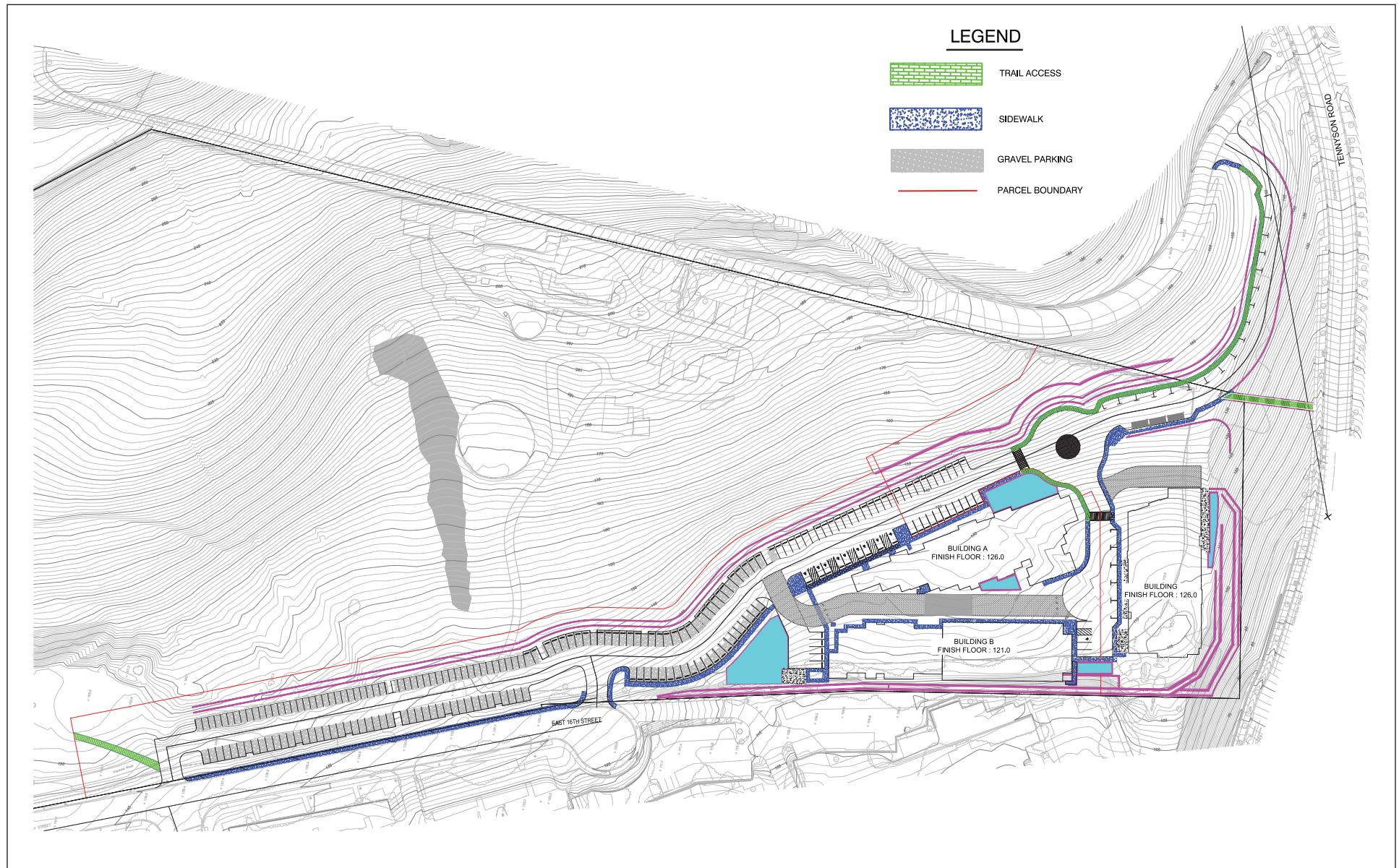
LSA

FIGURE 5

SOURCES: K2A Architecture +Interiors; AO Architects, May 2021

P:\HAY2001.02 Parcel Group 3 CEQA Addendum\Graphics\Figure 5.ai (6/3/2021)

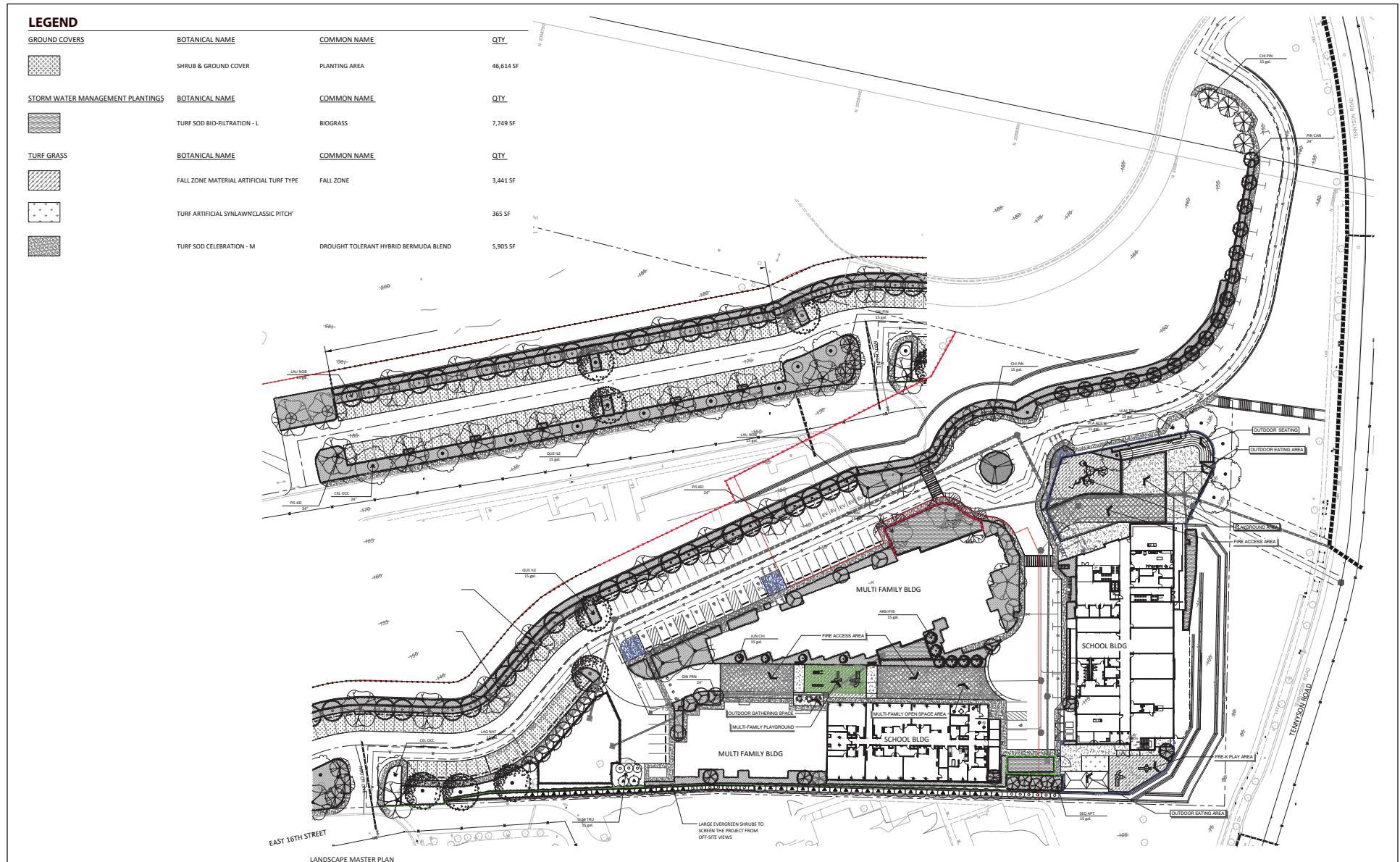
Parcel Group 3 Environmental Analysis
Proposed Conceptual Site Plan - The Primary School



SOURCES: Bellecci & Associates, Inc.; AO Architects, May 2021

P:\HAY2001.02 Parcel Group 3 CEQA Addendum\Graphics\Figure 6.ai (6/3/2021)

Parcel Group 3 Environmental Analysis
Proposed Pedestrian Facilities and Trail Connections



LSA

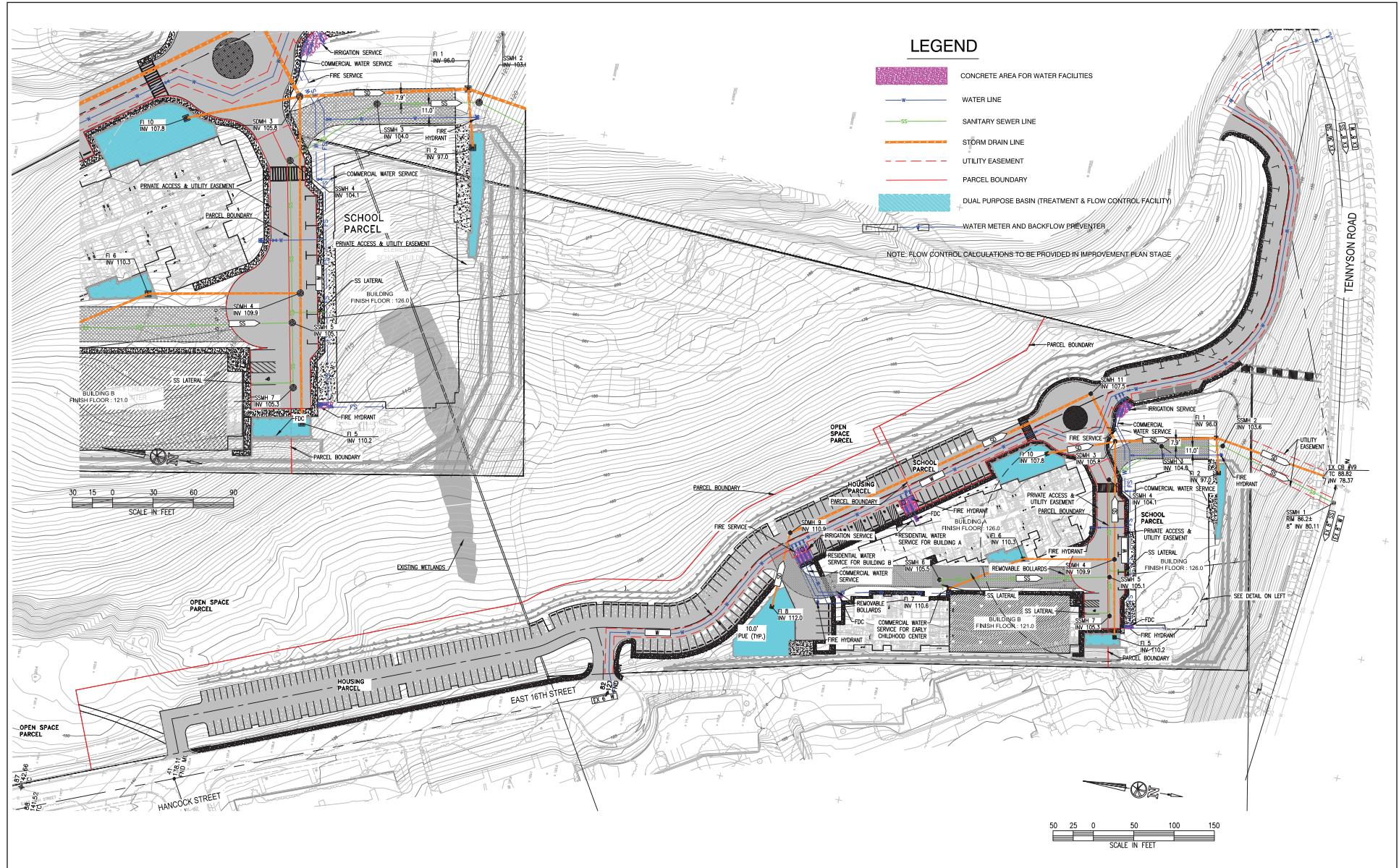


FIGURE 7

Parcel Group 3 Environmental Analysis
Proposed Landscape Plan

SOURCE: Thomas H. Phelps Landscape Architecture, May 2021

P:\HAY2001.02 Parcel Group 3 CEQA Addendum\Graphics\Figure 7.ai (6/3/2021)



LSA

FIGURE 8

Parcel Group 3 Environmental Analysis Proposed Utility Plan

SOURCES: Bellecci & Associates, Inc.; AO Architects, May 2021

ATTACHMENT B ENVIRONMENTAL CHECKLIST PURSUANT TO CEQA GUIDELINES SECTION 15168

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. This checklist confirms that the Route 238 Property Development Project – Parcel Group 3 (proposed project) described in Attachment A is within the scope of the City of Hayward 2040 General Plan EIR¹ (GP EIR), certified by the City of Hayward in July 2014.

In addition, pursuant to CEQA Guidelines 15162(a), this checklist confirms that the proposed project would not result in new significant or substantially more severe significant effects, substantial changes with respect to the circumstances under which the project is undertaken, or new information of substantial importance, and no new mitigation measures are required for the proposed project.

In accordance with CEQA Section 21093(b) and CEQA Guidelines Section 15152(a) and in addition to serving as a checklist in accordance with CEQA Guidelines 15168(c)(4), this Addendum tiers off the GP EIR, which is hereby incorporated by reference.

This environmental checklist and Addendum is used to: (1) compare the environmental impacts of the proposed project with impacts expected to result from the development approved in the City of Hayward 2040 General Plan and evaluated in the GP EIR; (2) to evaluate whether the proposed project would result in new significant or substantially more severe significant environmental impacts; (3) refine mitigation measures identified in the GP EIR; and (4) evaluate if substantial changes with respect to the circumstances under which the project would be undertaken since the GP EIR was certified would result in new significant or substantially more severe significant environmental effects.

In summary, no new significant or substantially more severe significant impacts were identified for the proposed project that were not identified and mitigated in the GP EIR, and no new mitigation measures would be required for the proposed project. In some cases, Standard Conditions of Approval have been identified to ensure compliance with development policies and standards from various plans, policies, and ordinances, which serve to mitigate environmental effects. In addition, there have been no substantial changes in environmental circumstances that would result in new significant or substantially more severe significant environmental effects than were evaluated in the GP EIR, and mitigated where applicable. Therefore, the proposed project is within the scope of the GP EIR, and no subsequent EIR or other additional CEQA evaluation is required for the Route 238 Development Project – Parcel Group 3 project.

¹ Hayward, City of, 2014. *Final Environmental Impact Report City of Hayward General Plan*. May. Available online at: www.hayward-ca.gov/General%20Plan%20Final%20Environmental%20Impact%20Report (accessed May 18, 2021).



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1. AESTHETICS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Scenic Vistas

The project area is within the heavily developed central portion of the City. However, approximately half of the land within the City of Hayward consists of water, baylands, and open space. Marshland along the shoreline creates the western boundary of the City, and rolling hills form the eastern boundary of the City. The higher elevation hillside areas and portions of the shoreline provide scenic vistas of San Francisco Bay. The developed areas of the City can block scenic views from generally level areas, including views of the East Bay Hills. The hillside areas of the City are generally characterized as having a rural character with larger lots and fewer tract-home developments.²

Parcel Group 3 is located along the abandoned Route 238 highway alignment, east of Mission Boulevard. Mission Boulevard carries high volumes of commuter traffic and is dominated by commercial and residential uses. Parcel Group 3 is within the hillside area and is bounded by residential uses to the north, south, and west and undeveloped land to the east. The hillside areas of the City are generally characterized as having a more rural character with larger lots and fewer tract-home developments.³

The northernmost portions of the project site offer panoramic views of the East Bay out to San Francisco Bay. More limited views are available from the southern edge of the site along East 16th Street. Due to the surrounding steep topography, the majority of the site is visible from East 16th Street, but not readily visible from Tennyson Road.

² Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

³ Ibid.

The proposed project is designed to concentrate development within the southwestern corner of the project site adjacent to East 16th Street and Tennyson Road, preserving the northern portion of the project site as undeveloped open space. Due to the steep topography along Tennyson Road, the project would not significantly alter scenic views available from this public roadway. From East 16th Street, the project would be visible; however, proposed development along this public roadway would consist primarily of surface parking and associated landscaping, which would not substantially impair scenic views. Further, the proposed project would be required to comply with General Plan policies related to scenic vistas, the City's Design Guidelines, and the City's Hillside Design and Urban/Wildland Interface Guidelines. Therefore, impacts associated with the proposed project would not result in new impacts to scenic vistas or substantially increase the severity of impacts identified in the GP EIR.

Scenic Resources

County designated-scenic highways within the City include I-580, I-880, and SR-92.⁴ In addition, I-580, located just north of Hayward, is also eligible for State Scenic Highway designation.⁵ None of these routes are located within proximity of the project site and the site is not visible from these roadways. Therefore, impacts associated with the proposed project would not result in new impacts to scenic resources within view of a scenic highway or substantially increase the severity of impacts identified in the GP EIR.

Visual Character

The project site consists of mostly undeveloped hillside terrain, largely covered with non-native grasslands. Woodland occurs in the northern portion of the project site, associated with an existing drainage. The site is surrounded by a perimeter fence, and ornamental and ruderal plants are present on or near the fence lines and in proximity to the existing buildings.

The proposed project would comply with General Plan Policies LU-7.2, LU-7.3, LU-7.4, LU-7.5, NR-8.1 and NR-8.2, which require hillside developments to adhere to design guidelines that respect natural topography, minimize site grading, preserve scenic resources, and mitigate visual impacts. The proposed project is designed to concentrate development within the southwestern corner of the project site adjacent to East 16th Street and Tennyson Road, preserving the northern portion of the project site as undeveloped open space. Preservation of these areas around the boundary of the site would help to retain the visual quality and character of the existing hillsides. Landscaping is proposed along the proposed site access roads and around the perimeter of the proposed project to provide some screening from adjacent residential communities.

Existing topographical and landscape features would be maintained, to the existing feasible and open space areas would be preserved by concentrating the development within the project, in proximity to roadways and existing multi-family residential development. The change in character of

⁴ Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

⁵ California Department of Transportation, 2018. California Scenic Highway Mapping System, Alameda County. Available online at:

http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (last accessed February 5, 2018).

the project site, once developed, would be visually compatible with surrounding development and consistent with applicable zoning and other regulations governing scenic quality. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings and this impact would be less than significant. Therefore, the proposed project would not result in new impacts to visual character beyond those less-than-significant impacts identified in the GP EIR.

Light and Glare

Parcel Group 3 consists of hilly, undeveloped land with some scattered structures in the hillside area of the City. Medium-density residential uses abut the site to the west and south. Occupied existing single-family homes adjacent to the northern portion of the site are existing sources of light and glare. The roadways immediately bordering the site experience low volumes of traffic; however, vehicle headlights and taillights on these roadways contribute to existing sources of light and glare in the area.

The proposed project would introduce new sources of light and glare into the area. Proposed residential and school development would include indoor lighting and outdoor lighting for safety purposes. The proposed roadways and pathways would also include outdoor lighting. At night, these new sources of light would be visible from a distance; however, the addition of new light sources associated with the proposed project would generally blend in with surrounding development and would represent a continuation of the existing development within this area of the City. Site Plan Review of the proposed project would ensure that lighting within the project site is sufficient to protect public safety but does not excessively illuminate the surrounding area. Therefore, the proposed project would not create impacts related to light and glare that would be more severe than those identified in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to aesthetics and visual resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred related to visual resources. In addition, no revisions to the project, or new information that could not have been known at the time the GP EIR was certified would lead to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.7 Design Guidelines. The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.*
- *Policy LU-3.6 Residential Design Strategies. The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:*

- *Creating a highly connected block and street network.*
- *Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.*
- *Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.*
- *Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.*
- *Locating parking facilities below or behind apartment and condominium buildings.*
- *Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.*
- *Ensuring that windows are provided on facades that front streets or public spaces.*
- *Policy LU-7.2 Ridgelines. The City shall discourage the placement of homes and structure near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend development with the natural features of the hillside.*
- *Policy LU-7.3 Hillside Street Layouts. The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.*
- *Policy LU-7.4 Hillside Street Design. The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curb and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.*
- *Policy LU-7.5 Clustered Developments. The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.*
- *Policy NR-1.7 Native Tree Protection. The City shall encourage protection of mature, native tree species to the maximum extent practicable, to support the local ecosystem, provide shade, create windbreaks, and enhance the aesthetics of new and existing development.*
- *Policy NR-8.1 Hillside Residential Design Standards. The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.*

- *Policy NR-8.2 Hillside Site Preparation Techniques. The City shall require low-impact site grading, soils, repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.*
- *Policy M-3.6 Context Sensitive. The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.*
- *Policy M-3.11 Adequate Street Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.*
- *Policy M-5.5 Streetscape Design. The City shall require the pedestrian-oriented streets be designed and maintained to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*
- *Policy HQL-8.3 Trees of Significance. The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.*
- *Policy ED-5.5 Quality Development. The City shall require new development to include quality site, architectural, and landscape design features to improve and protect the appearance and reputation of Hayward.*
- *Policy CS-1.10 Lighting. The City shall encourage property owners to use appropriate levels of exterior lighting to discourage criminal activity, enhance natural surveillance opportunities and reduce fear.*

Conclusion

The GP EIR adequately evaluated the aesthetic impacts of the proposed project. The proposed project would not result in any new impacts related to aesthetics as compared to the GP EIR. Therefore, potential impacts of the proposed project would be less-than-significant and additional mitigation is not required.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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"/>
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"/>

Discussion

The City of Hayward and surrounding area primarily consist of developed, urban land, with pockets of vacant properties; undeveloped bayshore and open space exists on the western and eastern margins of the City. No farmland designated by the California Department of Conservation Farmland Mapping and Monitoring Program (FMPP) is located within the City limits. Grazing land is located east of the City limits.⁶ No forest lands or timberlands are located on or adjacent to the site.

⁶ California Department of Conservation, Division of Land Resource Protection, 2014. *Alameda County Important Farmland 2014*. Available online at: <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Alameda.aspx> (accessed December 4, 2017).

The project site is not used for agricultural production or forestry use nor is it located on a parcel under a Williamson Act contract. Additionally, the project site is not zoned for agricultural use. Therefore, the proposed project would have no impacts on agriculture or forestry resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The GP EIR adequately evaluated the agriculture and forestry impacts of the proposed project. . The proposed project would not result in any new impacts related to agriculture and forestry as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.



3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Parcel Group 3 is located within the San Francisco Bay Area Air Basin (air basin). The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM₁₀), sulfur dioxide (SO₂), and lead (Pb). Secondary criteria pollutants include ozone (O₃), and fine particulate matter (PM_{2.5}).

Based on the BAAQMD attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has generally remained unchanged since approval of the GP EIR. However, the BAAQMD has made two key regulatory changes since the GP EIR was certified in 2014. The updated Clean Air Plan was adopted in April 2017 and revised BAAQMD CEQA Guidelines were adopted in May 2017. These regulatory changes, are discussed and evaluated in the following section.

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The GP EIR referenced the BAAQMD's Bay Area 2010 Clean Air Plan to determine if the General Plan would conflict with or obstruct implementation of an applicable air quality plan. The GP EIR found that the General Plan would be substantially consistent with all applicable control measures in the Bay Area 2010 Clean Air Plan. However, the GP EIR determined that the General Plan would still have significant impacts associated with short-term construction and long-term operational emissions, as well as health risk exposure associated with toxic air contaminants and PM_{2.5}, and therefore, would not be considered to be fully consistent with the Clean Air Plan goals. As such, potential conflicts with the applicable air quality plan were considered to be significant and unavoidable.

The current BAAQMD clean air plan is the 2017 Clean Air Plan, adopted on April 19, 2017.⁷ The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue progress toward attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve greenhouse gas (GHG) reduction targets.

The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants. It also includes control measures to reduce emissions of methane and other “super-GHGs” that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

Consistency with the Clean Air Plan can be determined if a project does the following: (1) supports the goals of the Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. Because the 2017 Clean Air Plan is the most current clean air plan applicable to the region, the proposed project is evaluated for compliance with this plan below.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed in more detail in the analysis below, implementation of the proposed project would result in less-than-significant operation-period emissions and, with implementation of BAAQMD's Basic Construction Mitigation Measures, the project would result in less-than-significant construction-period emissions. Therefore, the project would not conflict with the Clean Air Plan goals.

In addition, the proposed project would comply with all applicable control measures from the BAAQMD Clean Air Plan, as follows:

⁷ Bay Area Air Quality Management District, 2017. *Bay Area 2017 Clean Air Plan*. April 19.

Stationary Source Control Measures. The Stationary Source Control Measures, designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD's Permit and Inspection programs. Since implementation of the proposed project would not include any stationary sources, the Stationary Source Control Measures of the Clean Air Plan are not applicable.

Transportation Control Measures. The BAAQMD identifies control measures as part of the Clean Air Plan to reduce ozone precursor emissions from stationary, area, mobile, and transportation sources. The Transportation Control Measures are designed to reduce emissions from motor vehicles by reducing vehicle trips and VMT in addition to vehicle idling and traffic congestion. The proposed project would develop new residences and a school that would locate residents and students near existing residential and open space uses as well as the South Hayward BART station, reducing the demand for travel by single occupancy vehicles. The proposed project would also provide pedestrian and bicyclist amenities, including sidewalks, bicycle parking, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled (VMT), and would increase the use of alternate means of transportation. Therefore, the proposed project would not conflict with the identified Transportation and Mobile Source Control Measures of the Clean Air Plan.

Energy Control Measures. The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the project.

Building Control Measures. The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters, but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. The proposed project would be required to comply with the 2019 Title 24 standards. Therefore, the Building Control Measures of the Clean Air Plan are not applicable to the project.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the proposed project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to adopt ordinances that promote urban-tree plantings. Since implementation of the proposed project would not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan would not be applicable.

Waste Management Control Measures. The Waste Management Control Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The proposed project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the proposed project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies, the Water Control Measures are not applicable to the proposed project.

Super GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the project.

As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan and this impact would be less than significant. Therefore, the proposed project would not create impacts related to clean air plan consistency more severe than impacts identified in the GP EIR.

Construction-Related Impacts

The GP EIR did not quantify construction emissions; however, the GP EIR determined that implementation of the General Plan would involve construction of development projects that would result in the temporary generation of ROG, NO_x, PM₁₀ and PM_{2.5} emissions from site preparation (e.g., excavation, grading, and clearing), off-road equipment, material import/export, worker commute exhaust emissions, paving, and other miscellaneous activities. The GP EIR found that emissions from individual construction projects could exceed the BAAQMD's project-level significance thresholds, and therefore would result in a significant impact. The GP EIR determined that no additional measures are available that would reduce impacts from short-term construction emissions. All feasible construction emission reduction measures have been incorporated into the General Plan. Therefore, the GP EIR determined that this impact would remain significant and unavoidable.

During construction of the proposed project, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter. In addition, the proposed project may require rock blasting.

Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the



site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM₁₀). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, ROGs and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the proposed project using the current California Emissions Estimator Model version 2016.3.2 (CalEEMod), consistent with BAAQMD recommendations. Construction of the proposed project would require approximately 50,000 to 200,000 cubic yards of export, which was included in the CalEEMod analysis. Project construction would begin in fall 2021 and would continue for approximately 24 to 36 months; therefore, to be conservative, this analysis assumes construction would occur for the shorter duration of 24 months. Other specific construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table A. CalEEMod output sheets are included in Appendix A.

Table A: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO _x	Exhaust PM ₁₀	Fugitive Dust PM ₁₀	Exhaust PM _{2.5}	Fugitive Dust PM _{2.5}
Average Daily Emissions	6.1	36.8	0.7	4.1	0.7	1.2
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	No	No	No	No	No	No

Notes: BMP = Best Management Practices

Source: LSA (May 2021).

As shown in Table A, construction emissions associated with the project would be less than significant for ROG, NO_x, PM_{2.5}, and PM₁₀ exhaust emissions. The BAAQMD requires the implementation of the BAAQMD's Basic Construction Mitigation Measures (Best Management

Practices), which would be required as a Standard Condition of Approval, to reduce construction fugitive dust impacts. These measures are required for all construction projects. In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly-visible sign shall be posted with the telephone number and person to contact at the City of Hayward regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

With implementation of the above Standard Condition of Approval applicable to all construction projects within the City, the proposed project would not generate construction-related air quality emissions that would be more severe than impacts identified in the GP EIR.

[Regional Air Pollutant Emissions](#)

The proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements, including parking, landscaping and utilities. The proposed project would result in emissions associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment). The GP EIR determined that project-related operational emissions of the ozone precursors ROG and NO_x would be reduced

on an annual basis over the General Plan implementation period, as compared with existing conditions. However, the GP EIR also determined that operational PM₁₀ and PM_{2.5} emissions would increase compared to baseline conditions. According to the GP EIR, while the General Plan would be consistent with all applicable control measures in the 2010 Bay Area Clean Air Plan, the rate of increase in VMT and vehicle trips under the General Plan would be higher than the rate of population increase by 2035. Therefore, the GP EIR found that impacts associated with long-term operational emissions under the General Plan would be a significant impact.

The GP EIR determined that no additional measures would substantially reduce impacts from long-term operational emissions. All feasible long-term operational emission reduction measures have been incorporated into the goals, policies, and programs in the General Plan. Therefore, the GP EIR determined that this impact would be significant and unavoidable.

Emission estimates for operation of the proposed project were calculated using CalEEMod. Trip generation rates used in CalEEMod for the project were based on the project's trip generation estimates, which assume the proposed project would typically generate approximately 1,660 average daily trips. In addition, this analysis assumes the proposed project would be consistent with 2019 Title 24 standards.

The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table B below for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. CalEEMod output sheets are included in Appendix A.

Table B: Project Operational Emissions

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Emissions in Pounds Per Day					
Area Source Emissions	6.0	1.3	15.0	0.2	0.2
Energy Source Emissions	<0.1	0.4	0.2	<0.1	<0.1
Mobile Source Emissions	2.3	9.0	23.3	7.6	2.1
Total Emissions	8.3	10.7	38.6	7.8	2.3
BAAQMD Threshold	54.0	54.0	N/A	82.0	54.0
Exceed?	No	No	N/A	No	No
Emissions in Tons Per Year					
Area Source Emissions	1.0	<0.1	1.3	<0.1	<0.1
Energy Source Emissions	<0.1	0.1	<0.1	<0.1	<0.1
Mobile Source Emissions	0.4	1.6	4.0	1.3	0.4
Total Emissions	1.4	1.7	5.4	1.3	0.4
BAAQMD Threshold	10.0	10.0	N/A	15.0	10.0
Exceed?	No	No	N/A	No	No

Source: LSA (May 2021).

The results shown in Table B indicate that the proposed project would not exceed the significance criteria for daily or annual ROG, NO_x, PM₁₀ or PM_{2.5} emissions; therefore, operational air quality impacts would be less than significant and mitigation would not be required. Therefore, the

proposed project would not result in new or more significant operation-related air quality impacts than impacts identified in the GP EIR.

Local CO Impacts

The BAAQMD 2017 CEQA Guidelines establish a screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the Alameda County Transportation Commission (ACTC) Congestion Management Plan (CMP) for designated roads or highways, a regional transportation plan, or other agency plans. Additionally, the proposed project is expected to generate approximately 485 AM peak hour trips and approximately 131 PM peak hour trips and would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The project site is not located in an area where mixing of air is limited.

Vehicle queuing and congestion associated with student drop-off and pick-up has the potential to result in CO hotspots. Based on the traffic analysis for the project (refer to Section 17, Transportation), the project would create queuing (i.e., idling vehicles) at school loading areas. However, the arrivals would be spread out over one to two hours, and with short dwell times, vehicles would not be expected to idle for a considerable duration. The AM and PM peak period drop off and pick up conditions would be saturated at critical points of access resulting in congestion and vehicle idling during these periods. However, traffic volumes would be well under the 44,000 vehicle per hour screening criteria the BAAQMD has established for potential CO hot-spot impacts. Based on the short duration of idling expected to occur, the project would not be expected to result in a CO hot spot and would not result in localized CO concentrations that exceed State or federal standards. Therefore, because the project does not exceed the screening criteria, the project would not result in localized CO concentrations that would exceed State or federal standards and this potential impact would be less than significant. The proposed project would not create impacts related to local CO that would be more severe than impacts identified in the GP EIR.

Local Community Risk and Hazard Impacts to Sensitive Receptors

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient PM_{2.5} increase greater than 0.8 $\mu\text{g}/\text{m}^3$ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

As discussed in the GP EIR, implementation of development projects consistent with the General Plan could involve siting of sensitive receptors near major roadways or near major stationary sources of TAC and PM_{2.5} emissions, as well as the siting of potential new sources of these emissions. Such actions could increase community health risk exposure associated with these emissions. The GP EIR found that impacts associated with health risk exposure to TACs and PM_{2.5} would be a significant impact.

The GP EIR included a Community Risk Reduction Strategy (CRRS) to address health risk exposure from existing and future sources of TAC and PM_{2.5} within the Hayward Planning Area. As part of the development of the CRRS, an inventory of emission sources was collected and dispersion modeling conducted to determine which areas of the Hayward Planning Area are exposed to higher concentrations of cancer risk associated with the inhalation of TACs and/or higher concentrations of PM_{2.5}. The modeling produced four maps for understanding how levels of cancer risk and PM_{2.5} concentrations vary throughout the City, as shown in Exhibits 1 through 4 in the Hayward Community Risk Reduction Plan Technical Support Documentation in the GP EIR Air Quality appendix. Based on Exhibits 1 through 4 of the Community Risk Reduction Plan Technical Support Documentation, Parcel Group 3 is located within a low health risk exposure area.

The project site is adjacent to existing residential development to the south and west. Construction of the proposed project may expose these surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement the BAAQMD's Basic Construction Mitigation Measures. With implementation of the Basic Construction Mitigation Measures, project construction emissions would be below the BAAQMD's significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions. Therefore, implementation of the proposed project would not result in new sources of TACs. In addition, as identified above, Parcel Group 3 is not located near existing major sources of TACs. Therefore, the project would not expose sensitive receptors or the general public to substantial

levels of TACs and would remain a less-than-significant impact. The proposed project would not result in new or more significant air quality-related impacts to sensitive receptors than identified in the GP EIR.

Objectionable Odors

As discussed in the GP EIR, implementation of the General Plan could result in the exposure of sensitive receptors to odors, as well as the siting of new sources of odor. As discussed in the GP EIR, existing potential sources of odor in Hayward include the Hayward Wastewater Treatment Plant and Oro Loma Wastewater Treatment Plant. No other major odor sources are identified. Other minor sources of odor associated with typical land uses located in commercial and industrial areas in urban communities are currently present in Hayward, such as restaurants, auto repair facilities, gasoline stations, manufacturing plants, and other similar uses. However, the General Plan would not introduce new sensitive receptors adjacent to or near the wastewater treatment plants. In addition, no major new sources of odor are proposed or designated in the General Plan. Therefore, the GP EIR found that since the General Plan would contain specific policies that avoid or minimize odor-related air quality impacts associated with new development, odor-related impacts would be less than significant.

During construction of the proposed project, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people. Therefore, similar to the General Plan, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant. The proposed project would not create impacts related to odors more severe than impacts identified in the GP EIR.

Applicable Mitigation

The GP EIR concluded that impacts related to air quality would be significant and unavoidable, after application of feasible mitigation measures. Consistent with General Plan Policy NR-2.2, the City would require the implementation of BAAQMD's Basic Construction Mitigation Measures, as a Standard Condition of Approval. With implementation of these measures, the proposed project would not generate construction-related air quality emissions that would be more severe than impacts identified in the GP EIR. No applicable mitigation measures from the GP EIR apply. .

Applicable Policies

General Plan Policies

- *Policy NR-2.1: Ambient Air Quality Standards. The City shall work with the California Air Resources Board and the Bay Area Air Quality Management District to meet State and Federal ambient air quality standards in order to protect all residents, from the health effects of air pollution.*

- *Policy NR-2.2: New Development. The City shall review proposed development applications to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM₁₀ and PM_{2.5}) through project location and design.*
- *Policy NR-2.7: Coordination with Bay Area Air Quality Management District. The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.*
- *Policy NR-2.9: Fleet Operations. The City shall continue to purchase low-emission or zero-emission vehicles for the City's fleet and to use available clean fuel sources such as bio-diesel for trucks and heavy equipment.*
- *Policy NR-2.10: Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.*
- *Policy NR-2.12: Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.*
- *Policy NR-2.15: Community Risk Reduction Strategy. The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risks associated with toxic air contaminants (TACs) and fine particulate matter (PM_{2.5}) in both existing and new development.*
- *Policy NR-2.16: Sensitive Uses. The City shall minimize exposure of sensitive receptors to toxic air contaminants (TAC), fine particulate matter (PM_{2.5}), and odors to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM_{2.5}-emitting sources and odor sources in order to minimize health risk.*
- *Policy NR-2.17: Source Reduction Measures. The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new sources of toxic air contaminants (TAC) and fine particulate matter (PM_{2.5}), and odors.*
- *Policy NR-2.18: Exposure Reduction BMPs for New Receptors. The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants (TAC), and fine particulate matter (PM_{2.5}).*

- *Policy NR-2.19: Exposure Reduction Measures for both Existing and New Receptors. The City shall work with area businesses, residents and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter (PM_{2.5}).*
- *Policy LU-1.1: Jobs-Housing Balance. The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.*
- *Policy LU-1.5: Transit-Oriented Development. The City shall support high-density transit-oriented development within the City's Priority Development Areas to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.*
- *Policy LU-1.6: Mixed-Use Neighborhoods. The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.*
- *Policy LU-1.9: Development Standards and Greenhouse Gas Emissions. The City shall explore the use of zoning and development standards that help reduce greenhouse gas emissions when preparing or updating plans and ordinances.*
- *Policy LU-1.12: Regional Planning. The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).*
- *Policy LU-6.5: Incompatible Uses. The City shall protect the Industrial Technology and Innovation Corridor from the encroachment of uses that would impair industrial operations or create future land use conflicts.*
- *Policy PFS-2.5: Alternative Fuels. The City shall, wherever possible, require the use of alternative fuels in new services provided by City franchisees.*
- *Policy PFS-2.6: City Facilities Near Transit. When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations.*
- *Policy HQL-7.5: Proximity to Pollution Sources. The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.*

Conclusion

As previously discussed, based on the BAAQMD attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has remained unchanged since approval of the GP EIR; therefore, baseline conditions related to air quality remain essentially the same. In addition, no new significant or substantially more severe significant impacts would result from development of the proposed project as compared to the GP EIR. The GP EIR adequately evaluated the air quality impacts of the proposed project and with implementation of BAAQMD's Basic Construction Mitigation Measures, air quality impacts associated with the proposed project would be less than significant. Therefore, no new significant or substantially more severe impacts related to air quality would result with implementation of the proposed project.

4. BIOLOGICAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Discussion

As part of the Environmental Constraints Analysis prepared for the proposed project, LSA conducted background research to obtain occurrences for special-status plants, animals, and terrestrial communities within 5 miles of the site. A field survey of the project site was conducted on July 15, 2020 to assess the current conditions and evaluate the site's potential to support special-status plant or animal species. LSA's findings are documented in a biological resources assessment⁸ (Appendix B) and are summarized below.

The land cover on the site can be divided into three categories as follows:

Non-Native Grassland. Non-native grasslands cover most of the site. There are a few dirt roads within the grasslands, and a portion of the site had been disced shortly before the 2020 visit. Plant

⁸ LSA, 2020. Biological Resources Assessment, Parcel Group 3, City of Hayward, California. August.

species composition within the non-native grassland is dominated by introduced annual grasses. No native perennial bunchgrasses were detected. Due to disturbance associated with grazing and disking on the project site, the annual grasses could not be identified to species. This disturbance has promoted the growth of plants that can be described as ruderal. As is typical of grazed areas, a high density of the invasive weed yellow star thistle (*Centaurea solstitialis*) is present. The larger weeds, artichoke thistle (*Cynara cardunculus*) and Italian thistle (*Carduus pycnocephalus*) are also present in smaller numbers. The perennial weeds fennel (*Foeniculum vulgare*) and curly dock (*Rumex crispus*) also occur. Scattered small coast live oak (*Quercus agrifolia*) trees and scattered native shrubs including blue elderberry (*Sambucus mexicana*), toyon (*Heteromeles arbutifolia*), and coyote brush (*Baccharis pilularis*) are in the grasslands, primarily in the northern part of the site where grazing pressure appears to be less intense. **Woodland.** The woodland at the north end of the site includes large walnut (*Juglans* sp.) trees, as well as California bay laurel (*Umbellularia californica*) and coast live oak.

Developed/Landscaped. The site is surrounded by a perimeter fence, and ornamental and ruderal plants including California pepper tree (*Schinus molle*) and Himalayan blackberry (*Rubus armeniacus*) are present on or near the fence lines. Planted or naturalized ornamental species in the eastern area of the project site, where existing structures are located, include yucca, palm, fruit, and eucalyptus trees. Coyote brush shrubs are also present near the structures and fence lines. [Special-Status Species](#)

Approximately 40 percent of the lands within the City are developed, recently disturbed, or ruderal. These developed, disturbed, and/or ruderal lands generally do not provide suitable habitat for special-status species. The Hayward Hills on the eastern side of the City and the baylands/salt marsh adjacent to the bay shoreline on the west provide suitable habitat for special-status species, as well as the riparian and woodland areas that cross through the City.⁹

As described in the biological resources assessment, background research resulted in a list of 17 special-status plant species potentially occurring in the vicinity of the project site. Most of these species are considered unlikely to be present because they require specific habitat components not present within or adjacent to the site (alkaline or serpentine soils, vernal pools, brackish marshes, etc.). Historical land disturbance (grading, grazing) and alterations of much of the site further reduce suitability for special-status species that have restricted tolerances. None of the 17 special-status plant species are expected to occur on the site.

A total of 29 special-status wildlife species have the potential to occur in the vicinity of the site. Of these 29 species, four have some potential to occur on the site and are discussed in further detail below.

Alameda Striped Racer. The Alameda striped racer (*Coluber lateralis euryxanthus*) is a State- and federally listed threatened species that primarily occurs in areas that support scrub communities, including mixed chaparral, chamise-redshank chaparral, and coastal scrub. This species also occurs in annual grassland and oak woodlands that lie adjacent to scrub communities. Numerous Alameda striped racer observations have been documented near the site, including one found dead on

⁹ Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

Calhoun Road immediately north of the site in 1990 or 1991. There are no Alameda striped racer populations west of the site, which is developed and therefore contains no suitable habitat. There are no complete barriers to dispersal from known Alameda striped racer populations east of the site.

Alameda striped racer are less likely to be found in the non-native annual grasslands and developed areas of the site. The short grass and lack of shrubs due to grazing do not provide the Alameda striped racer cover from predators such as raptors and coyotes. The presence of feral cats also reduces the likelihood for Alameda striped racers and their prey to occupy the site.

Burrowing Owl. The burrowing owl is considered a Species of Special Concern by the California Department of Fish and Wildlife (CDFW). Burrowing owls live in underground burrows within grassland habitats. Few burrows suitable for use by burrowing owl were observed on the property during the site visits, and no evidence of burrowing owl use (pellets, feathers) was detected. Most of the grasslands are suitable for burrowing owls because the vegetation is short and sparse due to grazing by horses and discing. Burrowing owls are present in Alameda County, and they could forage in the grasslands and sparsely vegetated areas on the site. Burrowing owls are tolerant of human activity and often use burrows on golf courses, ranchlands, and airports.

White-Tailed Kite. The white-tailed kite is considered Fully Protected by CDFW. It is not State- or federally listed. The species could nest in the trees and large shrubs on or adjacent to the site. The white-tailed kite is commonly seen hovering over grasslands, where it hunts for small mammals and reptiles that form the bulk of its diet. In the Bay Area, the species is known to nest within residential areas.

San Francisco Dusky-Footed Woodrat. This is a subspecies that is classified as a State Species of Special Concern. These woodrats build conspicuous large stick houses. The woodrat is one of the few animals that can feed on oak leaves, despite their high tannin content. They also feed on a variety of fruits, nuts, seeds, and foliage. Woodrats are considered a keystone species, because their houses also provide shelter for a variety of other small animal species. Woodrats are a prey item for owls, snakes, and carnivorous mammals. No woodrat houses were detected during the site visit, but woodrats may forage in the trees and shrubs on the north end of the site. Woodrats are not expected to occur in the heavily grazed grasslands, which would expose them to predators such as owls and coyotes.

Vegetation removal and new ground disturbance in the grasslands or wooded areas could result in the injury or death of individuals of special-status species if they are present when activities occur, including the Alameda striped racer and San Francisco dusky-footed woodrat. For federally listed species (e.g., Alameda striped racer) the loss of habitat is also considered “harm” under the ESA.

Consistent with General Plan Policy NR-1.3, prior to construction of the proposed project, a biologist would survey for special-status species so they can be avoided during project construction, as follows; these measures would be incorporated into the proposed project as a condition of approval:

- A qualified biologist shall conduct a preconstruction survey for San Francisco dusky-footed woodrat houses within 14 days prior to any tree removal or ground-disturbing activities. Any woodrat houses shall be identified and their locations mapped and flagged to be avoided during construction activities. No work may occur within a 20-foot buffer of any woodrat houses. If it is not possible to avoid a woodrat house, a qualified biologist shall develop a relocation plan. The relocation plan shall be submitted to CDFW for approval and then implemented as necessary.
- A qualified biologist approved by the USFWS and CDFW shall conduct a preconstruction survey for special-status vertebrate species within 48 hours of the initiation of any construction activities (e.g., staging, clearing, grading, tree trimming or removal). If a special-status species is detected, work shall not commence until the animal has left the work area.
- If required, the applicant shall obtain incidental take coverage for the Alameda striped racer. This may be from a Section 7 Consultation resulting in a Biological Opinion (BO) or a Section 10 consultation resulting in a Habitat Conservation Plan (HCP). All avoidance, minimization, and mitigation measures in the BO or HCP shall be implemented as a condition of the project.
- If required, the applicant shall obtain a California Endangered Species Act Section 2081 ITP or Section 2080.1 “Consistency Determination” for the Alameda striped racer associated with new disturbances. All avoidance, minimization, and mitigation measures in the ITP or Section 2080.1 “Consistency Determination” would be implemented as a condition of the project.
- A qualified biologist shall conduct a burrowing owl survey following the protocol outlined in the *2012 Staff Report on Burrowing Owl Mitigation* (CDFW 2012). If an active burrowing owl burrow is detected and an effective exclusion area for burrowing owls cannot be established, an experienced burrowing owl biologist shall develop a site-specific plan to minimize the potential to affect the reproductive success of the owls.
- To prevent the entrapment of Alameda striped racers and other wildlife, monofilament plastics shall not be used for erosion control.

Trees associated with the riparian areas, and other landscaping trees and shrubs may provide nesting habitat for raptors, passerines, and other birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Activities that may result in nest abandonment or mortality of eggs or young could result in significant impacts to protected bird species. Implementation of the following Standard Condition of Approval, in compliance with the Migratory Bird Treaty Act and the California Fish and Game Code, would ensure that potential impacts to nesting birds and raptors during construction would be less than significant:

- Prior to any vegetation removal activities, the project applicant shall provide written evidence to the City that, if feasible, all vegetation removal shall be undertaken during the non-breeding season (i.e., September 1 to January 31) to avoid direct impacts to nesting birds. If such work is scheduled during the breeding season, and per the direction of the City, the project applicant shall retain a qualified biologist or ornithologist to conduct a pre-construction survey of all trees, shrubs, and other suitable nesting habitat in and within 200 feet of the limits of work to search

for active nests of native birds. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 30 days prior to start of work from June through July. If active nests are found during the survey, the biologist or ornithologist shall determine an appropriately sized buffer around the nest. No work shall be allowed within this buffer until the young have successfully fledged and are foraging independently. The size of the nest buffer shall be determined by a qualified biologist based on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 250 feet for raptors and 50 feet for other birds have been used to prevent disturbance. These buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated or observed near the nest. Buffers shall be identified with environmentally sensitive area fencing placed at the edge of the buffer whenever possible. Given the urban nature of the site and high degree of disturbance already present, buffers may be adjusted to avoid blocking traffic as needed.

Sensitive Natural Communities

The CDFW tracks the occurrences of plant communities that are either known or believed to be of high priority for inventory in the California Natural Diversity Database (CNDDB). The only special-status terrestrial community that has a CNDDB occurrence within 5 miles of the site is Northern Coastal Salt Marsh, which is absent from the site.

Riparian habitat is also considered a sensitive natural community under CEQA. The woodland at the northern end of the site is influenced by the seasonal creek there and might be considered a semi-natural riparian woodland by CDFW. The stream has been culverted to accommodate an access road, and the presence of non-native walnut trees limits its value as habitat.

The proposed project has been designed to concentrate development in the south/southwestern portion of the project site. Therefore, no native riparian tree species would be removed as part of the proposed project and no work would occur within the riparian area located in the northern portion of the project site. Therefore, the proposed project would have no impact related to riparian habitat or other sensitive natural communities.

Wetlands

An unnamed ephemeral stream runs roughly east to west along the northern boundary of the site. The stream enters a culvert near the site. This stream was dry at the time of the July 2020 survey. No work related to the proposed project would occur within this ephemeral stream, and therefore the proposed project would have no impact to the stream.

Features that are likely subject to the jurisdiction of the U.S. Army Corps of Engineers or Regional Water Quality Control Board include a potential seep near the center of the property that has willow trees around it, and a swale that originates at the seep and runs downhill to the west. The swale has no obvious signs of flow or ordinary high water mark. The presence of a storm drain or culvert where this swale meets East 16th Street indicates that the area likely has flow seasonally, and a review of aerial imagery shows that this area may support a seasonal wetland. This potential jurisdictional seasonal wetland is approximately 0.4 acre.

As described above, the project is designed to avoid all impacts to wetland areas within the project site, and as such, the project would not include any work within any of these seeps or swales. Accordingly, no direct or indirect impacts to these features are expected. The proposed project would not directly or indirectly impact any federally protected waters of the United States, state protected waters of the State, or California Fish and Game Code protected features, such as stream channels subject to the jurisdiction of the CDFW..

Wildlife Movement

The project site is not located within a major wildlife migratory corridor. The development of the site would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. Bird nests could be considered nursery sites, and active bird nests are also protected by the Fish and Game Code. Native birds could nest in the trees, bushes, grasslands, and buildings on the site. Demolition, grading, and construction activities could destroy the nests, or disturb the birds enough to cause nest abandonment. Implementation of the condition of approval described above would ensure that potential impacts to nesting birds and raptors during construction would be less than significant.

Local Polices or Ordinances

The City of Hayward Municipal Code, Chapter 10, Article 15 (Tree Preservation Ordinance) requires a permit for any person to remove any protected tree within the City of Hayward. As defined by the City's Municipal Code, Protected Trees include:

- Trees having a minimum trunk diameter of eight inches measured 54 inches above the ground. When measuring a multi-trunk tree, the diameters of the largest three trunks shall be added together.
- Street trees or other required trees such as those required as a condition of approval, Use Permit, or other Zoning requirement, regardless of size.
- All memorial trees dedicated by an entity recognized by the City, and all specimen trees that define a neighborhood or community.
- Trees of the following species that have reached a minimum of four inches diameter trunk size: Big Leaf Maple (*Acer macrophyllum*), California Buckeye (*Aesculus californica*), Madrone (*Arbutus menziesii*), Western Dogwood (*Cornus nuttallii*), California Sycamore (*Platanus racemosa*), Coast Live Oak (*Quercus agrifolia*), Canyon Live Oak (*Quercus chrysolepis*), Blue Oak (*Quercus douglasii*), Oregon White Oak (*Quercus garryana*), California Black Oak (*Quercus kelloggii*), Valley Oak (*Quercus lobata*), Interior Live Oak (*Quercus wislizenii*), California Bay (*Umbellularia californica*).
- A tree or trees of any size planted as a replacement for a Protected Tree.

Any proposed tree removal on private property in conjunction with new development would be required to comply with Chapter 10, Article 15 of the Hayward Municipal Code (Tree Preservation

Ordinance) which requires submittal of an Arborist Report and the issuance of a Tree Removal Permit. If approved, the project would be required to submit a landscaping plan that identifies replacement trees of equal value and other replacement measures. Compliance with the City's Tree Preservation Ordinance would ensure that the proposed project does not conflict with any local policies or ordinances protecting biological resources. This impact would be less than significant.

Habitat Conservation Plan or Natural Community Conservation Plan

The project site is not within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would have no impact related to consistency with any such plan.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on biological resources were determined to be less than significant with implementation of General Plan policies and no mitigation measures were identified. As detailed above, consistent with General Plan Policy NR-1.3, the City would require surveys for special-status species so they can be avoided during project construction, as a Standard Condition of Approval. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.2 Urban Limit Lines. The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.*
- *Policy LU-1.7 Design Guidelines. The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.*
- *Policy LU-7.5 Clustered Developments. The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.*
- *Policy NR-1.1 Native Wildlife Habitat Protection. The City shall limit or avoid new development that encroaches into important wildlife habitat; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.*
- *Policy NR-1.2 Sensitive Habitat Protection. The City shall protect sensitive biological resources, including State and Federally designated sensitive rare, threatened, and endangered plant, fish and wildlife species and their habitats from urban development and incompatible land uses.*

- *Policy NR-1.3 Sensitive Species Identification, Mapping, and Avoidance. The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened and endangered plant, fish and wildlife species and their habitats using methods and protocols in accordance with the U.S. Fish and Wildlife Services, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas.*
- *Policy NR-1.9 Native Plant Species Protection and Promotion. The City shall protect and promote native plant species in natural areas as well as in public landscaping.*
- *Policy NR-1.12 Riparian Corridor Habitat Protection. The City shall protect creek riparian habitats by:*
 - *Requiring sufficient setbacks for new development adjacent to creek slopes,*
 - *Requiring sensitive flood control designs to minimize habitat disturbance,*
 - *Maintaining natural and continuous creek corridor vegetation,*
 - *Protecting/replanting native trees, and*
 - *Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, pollution that may occur from improper development in adjacent areas.*
- *Policy PFS-5.8 Enhance Recreation and Habitat. The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.*
- *Policy HQL-8.3 Trees of Significance. The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.*

Conclusion

The GP EIR adequately evaluated the biological resources impacts of the proposed project. The proposed project would not result in any new significant or substantially more severe significant impacts as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

5. CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

As part of the Environmental Constraints Analysis prepared for the proposed project, LSA conducted background research to identify cultural resources within, and cultural resources studies of, the project site. The background research consisted of a cultural resources records search at the Northwest Information Center (NWIC), a records search of the Native American Heritage Commission's (NAHC) Sacred Lands File, and a literature review. Subsequent to this background research a cultural resources field survey was conducted. LSA's findings are documented in a cultural resources memorandum¹⁰ and are summarized below.

Significant cultural resources in the City include structures that may be eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or otherwise listed on the City of Hayward List of Officially-Designated Architecturally and Historically Significant Buildings. Currently, 20 structures have been officially designated by the City as Historically or Architecturally Significant. Additionally, one structure is listed on the National Register of Historic Landmarks.¹¹

The City of Hayward is located within the historic territory of the Ohlone tribe. Native Americans occupied the general area between 5,000 and 7,000 years or possibly longer. The modern city of Hayward was settled in the 1850s due to the Gold Rush. The City contains one officially designated historic district and several other areas that could potentially be designated as historic districts.¹²

The NWIC records search did not identify any previously recorded cultural resources in the project site or a 0.25-mile radius. Two previous cultural resources studies were conducted within the project site, consisting of records searches, literature reviews, and architectural and archaeological field surveys; neither of these studies identified any cultural resources within the project site.

¹⁰ LSA, 2020. Cultural Resources Assessment – Parcel Group 3, City of Hayward, California. May 22.

¹¹ Hayward, City of, 2014. op. cit.

¹² Ibid.

On April 15, 2020, LSA submitted a request to the NAHC to review its Sacred Lands File (SLF) to identify the potential presence of Native American cultural resources in or adjacent to the project site. The NAHC maintains the SLF database and is the official State repository of Native American sacred site location records in California. LSA received a response via email on April 16, 2020, from Sarah Fonseca, NAHC Cultural Resources Analyst, stating, “A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative.”

LSA reviewed historical maps and aerial photographs for historic-period buildings and/or structures within the study area, and to assess the potential for historic-period archaeological deposits. Historical maps and aerial photographs indicate that the property was never developed other than orchards, indicating that it is unlikely that any historic-period archaeological deposits are located within the project site. The built environment is less than 20 years old and, therefore has not reached sufficient age to warrant evaluation for eligibility for inclusion on any register of historical resources.

Historic Resources

For a cultural resource to be considered a historical resource (i.e., eligible for listing in the California Register of Historical Resources [CRHR], or the National Register of Historic Places [NRHP]), it generally must be 50 years or older. Under CEQA, historical resources can include pre-contact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

No known historic resources are associated with the project site or the adjacent parcels (City of Hayward Background Conditions Report, Figures 1-3 and 1-4, and Table 1-2). As described above, historical maps and aerial photographs indicate that the property was never developed other than orchards, indicating that it is unlikely that any historic-period archaeological deposits are located within the project site. As outlined in Attachment A, Project Description, a collection of structures collectively used for equine husbandry and boarding purposes are located along the eastern boundary of the project site. These structures have been in place since the 1990s and, therefore, do not constitute historic resources under CEQA.

The City of Hayward Municipal Code, Chapter 10, Article 11 (Historic Preservation Ordinance) requires that development projects involving structures or buildings at least 50 years in age or which are located within an historic district conduct additional analysis to determine if an historical alteration permit and/or historical resource demolition or relocation permit is required. Such analysis includes an evaluation prepared by a qualified historic consultant consistent with the California Register Criteria for Evaluation and the adopted Hayward Historic Context Statement to determine historical significance. Consistent with the City's Historic Preservation Ordinance, it is unlawful for any person to tear down, demolish, remove or relocate an historical resource, a potentially significant historical resource, a designated historical resource, a resource that has been listed on the City's adopted survey list, or a resource that lies within an historic district, without first obtaining an historical resource demolition or relocation permit.

In the unlikely event that historic or archaeological resources are discovered during excavation, Standard Conditions of Approval for all development projects require the contractor to stop all work adjacent to the find and contact the City of Hayward Development Services Department to preserve and record the uncovered materials so it can be safely removed. Compliance with the City's Historic Preservation Ordinance would ensure that the proposed project would not result in an adverse change in the significance of a historical resource.

Prehistoric and Historical Archaeological Resources

No archaeological resources have been identified on the project site and the project site is not considered to be sensitive for archaeological resources. As described above, In the unlikely event that historic or archaeological resources are discovered during excavation, Standard Conditions of Approval for all development projects require the contractor to stop all work adjacent to the find and contact the City of Hayward Development Services Department to preserve and record the uncovered materials so it can be safely removed. Therefore, the proposed project would not result in new significant or substantially more severe impacts to archaeological resources beyond those identified in the GP EIR.

Disturbance of Human Remains

The potential to uncover human remains exists at locations throughout the Bay Area. Due to the existing disturbed nature of the area, it is not expected that the project would unearth artifacts or resources during project construction. However, as required by the City's Historic Preservation Ordinance (Chapter 10, Article 11 of the City of Hayward Municipal Code), the discovery of human remains shall be treated with respect and dignity and must fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws. In the unlikely event that artifacts are uncovered during the construction of the proposed project the City would implement Standard Conditions of Approval that are required of all ground-disturbing development projects within the City. Specifically, if human remains are encountered during construction activities, work would cease and the County Coroner would be notified immediately. A qualified archaeologist would also be contacted to assess the situation in consultation with the appropriate agencies. If the human remains are of Native American origin, the Coroner would notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission would provide recommendations for the proper treatment of the remains and associated grave goods. The City of Hayward would follow the recommendations from the Native American Heritage Commission or the archaeologist, as required. Therefore, no impacts to human remains interred outside of formal cemeteries would occur.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on historic and cultural resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-8.3 Historic Preservation Ordinance. The City shall maintain and implement its Historic Preservation ordinance to safeguard the heritage of the City and to preserve historic resources.*
- *Policy LU-8.4 Survey and Historic Reports. The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the City.*
- *Policy LU-8.6 Historic Preservation Standards and Guidelines. The City shall consider The Secretary of the Interior's Standards of the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings when evaluating development applications and City projects involving historic resources or development applications that may affect scenic views of the historic context of nearby historic resources.*
- *Policy LU-8.14 Demolition of Historic Resources. The City shall prohibit the demolition of historic resources unless one of the following findings can be made:*
 - *The rehabilitation and reuse of the resource is not structurally or economically feasible.*
 - *The demolition is necessary to protect the health, safety, and welfare of the public.*
 - *The public benefits of demolition outweigh the loss of the historic resource.*
- *Policy NR-7.1 Paleontological Resource Protection. The City shall prohibit any new public or private development that damages or destroys a historically- or prehistorically-significant fossil, ruin, or monument or any object of antiquity.*
- *Policy NR-7.2 Paleontological Resource Mitigation. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.*

Conclusion

The GP EIR adequately evaluated the potential cultural resources impacts of the proposed project. The proposed project would not result in any new impacts related to cultural resources as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

6. ENERGY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Energy usage was evaluated in the GP EIR in Chapter 21.6, Energy, and the environmental and regulatory setting of the Hayward Planning Area with respect to energy conservation was described in detail in Section 7.6 Natural Resources: Energy Resources and Efficiency of the General Plan Background Report (City of Hayward, 2013). Pursuant to Section 15150 of the State CEQA Guidelines, the Background Report was incorporated into the GP EIR by reference.

Similar to build out of the General Plan, the proposed project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

Construction-Period Energy Use

The anticipated construction schedule assumes that the proposed project would be built over 24 to 36 months. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, equipment idling times would be restricted to 5 minutes or less and construction workers would be required to shut off idle equipment, as required by BAAQMD's Basic Construction Mitigation Measures. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, the proposed project would not result in new significant or substantially more severe impacts related to energy than were identified in the GP EIR.

Operational Energy Use

Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. LSA estimated energy and natural gas consumption using default energy intensities by land use type in CalEEMod. In addition, the proposed buildings would comply with the latest Title 24 standards, which were included in

CalEEMod. Electricity and natural gas usage estimates associated with the proposed project are shown in Table C.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on CalEEMod, the proposed project would result in approximately 3,538,128VMT per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.2 mpg in 2019.¹³ Therefore, using the USEPA fuel economy estimates for 2019, the proposed project would result in the consumption of approximately 159,375 gallons of gasoline per year. Table 3, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

Table C: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
Multi-Family Residential	720,554	12,140	93,712
School	149,997	4,250	65,663
Parking	32,620	0	0
Open Space	0	0	0
Total	903,171	16,390	159,375

Source: LSA (May 2021).

As shown in Table C, the estimated potential increased electricity demand associated with the proposed project would be 903,717 kilowatt-hours (kWh) per year. In 2019, California consumed approximately 279,401 gigawatt-hours (GWh) or 279,401,879,875 kWh.¹⁴ Of this total, Alameda County consumed 10,684 GWh or 10,684,085,867 kWh.¹⁵ Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Alameda County's total electricity demand.

In addition, as shown in Table C, the estimated potential increased natural gas demand associated with the proposed project would be 16,390 therms per year. In 2019, California consumed approximately 13,158 million therms or 13,158,207,489 therms, while Alameda County consumed approximately 384 million therms or approximately 384,150,529 therms.¹⁶ Therefore, natural gas demand associated with the proposed project would be less than 0.005 percent of Alameda County's total natural gas demand.

¹³ U.S. Department of Transportation (DOT). “Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles.” Website: <https://www.bts.dot.gov/bts/bts/content/average-fuel-efficiency-us-light-duty-vehicles> (accessed May 2021).

¹⁴ California Energy Commission, 2021. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed May 2021).

¹⁵ Ibid.

¹⁶ California Energy Commission, 2021. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed May 2021).

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table C, vehicle trips associated with the proposed project would consume approximately 159,375 gallons of gasoline per year. In 2015, the most recent year for which data is available, vehicles in California consumed approximately 15.1 billion gallons of gasoline.¹⁷ Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements, including parking, landscaping and utilities. The expected energy consumption during operation of the proposed project would be consistent with typical usage rates for multi-family residential and school uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. The proposed project would develop new residences and a school that would locate residents and students near existing residential and open space uses and the South Hayward BART station, reducing the demand for travel by single occupancy vehicles. The proposed project would also provide pedestrian and bicyclist amenities, including sidewalks, bicycle parking, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and VMT, and would increase the use of alternate means of transportation, which would allow for a decreased dependence on nonrenewable energy resources.

In addition, as indicated above, the proposed project would be constructed to the latest Title 24 standards, which would help to reduce energy and natural gas consumption. Therefore, the proposed project would implement the General Plan's energy-related policies that promote jobs-housing balance, growth and infill development, green building and landscaping, complete neighborhoods, energy efficiency, and bicycling, walking, and transit amenities, and parks access. As such, the proposed project would not result in the wasteful, inefficient or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Therefore, the proposed project would not result in new significant or substantially more severe impacts related to energy than were identified in the GP EIR.

Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their

¹⁷ California Energy Commission, 2017c. California Gasoline Data, Facts, and Statistics. Available online at: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed May 2021).

infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC approved the 2020 Integrated Energy Policy Report in March 2021.¹⁸ The 2020 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2020 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2020 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. The proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant. Therefore, the proposed project would not result in new significant or substantially more severe impacts related to energy efficiency than were identified in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on energy were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

¹⁸ CEC. 2019. Notice of Request for Public Comments on the Draft Scoping Order for the 2019 Integrated Energy Policy Report. Docket No. 19-IEPR-01.

Applicable Policies

General Plan Policies

- *Policy LU-1.1: Jobs-Housing Balance. The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.*
- *Policy LU-1.3: Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*
- *Policy LU-1.6: Mixed-Use Neighborhoods. The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.*
- *Policy LU-1.8: Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:*
 - *Reduce the use of energy, water, and natural resources.*
 - *Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.*
 - *Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.*
 - *Encourage the use of durable, sustainably-sourced, and/or recycled building materials.*
 - *Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.*
- *Policy LU-3.1: Complete Neighborhoods. The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.*
- *Policy NR-2.6: Greenhouse Gas Reduction in New Development. The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.*

- *Policy NR-4.1: Energy Efficiency Measures. The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.*
- *Policy NR-4.3: Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.*
- *Policy NR-4.11: Green Building Standards. The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State's zero net energy goals by 2020.*
- *Policy NR-4.12: Urban Forestry. The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.*
- *Policy NR-4.13: Energy Use Data. The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial buildings at certain points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts.*
- *Policy NR-4.15: Energy Efficiency Programs. The City shall promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners.*
- *Policy PFS-2.7: Energy Efficient Buildings and Infrastructure. The City shall continue to improve energy efficiency of City buildings and infrastructure through implementation of the Municipal Green Building Ordinance, efficiency improvements, equipment upgrades, and installation of clean, renewable energy systems.*
- *Policy M-1.6: Bicycling, Walking, and Transit Amenities. The City shall encourage the development of facilities and services, (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*
- *Policy M-3.8: Connections with New Development. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways, and transit facilities.*
- *Policy M-3.9: Private Complete Streets. The City shall encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing public roadway system and provide a seamless transition to existing and planned transportation facilities.*

- *Policy M-6.2: Encourage Bicycle Use. The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.*
- *Policy M-6.5: Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways and do not interfere with existing and proposed bicycle facilities.*
- *Policy HQL-2.1: Physical Activity and the Built Environment. The City shall support new developments or infrastructure improvements in existing neighborhoods that enable people to drive less and walk, bike, or take public transit more.*
- *Policy HQL-10.7: Parks Access. The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible.*

Conclusion

The GP EIR adequately evaluated the energy impacts of the proposed project. The proposed project would not result in any impacts related to energy as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

7. GEOLOGY AND SOILS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Information for this section was obtained from maps and publications from the United States Geological Survey (USGS), the California Geological Survey (CGS), the Association of Bay Area Governments (ABAG), the City of Hayward General Plan, the GP EIR, and the Preliminary Geotechnical Feasibility Exploration¹⁹ and Fault Hazard Evaluation²⁰ prepared for the project site.

A portion of the City is underlain with soft alluvial soils and artificial fill along the bay and on slopes in the Hayward Hills. During large earthquakes, saturated fill is susceptible to ground shaking and liquefaction-associated hazards and the slopes are susceptible to earthquake-induced landslides.

¹⁹ ENGE, 2016a. Preliminary Geotechnical Feasibility Exploration, Route 238 Bypass – Group 3, Hayward, California. November 10.

²⁰ ENGE, 2016b. Fault Hazard Evaluation, Valle Vista (Various Parcels), Hayward, California. August 15.

Potential seismic hazards in the City also include surface rupture, ground shaking, liquefaction, lateral spreading, and fault creep.^{21, 22}

A Preliminary Geotechnical Feasibility Exploration²³ prepared for the site included soil borings, excavation of test pits, and laboratory testing of materials samples to evaluate subsurface conditions and geologic hazards. The Preliminary Geotechnical Feasibility Exploration provided preliminary recommendations for selection of engineered fill materials, site preparation (e.g., removal of debris and loose/compressible soil), removal of existing fill and landslide materials, construction on slopes (e.g., grading of slopes, slope setbacks, debris benches and drainage terraces, toe keyways, and subsurface drainage facilities), placement of fill, and surface drainage.

Seismicity and Seismic Hazards

Fault Rupture. The City is located within a seismically active region of the San Francisco Bay area. Several major earthquake faults in the region, including the San Andreas, Hayward, and Calaveras Faults, could generate strong earthquakes in the vicinity of the parcel groups. The Hayward Fault traverses the City in a northwest to southeast direction and is considered a seismically active fault under the Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo program requires the California Geologic Survey (CGS) to establish regulatory zones around fault traces that are considered active and sufficiently defined (i.e., located). These active faults are considered to have the potential for surface fault rupture hazards and pose a hazard to structures.

The project site is located at the western margin of the Hayward Hills, within the Hayward Fault zone. According to the Preliminary Geotechnical Feasibility Exploration,²⁴ although the likelihood of large surface earthquake fault rupture displacements appears to be concentrated east of the site along the main Hayward Fault trace, it should be expected that much of Parcel Group 3 could experience distributed ground cracking in the event of an earthquake along the adjacent segment of the Hayward Fault.

Consistent with the Alquist-Priolo Earthquake Fault Zoning Act requirements and the City's General Plan Policy HAZ-2.4, the portion of Parcel Group 3 proposed for residential development lies outside of the Hayward Fault zone. Further, the proposed project has been designed to maintain a setback of 50 feet from identified fault traces for structures intended for human occupancy.

In addition, the City requires projects to comply with the 2019 California Building Code (Title 24, California Code of Regulations),²⁵ which provides for stringent construction requirements on projects in areas of high seismic risk based on numerous inter-related factors. Seismic hazards cannot be completely eliminated, even with implementation of advanced building practices.

²¹ Hayward, City of, 2014b. op. cit.

²² Fault creep is slow, constant slippage that can occur on some active faults without there being an earthquake.

²³ ENGEO, 2017. op. cit.

²⁴ ENGEO, 2017. op. cit.

²⁵ Hayward, City of. Municipal Code, Chapter 9, Article 1.

However, the seismic design standards of the 2019 California Building Code (CBC) are intended to prevent catastrophic building failure in the most severe earthquakes currently anticipated.

A site-specific geotechnical investigation would be performed for the proposed project as required by State regulations, and the City of Hayward General Plan policies. Implementation of a site-specific geotechnical investigation, and compliance with geotechnical recommendations and the 2019 CBC during design and construction would ensure that the potential impacts associated with fault rupture would be less than significant.

Strong Seismic Ground Shaking. Multiple active faults have the potential to generate strong to very strong ground shaking at the project site. The Working Group on California Earthquake Probabilities and the USGS have predicted a 14.3 percent probability of a 6.7 magnitude (Mw, or Moment Magnitude) or greater earthquake on the Hayward Fault, a 7.4 percent chance on the Calaveras Fault, and a total probability of 72 percent that an earthquake of that magnitude will occur on one of the regional San Francisco Bay Area faults over the next 20 years.²⁶ The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes.

As described above, the proposed project would be required to comply with the 2019 CBC and the geotechnical recommendations identified in the site-specific geotechnical investigation. Compliance with geotechnical recommendations and the 2019 CBC during design and construction would ensure that the potential impacts associated with ground shaking would be less than significant.

Seismic-Related Ground Failure and Liquefaction. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil may move both horizontally and vertically. In areas where sloping ground or open slope faces are present, this mobility can result in lateral spreading. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that are relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. The State of California Seismic Hazard Zones Map does not show areas susceptible to liquefaction within the property.²⁷ Therefore, the potential for liquefaction at the project site is considered low and impacts related to liquefaction would be less-than-significant.

Landslides. Slope failure can occur as either rapid movement of large masses of soil or imperceptibly slow movement of soils on slopes. The project site is located on sloped terrain with areas of known landslides. As described above, the proposed project would be required to comply with the 2019 CBC and the geotechnical recommendations identified in the site-specific geotechnical investigation. Compliance with geotechnical recommendations and the 2019 CBC during design and construction would ensure that the potential impacts associated with ground shaking would be less than significant.

²⁶ ENGEO, 2016. Geotechnical Feasibility Report, Route 238 Bypass – Group 5, Hayward, California. March 18.

²⁷ ENGEO, 2017. op. cit.

Erosion/Loss of Top Soil

The development of the project site would involve construction activities such as grading and excavation, which could result in temporary soil erosion when the disturbed soils are exposed to wind or rainfall. Because the proposed project would involve over one acre of land disturbance, it would be required to comply with the State Water Resources Control Board's Construction General Permit, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include erosion control best management practices that would minimize erosion during construction. Policy NR-6.5 of the General Plan also requires that the City control site preparation procedures and construction phasing to reduce erosion and exposure of soils to the maximum extent possible. Upon completion of construction, the project site would be covered with structures, pavement, and landscaping and would not include areas of exposed soil. Therefore, the proposed project would result in less-than-significant impacts related to soil erosion or loss of top soil.

Unstable and Expansive Soils

Unstable Soil/Slope Stability. Due to the weak and highly sheared nature of the materials present at the site, the project site could experience seismically-induced slope movement in the event of strong ground shaking from an earthquake along another Bay Area fault. Slope movements such as downslope creep and landsliding could also occur due to ground saturation during heavy rainfall events, especially in the existing recent landslide area. As described above, the proposed project would be required to comply with the 2019 CBC and the geotechnical recommendations identified in the site-specific geotechnical investigation. Compliance with geotechnical recommendations and the 2019 CBC during design and construction would ensure that the potential impacts associated with unstable soils would be less than significant.

Subsidence/Soil Collapse. Subsidence can result from the removal of subsurface water resulting in either gradual depression or catastrophic collapse of the ground surface. The proposed project would not utilize groundwater at the project site. Dewatering is not anticipated during project construction. Therefore, potential impacts related to subsidence/soil collapse would be less than significant.

Expansive Soils. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The changes in soil volume can result in substantial cosmetic and structural damage to buildings and hardscape developed over expansive soils. Expansive soils are typically fine grained with high clay content. Surface soils uncovered during trench excavations consisted of moderately expansive clay.²⁸ As described above, the proposed project would be required to comply with the 2019 CBC and the geotechnical recommendations identified in the site-specific geotechnical investigation. Compliance with geotechnical recommendations and the 2019 CBC during design and construction would ensure that the potential impacts associated with expansive soils would be less than significant.

²⁸ ENGEO, Inc. 2016b. op. cit.

Septic Tanks/Wastewater Disposal

Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. The proposed project would have no impact related to septic tanks or alternative wastewater disposal systems.

Paleontological Resources

According to the Fault Hazard Evaluation, the project site is underlain by artificial fill, and surficial soils and colluvium. The hillside areas are underlain by Cretaceous to late Jurassic Knoxville Conglomerate of the Great Valley Sequence with the eastern portion of Parcel Group 3 (to be preserved as open space) mapped as underlain by Jurassic Keratophyre. Of these, only the Knoxville Formation has high paleontological sensitivity.

Only ground disturbance in areas of the Knoxville Formation would reach paleontologically sensitive deposits and have the potential to impact scientifically significant paleontological resources. In the event that paleontological resources are discovered during construction, Standard Conditions of Approval for all development projects require the contractor to stop all work adjacent to the find and contact the City of Hayward Development Services Department to preserve and record the uncovered materials so it can be safely removed. Compliance with the City's standard conditions of approval would ensure that the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to geology, soils, minerals and paleontological resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-7.1 Slopes. The City shall prohibit the construction of buildings on unstable and steep slopes (slopes greater than 25 percent).*
- *Policy LU-7.2 Ridgelines. The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend development with the natural features of the hillside.*
- *Policy LU-7.3 Hillside Street Layouts. The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.*

- *Policy LU-7.4 Hillside Street Design. The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curb and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.*
- *Policy NR-6.4 Minimizing Grading. The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.*
- *Policy NR-6.5 Erosion Control. The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution.*
- *Policy NR-8.2 Hillside Site Preparation Techniques. The City shall require low-impact site-grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.*
- *Policy HAZ-2.1 Seismic Safety Codes and Provisions. The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.*
- *Policy HAZ-2.2 Geologic Investigations. The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones:*
 - *Fault Zone (see Figure 9.2-1 in the Hazards Background Report)*
 - *Liquefaction Zone (see Figure 9.2-2 in the Hazards Background Report)*
 - *Landslide Zone (see Figure 9.2-3 in the Hazards Background Report)*

A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards.
- *Policy HAZ-2.3 Fault Zone Assumption. The City shall assume that all sites within (or partially within) any fault zone are underlain by an active fault trace until a geotechnical investigation by a licensed geotechnical engineer provides otherwise.*
- *Policy HAZ-2.4 New Buildings in a Fault Zone. The City shall prohibit the placement of any building designed for human occupancy over active faults. All buildings shall be set back from active faults by at least 50 feet. The City may require a greater setback based on the recommendations of the licensed geotechnical engineer evaluating the site and the project.*

- *Policy HAZ-2.6 Infrastructure and Utilities. The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment.*

Conclusion

The GP EIR adequately evaluated the geology and soils impacts of the proposed project. The proposed project would not result in any new impacts related to geology and soils as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

8. GREENHOUSE GAS EMISSIONS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Greenhouse gas emissions (GHGs) associated with the General Plan are evaluated in Chapter 10, Global Climate Change and Greenhouse Gas Emissions, of the GP EIR. The following includes a discussion of the potential impacts related to GHG emissions associated with the General Plan as compared to the proposed project.

GHGs are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF₆)

While GHGs produced by human activities include naturally-occurring GHGs such as CO₂, CH₄, and N₂O, some gases, like HFCs, PFCs, and SF₆ are completely new to the atmosphere. Certain other gases, such as water vapor, are short-lived in the atmosphere compared to those GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this analysis, the term “GHGs” will refer collectively to the six gases identified in the bulleted list provided above.



Construction Greenhouse Gas Emissions

As discussed in the GP EIR, construction activities would generate GHG emissions through the use of on- and off-road construction equipment in new development projects. While no project-specific details were known at the time the GP EIR was prepared, short-term construction emissions were estimated for worst-case, average annual levels of development assumed to occur under the General Plan through the year 2040. Average annual development assumptions were estimated by dividing the net increase in residential units and commercial building square feet associated with build out of the General Plan by 25 years. Construction emissions were estimated for this annualized average level development within the first full calendar year after anticipated General Plan adoption in order to obtain a “worst case” estimate of average annual construction-related GHG emissions. The GP EIR determined that total construction-related GHG emissions in 2015 would result in an annual average emission rate of approximately 1,186 metric tons (MT) of CO₂e per year.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the proposed project would generate a total of approximately 3,260.6 MT CO₂e during construction. When considered over 30 years, which is a typical life of similar projects, the amortized construction emissions would be approximately 108.7 MT of CO₂e per year. Over the three year-long construction period, average annual emission associated with construction would be 1,087 MT of CO₂e per year. Annual construction-related GHG emissions associated with the proposed project would be less than the average annual construction-related GHG emissions identified in the GP EIR for development projects within the City of Hayward. As noted above the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. In addition, implementation of BAAQMD’s Basic Construction Mitigation Measures, as identified in Section 3, Air Quality would reduce construction-related GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. The applicable measures include:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Therefore, project construction impacts associated with GHG emissions would be considered less than significant. Construction of the proposed project would not result in new significant or substantially more severe impacts related to construction-period GHG emissions than identified in the GP EIR.

Operational Greenhouse Gas Emissions

The GP EIR estimated operational emissions from existing development in Hayward in the years 2005 and 2010, as well as projected “Business As Usual” GHG emissions associated with forecasted growth in the City’s population and employment in 2020, 2040 and 2050. The 2020, 2040 and 2050 projections reflect both existing and proposed land uses and population and employment growth assumed in the proposed General Plan, but do not take into account any specific GHG reduction measures associated with State or federal legislative actions or the City’s 2009 CAP. The GP EIR found that any impacts resulting from GHG associated with implementation of the General Plan would be less than significant.

Development of the proposed project would contribute to the GHG emissions identified in the GP EIR. Long-term GHG emissions are typically generated from mobile and area sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions include project-generated vehicle trips to and from a project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions are typically generated at off-site utility providers as a result of increased electricity demand generated by a project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements, including parking, landscaping and utilities. The expected energy consumption during operation of the proposed project would be consistent with typical usage rates for multi-family residential and school uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. The proposed project would develop new residences and a school that would locate residents and students near existing residential and open space uses and the South Hayward BART station, reducing the demand for travel by single occupancy vehicles. The proposed project would also provide pedestrian and bicyclist amenities, including sidewalks, bicycle parking, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and VMT, and would increase the use of alternate means of transportation, which would reduce GHG emissions.

The BAAQMD adopted quantitative GHG thresholds of significance for operational emissions in its CEQA Guidelines. The numeric thresholds set by the BAAQMD were calculated to achieve the State’s 2020 target for GHG emissions levels (and not the Senate Bill [SB] 32 specified target of 40 percent below the 1990 GHG emissions level). The proposed project would not be fully constructed and operational until 2023. Because the project would begin operations in the post-2020 timeframe, the 2020 efficiency target of 1,100 metric tons of CO₂e per year threshold and 4.6 metric tons of CO₂e per year per service population, which has been the threshold most recently applied to development projects, would need to be adjusted to reflect the project’s opening year.



CARB has completed a Scoping Plan, which will be utilized by the BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for the 2030 target. A scaled threshold consistent with State goals detailed in SB 32, Executive Order B-30-15, and Executive Order S-3-05 to reduce GHG emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, respectively was developed for 2023. Though the BAAQMD has not published a quantified threshold beyond 2020, this assessment uses a threshold of 968 metric tons of CO₂e per year or 4.1 metric tons of CO₂e per capita service population (employees plus residents) per year, which was calculated for the buildout year of 2023 based on the GHG reduction goals of SB 32 and Executive Order B-30-15.

Therefore, the proposed project would not have a significant effect on the environment if it would meet one of the following criteria:

- Result in operational-related GHG emissions of less than 968 metric tons of CO₂e a year; or
- Result in operational-related GHG emissions of less than 4.1 metric tons of CO₂e per capita service population (employees plus residents) per year.

Following guidance from the BAAQMD, GHG emissions were estimated for the proposed project using CalEEMod. Table D shows the calculated GHG emissions for the proposed project. Motor vehicle emissions are the largest source of GHG emissions for the project at approximately 83 percent of the total. Energy use is the next largest category at 13 percent of CO₂e emissions. Water use is about 3 percent of the total emissions and waste and area sources are each approximately 1 percent of the total emissions, respectively. CalEEMod output sheets are included in Appendix A.

Table D: GHG Emissions (Metric Tons Per Year)

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Source Emissions	9.2	<0.1	<0.1	9.3	1
Energy Source Emissions	214.4	<0.1	<0.1	216.0	13
Mobile Source Emissions	1,361.0	0.0	0.0	1,362.2	83
Waste Source Emissions	7.8	0.5	0.0	19.2	1
Water Source Emissions	30.4	0.4	<0.1	43.6	3
Total Project Annual Emissions				1,650.3	-
BAAQMD Threshold¹				968.0	-
Exceed?				Yes	-
Total Annual Service Population Emissions (Metric Tons/Year/Service Population)				3.2	-
Service Population Threshold¹				4.1	-
Exceed?				No	-

Source: LSA (May 2021).

¹ This threshold is based on the BAAQMD thresholds using a Statewide 2020 target (achieve 1990 levels by 2020) regressed to fit the Statewide 2030 target (40 percent below 1990 levels of emissions) for the project's opening year of 2024.

Based on the analysis results, the proposed project would generate approximately 1,650.3 MT CO₂e, which would exceed the BAAQMD's numeric threshold of 968 MT CO₂e. However, to determine whether a project results in a significant impact related to GHG emissions, if either the total project annual emissions or the total annual service population emissions do not exceed these BAAQMD thresholds, then the project would not result in a significant impact.

Here, the proposed project would develop 176 residential units, which would provide housing for approximately 452²⁹ people. The proposed project would also result in approximately 59 employees. The total service population (residents plus employees) would be 511 people (refer to Section 14, Population and Housing). Therefore, the project's GHG emissions would result in a GHG efficiency of 3.2 metric tons CO₂e per service population, which is well below the 4.1 metric tons of CO₂e per service population threshold in 2023. Accordingly, the proposed project would have a less than significant impact related to operational GHG emissions. Operation of the proposed project would not result in new significant or substantially more severe impacts related to GHG emissions than identified in the GP EIR.

[Consistency with Greenhouse Gas Reduction Plans](#)

The City of Hayward adopted the 2009 Climate Action Plan (CAP) to reduce GHG emissions communitywide. The 2009 CAP was designed to reduce communitywide emissions 12.5 percent below 2005 levels by the year 2020, and to set the City on a course to achieve a long-term emission reduction goal of 82.5 percent below 2005 levels by the year 2050.

As discussed in the GP EIR, the General Plan integrates and updates the comprehensive, community-wide GHG emission reduction strategy contained in the City's 2009 CAP to achieve a GHG emission reduction target of 20 percent below 2005 levels by the year 2020. The proposed General Plan also recommends longer-term goals for GHG reductions of 61.7 percent below 2005 levels by the year 2040 and 82.5 percent below 2005 levels by the year 2050. The GP EIR summarizes the total GHG emission reductions from both State and Federal regulatory actions, as well as locally based GHG emission reductions required to achieve the targets for 2020, 2040 and 2050 in Table 10.2 of the GP EIR. Legislative-adjusted projected emissions take into account GHG emission reductions as a result of State and Federal regulatory actions. Additional net GHG emission reductions would be required to meet the proposed targets for 2020, 2040 and 2050; however, the GP EIR determined that the scale of reductions required to achieve the much more aggressive longer-term emission reduction goals will require significant improvements in the availability and/or cost of technology, as well as potential increased reductions from ongoing State and Federal legislative actions.

As discussed in the GP EIR, the General Plan contains a comprehensive strategy that achieves a communitywide GHG emission reduction target of 20 percent below 2005 levels by the year 2020, and sets the City on course towards achieving ongoing GHG emission reductions in the future through the year 2050. Thus, the GP EIR determined that the General Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of

²⁹ Using the California Department of Housing and Community Development's occupancy standard of the number of bedrooms plus one, the proposed project would generate an average of 2.57 persons per household. Therefore, the estimated number of residents would be 2.57 x 176 units = 452 persons.

GHGs. In addition, the GP EIR determined that estimated GHG emissions per service population in 2020, 2040 and 2050 would be below the BAAQMD-recommended threshold of 6.6 MT CO₂e per service population per year. Thus, the GP EIR determined that the General Plan would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant.

As discussed above, the proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements, including parking, landscaping and utilities. The proposed project would develop new residences and a school that would locate residents and students near existing residential and open space uses and the South Hayward BART station, reducing the demand for travel by single occupancy vehicles. The proposed project would also provide pedestrian and bicyclist amenities, including sidewalks, bicycle parking, shading, and landscaping which would also help to reduce the demand for travel by single occupancy vehicles. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and VMT, and would increase the use of alternate means of transportation, which would help reduce GHG emissions. In addition, the proposed project would be constructed to the latest Title 24 standards. Therefore, the proposed project would implement the General Plan's energy-related policies that promote jobs-housing balance, growth and infill development, green building and landscaping, complete neighborhoods, energy efficiency, and bicycling, walking, and transit amenities, and parks access.

The proposed project would implement appropriate GHG reduction strategies and would not conflict with applicable plan, policy, or regulation pertaining to GHGs. The proposed project would not result in new significant impacts or substantially more severe significant impacts beyond those identified in the GP EIR. No new mitigation measures are required.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts on greenhouse gas emissions were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Objectives

- *Policy NR-2.6: Greenhouse Gas Reduction in New Development. The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.*

- *Policy NR-2.7: Coordination with Bay Area Air Quality Management District. The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.*
- *Policy NR-2.10: Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.*
- *Policy NR-4.1: Energy Efficiency Measures. The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.*
- *Policy NR-4.3: Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of nonrenewable resources throughout the life-cycle of a structure.*
- *Policy NR-4.11: Green Building Standards. The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State's zero net energy goals by 2020.*
- *Policy NR-4.12: Urban Forestry. The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.*
- *Policy NR-4.13 Energy Use Data. The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial buildings at certain points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts.*
- *Policy LU-1.1: Jobs-Housing Balance. The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.*
- *Policy LU-1.6: Mixed-Use Neighborhoods. The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.*
- *Policy LU-1.8: Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:*
 - *Reduce the use of energy, water, and natural resources.*

- *Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.*
- *Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.*
- *Encourage the use of durable, sustainably-sourced, and/or recycled building materials.*
- *Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.*
- *Policy M-1.4: Multimodal System Extensions. The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the City's multimodal system, maximizes connections, and minimizes barriers to connectivity.*
- *Policy M-1.6: Bicycling, Walking, and Transit Amenities. The City shall encourage the development of facilities and services, (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*
- *Policy M-5.1: Pedestrian Needs. The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.*
- *Policy M-5.2: Pedestrian System. The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways throughout the City that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.*
- *Policy M-5.4: Sidewalk Design. The City shall require that sidewalks, wherever possible, be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.*
- *Policy M-5.5: Streetscape Design. The City shall require that pedestrian-oriented streets be designed and maintained to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.*
- *Policy M-6.5: Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways and do not interfere with existing and proposed bicycle facilities.*

- *Policy PFS-7.12: Construction and Demolition Waste Recycling. The City shall require demolition, remodeling and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable.*

Conclusion

The GP EIR adequately evaluated the greenhouse gas emissions impacts of the proposed project. The proposed project would not result in any new impacts related to greenhouse gas emissions as compared to the GP EIR. Therefore, potential impacts would be less than significant and additional mitigation is not required.

9. HAZARDS AND HAZARDOUS MATERIALS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. 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"/>
g. Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Transport, Use, Storage, and Disposal of Hazardous Materials

The proposed project would result in the construction of approximately 176 units of affordable housing, a charter school, and associated improvements. Residential land uses typically do not involve transport, use, or disposal of significant quantities of hazardous materials. However, operation of the proposed project could involve the use, handling, and storage of commercially-available hazardous materials associated with building maintenance, on-site vehicle use, and landscaping. These materials would likely include fuels, paints, flammable liquids, pesticides, and herbicides. However, hazardous materials stored and used at the site would be required to be managed in accordance with applicable local, State, and federal hazardous materials regulations and General Plan policies that would reduce risks associated with leakage, explosions, fires, or the escape of harmful gases. Because the proposed project would generate small quantities of hazardous materials similar in nature, type, and volume to the uses anticipated to be used as part of other foreseeable residential and commercial development projects in the City, the project would

not worsen or result in new impacts related to the routine use, storage, or disposal of hazardous materials, beyond those identified in the GP EIR. Therefore, a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials would not occur and potential impacts related to operational use of hazardous materials would be less than significant.

During project construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. The proposed project would be required to comply with federal, State, and local regulations regarding the transportation, use, and disposal of hazardous materials, including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that requires implementation of control measures for hazardous material storage and soil stockpiles, inspections, maintenance, and training, and containment of releases to prevent runoff into existing storm collection systems or waterways. In addition, Policy HAZ-6.8 of the City's General Plan indicates that the City shall promote the safe transport of hazardous materials through Hayward by maintaining formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas, and prohibiting the parking of vehicles transporting hazardous materials on City streets. Compliance with existing regulations and implementation of the SWPPP during construction would ensure that potential impacts associated with hazardous material use, transport, and disposal are considered less than significant.

Release of Hazardous Materials and Risk of Upset

The proposed project would not involve storage or use of hazardous materials (except for small quantities for routine maintenance as described above) or generation of significant hazardous wastes. As such, potential significant impacts related to a foreseeable upset would not be expected.

During construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. Management of these materials at the project site would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Compliance with the Construction General Permit would require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) designed to reduce the risk of spills or leaks from reaching the environment. The SWPPP would also include a Spill Response Plan to address minor spills of hazardous materials. Compliance with SWPPP requirements would ensure that potential significant hazards associated with routine transport, use, or disposal of hazardous materials during and after construction would be less than significant.

A Phase I Environmental Site Assessment³⁰ (ESA) (Appendix C) was prepared for the project site. The Phase I ESA evaluated the potential for past land uses to have impacted the environmental condition of the site through the review of historical information sources (e.g., historic aerial photos and maps) and government databases that list hazardous materials release sites and facilities that handle hazardous materials. The Phase I ESA prepared for the proposed project identified no

³⁰ Adanta, Inc., 2018. Phase I Environmental Site Assessment, Route 238 Properties, Groups 3 and 4, Hayward, California. September 17.

Recognized Environmental Conditions (RECs), Controlled RECs (CRECs), or Historical RECs (HRECs) on the project site.

Compliance with all applicable local, State, and federal regulations and standards pertaining to the release of hazardous materials and risk of upset would ensure that impacts associated with the release of hazardous materials would be less than significant.

Emission of Hazardous Materials within 0.25 miles of a School

Moreau Catholic High School and St. Clement Catholic School are located just north of the northernmost portion of the parcel group, across Calhoun Street; however, both schools are located approximately 0.4 mile from where development is proposed. The nearest existing public schools include Cesar Chavez Middle School, located approximately 0.7 mile west of the project site, and Bowman Elementary School, located approximately 0.6 mile northwest of the project. In addition, the proposed project includes development of an elementary school on the site. The potential for hazardous material releases during construction and operation activities would be less than significant following required compliance with existing regulations. Therefore, the proposed project would result in a less-than-significant impact to existing or proposed school facilities from the emission of hazardous materials.

Hazardous Materials Site Pursuant to Government Code Section 65962.5

Government Code Section 65962.5 requires the Cal/EPA to develop at least annually an updated list of hazardous materials release sites known as the Cortese List. The project site was not identified on the Cortese List or other hazardous material release databases during review of regulatory records for the Phase I ESA. Therefore, no impacts associated with locating a project on a site included on a list of hazardous materials is expected to occur.

Aviation Hazards

The project site is not located in the vicinity of a private airstrip or within the Airport Influence Area of the Hayward Executive Airport, and therefore the project would not result in impacts related to aviation hazards.

Emergency Response or Evacuation Plan

The proposed project involves construction of affordable housing and a charter school within an existing primarily undeveloped site and would not impair implementation of or interfere with the City of Hayward Local Hazard Mitigation Plan or the Alameda County Local Hazard Mitigation Plan. The proposed project would not impair implementation of, or interfere with, emergency response or evacuation plans because the proposed project would not alter the existing streets surrounding the project site that could be used for emergency access or evacuation. The proposed project would involve limited short-term use of City streets for delivery of construction equipment and supplies, and commuting workers. During construction activities, all construction equipment would be stored on the project site. Therefore, potential impacts to emergency evacuation routes or emergency response plans from the proposed project are considered less than significant.

Wildfire

The project site is located within the wildland urban interface as identified by the Hayward Fire Department.³¹ In 1993, the City adopted the Hillside Design and Wildland/Urban Interface Guidelines³² to address potential fire hazards for developments in the hills. The Guidelines include standards for street and sidewalks that allow for fire truck access, cluster home development to make efficient use of hillside space, and architectural and site design that allows for fire setbacks and environmental disaster mitigation. The Guidelines also establish two structure categories for the urban/wildland interface: Category I structures located on sites where maximum built-in fire protection measures are necessary due to nearby steep slopes for wildland fuel loading, and Category II structures located on sites within the remaining portions of the urban/wildland interface. Both Category I and II structures must meet or exceed the minimum California Fire Safe Guidelines and include sprinkler systems, double-paned windows, decks made from non-combustible materials, fire-resistant planting, and other fire safe design elements. The Fire Department designates which sites or lots should comply with the Category I or Category II building construction standards. Compliance with the City's Hillside Design and Wildland/Urban Interface Guidelines would ensure potential impacts related to wildland fires would be less than significant.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to hazards and hazardous materials were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy NR-6.15 Native Vegetation Planting. The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.*
- *Policy HAZ-5.1 Wildland/Urban Interface Guidelines. The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.*
- *Policy HAZ-5.2 Fire Prevention Codes. The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.*

³¹ Hayward, City of, 2014b. op. cit.

³² Hayward, City of, 1993. Hillside Design and Wildland/Urban Interface Guidelines, February 16.

- *Policy HAZ-5.3 Defensible Space and Fuel Reduction. The City shall promote defensible space concepts to encourage property owners to remove overgrown vegetation and to reduce fuel loads on hillside properties, especially near structures and homes.*
- *Policy HAZ-6.1 Hazardous Materials Program. The City shall maintain its status as a Certified Unified Program agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes:*
 - *Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans – HBMP);*
 - *California Accidental Release Prevention (CalARP) Program;*
 - *Underground Storage Tank (UST) Program;*
 - *Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans;*
 - *Hazardous Waste Generator Program;*
 - *On-site Hazardous Waste Treatment (Tiered Permit) Program; and*
 - *California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).*
- *Policy HAZ-6.2 Site Investigations. The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community.*
- *Policy HAZ-6.3 Permit Requirements. The City shall direct the Fire Chief (or their designee) and the Planning Director (or their designee) to evaluate all project applications that involve hazardous materials, electronic waste, medical waste, and other hazardous waste to determine appropriate permit requirements and procedures.*
- *Policy HAZ-6.7 Agency Coordination. The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation and disposal of hazardous materials.*
- *Policy HAZ-6.8 Truck Routes. The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible.*
- *Policy HQL-7.3 Home Use of Hazardous Materials. The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.*

- *Policy HQL-7.5 Proximity to Pollution Sources. The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials, Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.*
- *Policy HQL-9.5 Hazards Resiliency. The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare residents, businesses, and visitors in the event of an incident.*
- *Policy HQL-9.8 Climate Adaptation in Plans. The City shall address climate adaptation in all disaster preparedness and emergency response plans.*
- *Policy M-4.5 Emergency Access. The City shall develop a roadway system that is redundant (i.e., include multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*

Conclusion

The GP EIR adequately evaluated the impacts of the proposed project related to hazards and hazardous materials. The proposed project would not result in any new impacts related to hazards and hazardous materials as compared to the GP EIR. Therefore, potential impacts would be less than significant and additional mitigation is not required.

10. HYDROLOGY AND WATER QUALITY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;				
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Water Quality Standards

Construction. Construction of the proposed project would involve disturbing, grading, and excavating soil, which could result in temporary erosion and movement of sediments into the storm drain system, particularly during precipitation events. The potential for chemical releases is present at most construction sites due to the use of paints, solvents, fuels, lubricants, and other hazardous materials associated with heavy construction equipment. Once released, these hazardous materials could be transported to nearby surface waterways in stormwater runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The release of sediments and other pollutants during construction and demolition could adversely affect water quality in receiving waters.

The proposed project would disturb greater than 1 acre of land, and therefore would be required to obtain coverage under the Construction General Permit (State Water Board Order 2009-0009-DW).³³ On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and soil stockpiling. The State Water Resources Control Board's Construction General Permit also requires the development of a SWPPP by a Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and construction materials and must include a list of Best Management Practices (BMPs) to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas, describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan.

Required compliance with State and local regulations regarding stormwater and dewatering during construction would ensure that the proposed project would result in less-than-significant impacts to water quality during construction.

Operation. Because the project would replace over 10,000 square feet of existing impervious surface area, the project would be required to comply with Provision C.3 requirements of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP).³⁴ The project would result in alteration of over 50 percent of the existing impervious surface of the project site, and therefore all new and replaced impervious surfaces would require treatment under the MRP. Provision C.3 of the MRP requires implementation of low impact development (LID) source control, site design, and stormwater treatment for regulated projects. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. Additionally, Policy NR-6.6 of the City's General Plan requires the City to promote stormwater management techniques that minimize surface water runoff and impervious ground surface, including requiring LID techniques.

³³ State Water Resources Control Board Division of Water Quality, 2009. Construction General Permit Fact Sheet. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

³⁴ San Francisco Bay Regional Water Quality Control Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

Provision C.3.g of the MRP pertains to hydromodification management.³⁵ The MRP requires that regulated projects which create and/or replace over 1 acre of impervious surface and increase the amount of impervious surface compared to the existing condition include measures to address hydromodification to ensure that stormwater discharges do not cause an increase in the erosion potential of the receiving stream. Increases in runoff flow and volume must be managed so that the post-project runoff does not exceed estimated pre-project rates and durations, where such increased flow and/or volume is likely to cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts on beneficial uses due to increased erosive force. The proposed project would be subject to hydromodification management requirements because the proposed project would increase the amount of impervious surface compared to the existing condition. However, hydromodification management controls for the project would include the installation of retention/detention systems (e.g., swales, basins, ponds, or cisterns) which would reduce runoff rates and volumes.

Construction of the proposed project would create approximately 152,600 square feet (3.5 acres) of impervious surfaces at the project site. As previously noted, the proposed project would include approximately 8,284 square feet of bioretention space on the project site that would be used for stormwater control. The proposed project would also include catch basins and storm drains throughout the project site, which would connect to the bioretention basins and existing stormwater facilities, including a 36-inch storm drain in Tennyson Road.

Additionally, Policies NR-6.4, NR-6.5, and NR-6.6 of the City's General Plan require the implementation of BMPs to minimize erosion, sedimentation, and water quality degradation resulting from the construction of new impervious surfaces. Policy PFS-5.3 of the City's General Plan requires new development projects to prepare drainage studies to assess storm runoff impacts on the local and regional storm drain and flood control system, and to develop recommended detention and drainage facilities to ensure that increased risks of flooding do not result from development and to prevent increased erosion and siltation of creek beds and banks.

Required compliance with applicable regulations and implementation of City policies, as described above, would reduce potential impacts to water quality from operation of the project to a less-than-significant level.

Deplete Groundwater Supplies

Localized seeps were observed during the site reconnaissance for Parcel Group 3 conducted as part of the Fault Hazard Evaluation.³⁶ Perched groundwater was observed from 7 to 9 feet below ground surface (bgs) during trench excavations. Although not anticipated, construction-related dewatering

³⁵ Hydromodification or hydrograph modification causes streambank erosion, channelization, increased flood flows, and other physical modifications that can adversely impact aquatic ecosystems due to increased sedimentation and reduced water quality (e.g., higher water temperatures, lower dissolved oxygen concentrations).

³⁶ ENGEO, 2016b. op. cit.

would be temporary and limited to areas of excavation on the project site and would not substantially contribute to depletion of groundwater supplies.

Operation of the proposed project would not involve dewatering or the use of groundwater as potable water, because potable water is supplied to the project site by the City of Hayward. The project site is predominantly undeveloped, and partially covering undeveloped areas with impervious surfaces, as proposed by the project, could reduce infiltration of rainfall and runoff, which in turn could adversely affect aquifer recharge and groundwater supplies. In accordance with the requirements of Provision C.3 of the MRP, site design and treatment measures must be implemented at the project site to encourage infiltration of storm water runoff. As described above, the proposed project would include approximately 8,284 square feet of bioretention space on the project site that would be used for stormwater control and infiltration. A Storm Water Control Plan that specifies the types of infiltration-based site design and treatment measures to be incorporated into the project would be required by the City prior to construction. Implementation of infiltration-based site design and treatment measures, as required by the MRP and the City, would reduce potential impacts to groundwater supplies to a less-than-significant level.

Drainage Pattern and Surface Run-off

The proposed project would not alter the course of a stream or river. However, the project would alter drainage patterns by creating new landscaped areas and impermeable pavement surfaces. As discussed above, the proposed project would be required to comply with the hydromodification requirements of the MRP and Policies NR-6.6 and NR-6.8 of the City's General Plan.

Required compliance with applicable regulations and implementation of City policies, as described above, would reduce potential impacts of the project related to changes in drainage patterns to a less-than-significant level.

Flood Hazard, Tsunami, Seiche Zones

Based on the distance from the Bay and elevation of the project site, coastal hazards, such as sea level rise, seiche, tsunami, or extreme high tides, would not pose a threat of flooding for the proposed project. The project site is not located within 100-year flood hazard zones as mapped by the Federal Emergency Management Agency (FEMA).³⁷ The project site is also not located within a dam failure inundation area.³⁸ Therefore, the project would not result in impacts related to flooding, inundation by tsunami, or seiche.

Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

As discussed above, due to the size of the proposed project, construction and operation of the project would be subject to State and regional requirements related to stormwater runoff and any contaminated groundwater. Required compliance with State and local regulations regarding stormwater and dewatering during construction would ensure that the proposed project would not

³⁷ Hayward, City of, 2021. Hayward Web Map website: webmap.hayward-ca.gov/ (accessed May 27, 2021).

³⁸ Ibid.

conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As a result, this impact would be less than significant.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to hydrology and water quality were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies and Actions

- *Policy LU-1.8 Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:*
 - *Reduce the use of energy, water, and natural resources.*
 - *Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.*
 - *Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.*
 - *Encourage the use of durable, sustainably-sources, and/or recycled building materials.*
 - *Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.*
- *Policy NR-1.12 Riparian Corridor Habitat Protection. The City shall protect creek riparian habitats by:*
 - *Requiring sufficient setbacks for new development adjacent to creek slopes,*
 - *Requiring sensitive flood control designs to minimize habitat disturbance,*
 - *Maintaining natural and continuous creek corridor vegetation,*
 - *Protecting/replanting native trees, and*
 - *Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, pollution that may occur from improper development in adjacent areas.*

- *Policy LU-1.10 Infrastructure Capacities. The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the City.*
- *Policy NR-6.4 Minimize Grading. The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.*
- *Policy NR-6.5 Erosion Control. The City shall concentrate new urban development in areas that are least susceptible to soil erosion into water bodies in order to reduce water pollution.*
- *Policy NR-6.6 Stormwater Management. The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.*
- *Policy NR-6.8 NPDES Permit Compliance. The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.*
- *Policy NR-6.15 Native Vegetation Planting. The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.*
- *Policy HAZ-2.7 Dam Failure. The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.*
- *Policy HAZ-3.2 Development in Flood Plains. The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.*
- *Policy HAZ-3.3 Flood Plain Management Ordinance. The City shall maintain and enforce a Flood Plain Management Ordinance to:*
 - *Promote public health, safety, and general welfare by minimizing public and private losses due to floods;*
 - *Implement the Cobey-Alquist Flood Plain Management Act, and*
 - *Comply with the eligibility requirements of the National Flood Insurance Program.*
- *Policy PFS-3.9 High Quality Service Provision. The City shall provide water service that meets or exceeds State and Federal drinking water standards.*

- *Policy PFS-4.1 Sewer Collection System Master Plan. The City shall maintain and implement the Sewer Collection System Master Plan.*
- *Policy PFS-4.2 Water Pollution Control Facility Master Plan. The City shall maintain and implement the Water Pollution Control Facility Master Plan.*
- *Policy PFS-5.1 Accommodate New and Existing Development. The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.*
- *Policy PFS-5.3 Watershed Drainage Plans. The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.*
- *Policy PFS-5.4 Green Stormwater Infrastructure. The City shall encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).*
- *Policy PFS-5.6 Grading Projects. The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage.*
- *Policy PFS-5.7 Diversion. The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.*
- *Policy PFS-5.8 Enhance Recreation and Habitat. The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.*
- *Policy HQL-7.3 Home Use of Hazardous Materials. The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.*

Conclusion

The GP EIR adequately evaluated the hydrology and water quality related impacts of the proposed project. The proposed project would not result in any new impacts related to hydrology and water quality as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

11. LAND USE AND PLANNING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion**Divide an Established Community**

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project would result in the development of a vacant parcel. The proposed project would not remove any public access, including pedestrian and bicycle access, and instead would provide connections to planned regional trail facilities. The proposed project would not result in a barrier within the project site that would impede access, nor would it result in a removal of a major means of access. The proposed project would not inhibit public connectivity and would not physically divide an established community. This impact would not result in new significant or substantially more severe significant impacts beyond those analyzed in the GP EIR.

Conformance with Land Use Plans

The General Plan Land Use Map designates Parcel Group 3 as Parks and Recreation (PR), Limited Open Space (LOS), Limited Medium Density Residential (LMDR) (8.7 to 12 dwelling units per net acre), and Low Density Residential (LDR). Parcel Group 3 is zoned Open Space (OS), Medium Density Residential (minimum lot area – 4,000 square feet) (RMB4), and Single -Family Residential (RS). Permitted uses in the RM District, where the proposed development is located within the site, include residential uses, home day cares, and public agency facilities, which include schools, churches, parks, playgrounds and other facilities for public use. The site is also located within the Hayward Foothills Trail Special Design District (SD-7). The purpose of the Hayward Foothills Trail Special Design District is to ensure development of a continuous trail along the 238 Bypass Land Use Study properties. Specific development standards and design guidelines are outlined for the trail with a general location of the trail in the City of Hayward Zoning Ordinance.

The proposed project is consistent with the type and intensity of development allowed within the General Plan Land Use Designation with the State Density Bonus allowances. Additionally, the proposed project would comply with the City's Hillside Design and Urban/Wildland Interface Guidelines, as well as, General Plan policies, which promote grading, landscaping, street design, and clustering of development in hillside areas to protect aesthetics, natural topography and views of surrounding open space. The proposed project would not require changes to General Plan land use

designations or Zoning designations. Therefore, the proposed project would not result in new significant or substantially more severe significant impacts related to conformity with land use plans beyond those already analyzed in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to land use and planning were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

- *Policy LU-1.3 Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*
- *Policy LU-1.7 Design Guidelines. The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.*
- *Policy LU-2.14 University-Oriented Uses. The City shall support the development of university-oriented uses, including student and faculty housing, satellite campuses and university-oriented retail and service uses, within the City's Priority Development Areas (excluding the Cannery Transit Neighborhood).*
- *Policy LU-3.1 Complete Neighborhoods. The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.*
- *Policy LU-3.6 Residential Design Strategies. The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:*
 - *Creating a highly connected block and street network.*
 - *Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.*
 - *Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.*

- *Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.*
- *Locating parking facilities below or behind apartment and condominium buildings.*
- *Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.*
- *Ensuring that windows are provided on facades that front streets or public spaces.*
- *Policy LU-3.6 Residential Design Strategies. The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:*
 - *Creating a highly connected block and street network.*
 - *Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.*
 - *Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.*
 - *Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.*
 - *Locating parking facilities below or behind apartment and condominium buildings.*
 - *Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.*
 - *Ensuring that windows are provided on facades that front streets or public spaces.*
- *Policy LU-7.2 Ridgelines. The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend development with the natural features of the hillside.*
- *Policy LU-7.3 Hillside Street Layouts. The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.*
- *Policy LU-7.4 Hillside Street Design. The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curb and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.*

- *Policy LU-7.5 Clustered Developments. The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.*
- *Policy NR-6.8 NPDES Permit Compliance. The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.*
- *Policy NR-8.1 Hillside Residential Design Standards. The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.*
- *Policy NR-8.2 Hillside Site Preparation Techniques. The City shall require low-impact site grading, soils, repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.*
- *Policy M-1.3 Multimodal Connections. The City shall implement a multimodal system that connects residents to activity centers throughout the City, such as commercial centers and corridors, employment centers, transit stops/stations, the airport, schools, parks, recreation area, and other attractions.*
- *Policy M-1.4 Multimodal System Extensions. The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the City's multimodal system, maximizes connections, and minimizes barriers to connectivity.*
- *Policy M-1.6 Bicycling, Walking and Transit Amenities. The City shall encourage the development of facilities and services (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*
- *Policy M-1.7 Eliminate Gaps. The City shall strive to create a more comprehensive multimodal transportation system by eliminating gaps in roadways, bikeways, and pedestrian networks, increasing transit access in underserved areas, and removing natural and man-made barriers to accessibility and connectivity.*
- *Policy M-3.6 Context Sensitive. The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.*

- *Policy M-3.8 Connections with New Development. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways and transit facilities.*
- *Policy M-5.2 Pedestrian System. The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways through the City that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.*
- *Policy M-6.1 Bikeway System. The City shall maintain and implement the Hayward Bicycle Master Plan.*
- *Policy M-6.5 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, and do not interfere with existing and proposed bicycle facilities.*
- *Policy HAZ-2.7 Dam Failure. The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.*
- *Policy HAZ-3.3 Flood Plain Management Ordinance. The City shall maintain and enforce a Flood Plain Management Ordinance to:*
 - *Promote public health, safety, and general welfare by minimizing public and private losses due to floods;*
 - *Implement the Cobey-Alquist Flood Plain Management Act, and*
 - *Comply with the eligibility requirements of the National Flood Insurance Program.*
- *PFS-1.3 Public Facility Master Plans. The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.*
- *PFS-3.2 Urban Water Management Plan. The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.*
- *PFS-3.14 Water Conservation Standards. The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).*

- *Policy PFS-5.1 Accommodate New and Existing Development. The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.*
- *Policy PFS-5.3 Watershed Drainage Plans. The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.*
- *Policy PFS-5.8 Enhance Recreation and Habitat. The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.*
- *Policy PFS-7.3 Landfill Capacity. The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region of the duration of the contract with its landfill franchise.*
- *Policy PFS-7.4 Solid Waste Diversion. The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.*

Conclusion

The GP EIR adequately evaluated the potential land use impacts of the proposed project. The proposed project would not result in any new impacts related to land use as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

12. MINERAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Mineral resources that exist or existed within the City limits include stone, limestone, clay, fire clay, halite, and salt. The La Vista Quarry, located to the east of Mission Boulevard and Tennyson Road, is designated as a mineral resource site of regional significance; however, all operations at the La Vista Quarry site have been terminated due to depletion of aggregate resources. No other significant mineral resources are located within the City.³⁹ As such, implementation of the proposed project would have no impacts on mineral resources.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to mineral resources were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

- *Policy NR-5.1 Mineral Resource Protection. The City shall protect mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction by limiting new residential or urban uses that would be incompatible with mining and mineral extraction operations.*

Conclusion

The GP EIR adequately evaluated the mineral resources impacts of the proposed project. The proposed project would not result in any new impacts related to mineral resources as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

³⁹ Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

13. NOISE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The predominant sources of noise include traffic noise from major roadways, freight and passenger trains, and aircraft. Noise generated by industrial facilities and other stationary sources contribute to the ambient noise levels in their general area.⁴⁰ Table E summarizes the modeled existing traffic noise levels on the nearest major roadway segment to Parcel Group 3. The information in Table E is summarized from Table 9-11 in the Hayward 2040 General Plan Background Report. The segment of Mission Boulevard from Jefferson Street to Tennyson Road is the closest segment to Parcel Group 3. Existing noise levels along this stretch of roadway are 72 dB from 50 feet from the roadway centerline.

Table E: Summary of Modeled Existing Traffic Noise Levels of Roadway Adjacent to Parcel Group 3

Roadway Segment	Location	dB at 50 feet from Roadway Centerline	Feet from Roadway Centerline (Distance to Noise Contours)			
			70 dBA	65 dBA	60 dBA	55 dBA
Mission Boulevard	Jefferson Street to Tennyson Road	72	72	231	730	2,307

Source: Hayward, City of, 2014. *Hayward 2040 General Plan Background Report*.

Certain land uses are considered more sensitive to noise than others. Examples include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Surrounding land uses include the former La Vista Quarry, planned for a future regional park, and undeveloped open

⁴⁰ Hayward, City of, 2014b. op. cit.

grassland to the east, Calhoun Street and riparian woodlands to the north, and residential development to the south and west.

The Hayward Executive Airport, located in the northwestern portion of the City, also generates noise from flight operations. However, the parcel group is located outside of the Hayward Executive Airport influence area.⁴¹

Construction-Period Impacts

The Hayward Municipal Code limits construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Saturday and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and holidays. In addition, the Hayward Municipal Code limits noise levels generated by an individual device or piece of equipment to no more than 83 dBA at a distance of 25 feet from the source and the noise level at any point outside of the property plane⁴² shall not exceed 86 dBA.

The GP EIR determined that implementation of projects under the General Plan would involve construction that would result in temporary noise generated primarily from the use of heavy-duty construction equipment. The GP EIR identified that construction activities associated with future planned development could include site preparation (e.g., excavation, grading), laying of concrete foundations, paving, equipment installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders.

As discussed in the GP EIR, with regard to construction noise, the site preparation phase typically results in the most noise generation from the use of heavy-duty equipment such as excavators, graders, dozers, loaders, and trucks. Based on typical equipment noise levels and accounting for typical usage factors of individual pieces of equipment associated with a typical site preparation phase of construction, the GP EIR determined that construction noise could result in noise levels of up to 93 dB L_{eq} and 97 dB L_{max} at 25 feet from a typical construction site, which would exceed the limits allowed by the adopted Municipal Code.

The GP EIR identified Mitigation 15-1, which would limit construction activities to the less sensitive times of the day, require site-specific noise studies to reduce potential impacts, and preparation and adoption of a Construction Noise Control Ordinance that would apply to all construction projects, including discretionary projects. With adoption of the General Plan Policies and implementation program, the GP EIR concluded that exposure of sensitive receptors located near construction activities to excessive noise levels would be avoided or reduced to a less-than-significant level.

⁴¹ Alameda County Community Development Agency, 2012. *Hayward Executive Airport - Airport Land Use Compatibility Plan*.

⁴² According to the City of Hayward Municipal Code, “property plane” means a vertical plane including the property line, which determines the property boundaries in space.

The project site is primarily surrounded by the former La Vista Quarry, planned for a future regional park, and undeveloped open grassland to the east, Calhoun Street and riparian woodlands to the north, and residential development to the south and west.

Consistent with development contemplated under the General Plan and in the GP EIR, construction of the proposed project would result in noise levels up to 93 dB L_{eq} and 97 dB L_{max} at 25 feet from a typical construction site. As identified above, the Hayward Municipal Code limits noise levels generated by an individual device or piece of equipment to no more than 83 dBA at a distance of 25 feet from the source and the noise level at any point outside of the property plane shall not exceed 86 dBA. The project's construction noise levels could result in an exceedance of the City's allowable construction noise levels from construction equipment and could result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Consistent with Mitigation 15-1 identified in the GP EIR, and General Plan Policies HAZ-8.17, *Community Noise Control Ordinance*, HAZ-8.20, *Construction Noise Study*, HAZ-8.21, *Construction and Maintenance Noise Limits*, and HAZ-8.24, *Construction Noise Control Ordinance*, the City will require an additional noise impact assessment for the proposed project, which will limit the hours of construction to less sensitive hours of the day, and will enforce the Construction Noise Control Ordinance to minimize noise impacts associated with construction. In compliance with these policies and Mitigation 15-1, the following Standard Condition of Approval for project construction would be implemented to reduce potential construction-period noise impacts for the indicated sensitive receptors to less-than-significant levels:

- The project contractor shall implement the following measures during construction of the project:
 - Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
 - Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
 - Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.
 - Construction haul trucks and materials delivery traffic shall avoid residential areas whenever feasible.
 - Prohibit extended idling time of internal combustion engines.
 - Ensure simultaneous operation of multiple pieces of construction equipment would not occur near noise-sensitive receptors. The construction contractor shall limit the use of construction equipment within 20 feet of noise-sensitive receptors to one piece of equipment at a time.

- Ensure that all general construction related activities are restricted to between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Saturday and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and holidays.
- Temporary noise control blanket barriers shall be installed in a manner to shield adjacent land uses.
- All noise-sensitive receptors located within 500 feet of the project site shall be sent a notice regarding the construction schedule. A sign legible at a distance of 50 feet shall also be posted at the project site. All notices and the signs shall indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.”
- Designate a “disturbance coordinator” at the City of Hayward who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem, and ensure noise levels do not exceed noise ordinance standards.
- The City (or a City appointed disturbance coordinator) shall conduct spot-check short-term noise monitoring during construction activities within residential areas to evaluate noise impacts on sensitive receptors, specifically residences located adjacent to the project site.
- For days when construction activities would occur within 500 feet of an adjacent residence, such residents may request City provided lodging, to reduce construction noise impacts. Lodging accommodations shall be at the City’s discretion. Affected residents shall request such accommodations through the City appointed disturbance coordinator.

Implementation of the above best management practices would limit construction activities to the less noise-sensitive periods of the day and would reduce construction noise impacts to the extent feasible. With implementation of this Standard Condition of Approval, the proposed project would not result in new significant or substantially more severe significant impacts related to construction noise compared to the impacts identified in the GP EIR.

Vibration Impacts

The GP EIR determined that construction activities due to implementation of the General Plan could result in the temporary ground vibration from the use of heavy-duty construction equipment as well as long-term exposure to ground vibration from sources such as trains, busses, and Bay Area Rapid Transit (BART) trains. The GP EIR also indicated that the General Plan contains policies that require construction activities located in close proximity to existing sensitive land uses, as well as new development projects located in close proximity to vibration noise sources, to conduct vibration noise studies. Noise studies would determine vibration impacts, and the City would require all feasible mitigation to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. Therefore, the GP EIR determined that new development would not be exposed to excessive levels of vibration and this impact would be less than significant.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The proposed project is not located within close proximity to major vibration sources (e.g., railroads, freeways, BART lines). In addition, the streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and no vibration impact analysis of on-road vehicles is necessary. Once constructed, the proposed project would not contain uses that would generate groundborne vibration. This impact would be less than significant.

Construction Vibration. Construction of the project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table F shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table F, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne vibration has the potential to result in annoyance to residents and workers, but would not cause any damage to the buildings.

Table F: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 feet	
	PPV (in/sec)	L _v (VdB) ^a
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).^a RMS vibration velocity in decibels (VdB) is 1 μ in/sec. μ in/sec = micro-inches per second

PPV = peak particle velocity

FTA = Federal Transit Administration

RMS = root-mean-square

in/sec = inches per second

VdB = vibration velocity decibels

L_v = velocity in decibels

Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residential buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$\begin{aligned} L_{vdB}(D) &= L_{vdB}(25 \text{ feet}) - 30 \log(D/25) \\ PPV_{equip} &= PPV_{ref} \times (25/D)^{1.5} \end{aligned}$$

The project site is primarily surrounded by the former La Vista Quarry, planned for a future regional park, and undeveloped open grassland to the east, Calhoun Street and riparian woodlands to the north, and residential development to the south and west.

Based on distance attenuation, groundborne vibration levels associated with heavy construction equipment would exceed the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage when heavy construction equipment is used within 15 feet of existing structures. Consistent with General Plan Policy HAZ-8.22, *Vibration Impact Assessment*, the City will require a further vibration impact assessment for the proposed project. In compliance with General Plan Policy HAZ-8.22, as a Standard Condition of Approval for the proposed project the City will require that the use of heavy construction equipment within 15 feet of existing structures be prohibited. With implementation of this Standard Condition of Approval, construction vibration levels would be below the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage. Therefore, impacts associated with construction vibration would be considered less than significant. With implementation of this Standard Condition

of Approval, the proposed project would not create impacts related to construction vibration substantially more severe than impacts identified in the GP EIR.

Traffic Noise Impacts

As identified in the GP EIR, future planned development with implementation of the General Plan could be exposed to existing community noise as well as increases in traffic noise due to anticipated traffic increases on transportation networks within the Hayward Planning Area. In addition, existing development within the Hayward Planning Area may also be exposed to increases in traffic noise as a result of implementing the General Plan.

The GP EIR modeled existing and future traffic noise levels throughout the City to determine the anticipated traffic noise levels along major roadways. Based on the modeling, future projected traffic volumes on modeled roadways would result in some level of traffic noise increase in most cases (in some cases traffic-related noise decreases slightly). The GP EIR identified increases in traffic noise that ranges from 3 dB up to an approximate 15 dB increase. Based on human perception of noise increase, 3 decibels is perceived as barely noticeable. Thus, with regard to traffic noise specifically, a noticeable increase in noise (i.e., 3 dB or greater), for the purposes of this analysis, would be considered a substantial increase in noise.

The GP EIR identified Mitigation 15-2, which requires all new development to comply with the City's noise standards, noise mitigation procedures, and sensitive land use siting policies. Mitigation 15-2 would require new projects to evaluate noise exposure and provide mitigation measures to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, Mitigation 15-2 requires project-level noise studies to comply with adopted noise standards to ensure that individuals are not exposed to excessive noise levels.

Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. As indicated above, a characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. The proposed project would generate approximately 1,660 average daily trips. Based on the Hayward 2040 General Plan Background Report, the adjacent Mission Boulevard carries approximately 34,290 average daily trips. Project trips would represent a small increase in noise level, up to approximately 0.2 dBA CNEL based on the following equation:

$$\text{Change in (dBA)} = 10 * \log_{10} \left(\frac{\text{Current Volume}}{\text{Future Volume}} \right)$$

Project daily trips would not result in a perceptible noise increase along any roadway segment in the project vicinity and therefore, the noise increase would be less than significant. The proposed project would not create impacts related to traffic noise substantially more severe than impacts identified in the GP EIR.

Stationary Noise Impacts

Stationary and area sources include landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, generators, heating, ventilation, and air conditioning [HVAC] units), garbage collection activities, commercial and industrial activities, and other stationary and area sources such as people's voices, amplified music, and public address systems.

As discussed in the GP EIR, adoption of the General Plan would include policies that require project-level noise studies to be conducted for projects prone to high noise exposure. The noise studies would evaluate noise standard compliance of the project as well as provide mitigation measures to reduce noise exposure and meet City noise goals, policies, and standards. Based on the type of development that would occur with implementation of the General Plan (e.g., mostly residential and commercial), it is anticipated that stationary sources would be generally minor (e.g., HVAC units, loading docks, yard maintenance equipment) and would be able to meet adopted noise standards and policies with implementation of feasible mitigation, as recommended by project-level studies. Therefore, the GP EIR determined that additional stationary sources that result from implementation of the General Plan would comply with all City noise standards, and future or existing sensitive receptors would not be exposed to excessive noise levels from these types of sources.

The proposed project would include new affordable housing units and a charter school and early education facility serving approximately 384 students from age 3 through 5th/6th grade. Implementation of the proposed project could result in an increase in ambient noise levels in the vicinity of the project area associated with outdoor play and assembly, drop-off/pick-up activities, and HVAC equipment.

Outdoor Play and Assembly. Implementation of the proposed project could result in an increase in ambient noise levels in the vicinity of the project site with outdoor play and outdoor assembly areas. In addition, the project would utilize a loudspeaker and bell system. Outdoor activity and loudspeaker and bell systems typically generate maximum noise levels of 70 dBA L_{max} at 5 feet.

The closest sensitive receptors include multi-family residential uses located approximately 75 feet from the proposed school. At 75 feet, there would be a minimum of 23 dBA reduction in noise levels due to distance from the baseline noise level of 70 dBA L_{max} at 5 feet. Therefore, maximum noise levels generated by outdoor play and outdoor assembly areas at the nearest sensitive receptors would be approximately 47 dBA L_{max} . The dominant noise source in the project vicinity is from traffic noise. As identified above, existing traffic noise levels are 72 dB from 50 feet from the centerline of Mission Boulevard. Therefore, noise levels associated with the proposed school would be lower than existing noise sources in the project vicinity. Therefore, the proposed project would not result in substantial increases in noise at noise sensitive land uses due to distance attenuation. The project would not expose persons to noise levels in excess of noise standards and noise impacts would be less than significant. The proposed project would not create impacts related to stationary noise sources that would be substantially more severe than impacts identified in the GP EIR.

Drop-Off/Pick-Up Activities. Vehicular access to the school site for drop-off and pick-up would be provided by a new driveway stemming from Tennyson Road connecting to the internal site roadway.

A roundabout is proposed along the internal roadway to connect the school portion of the project site to the residential development. The school would offer extended hours for the pick-up and drop-off of students, typically a one-hour drop-off window from 7:30 a.m. to 8:30 a.m. and a two-hour pick-up window from 3:30 p.m. to 5:30 p.m. once the school is fully enrolled. The pick-up and drop-off queue would begin on Tennyson Road, proceed around the roundabout, and break off for a dedicated “in-car” drop-off for students in grades K through 5. For the early childhood education center students, the drop-off pattern and queuing would extend to Building B, with dedicated walk-in drop-off parking stations provided outside of the main entrance to the early childhood education center.

Drop-off and pick-up periods would increase noise levels. Representative parking lot activities, such as parents or students conversing and slamming doors, would generate approximately 60 to 70 dBA L_{max} at 50 feet. The pick-up and drop-off queue is located approximately 150 feet from the existing multi-family residential uses. At 150 feet, there would be a minimum of 9 dBA reduction in noise levels due to distance from the baseline noise level of 60 to 70 dBA L_{max} at 50 feet. Therefore, maximum noise levels generated by drop-off and pick-up activities at the nearest sensitive receptors would be approximately 51 to 61 dBA L_{max} . However, peak noise levels from parking lot activities would only occur for one to two hours during school drop-off and pick-up times. When averaged over a 24-hour period, parking lot activities would not cause an increase in noise levels of more than 3 dBA. Therefore it is not expected that the proposed project would substantially increase noise levels over existing conditions and the proposed project would not result in substantial increases in noise at noise sensitive land uses due to distance attenuation. The project would not expose persons to noise levels in excess of noise standards and noise impacts would be less than significant. The proposed project would not create impacts related to stationary noise sources substantially more severe than impacts identified in the GP EIR.

HVAC Equipment. Implementation of the proposed project would generate various on-site stationary noise sources, including mechanical equipment, parking lot activities, and trash collection.

HVAC equipment is typically the primary noise source associated with residential uses. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. HVAC operations would be required to meet all noise standards.

Because the proposed project design details are conceptual at this time, the exact details of the location and sizing of the project’s HVAC equipment are not currently foreseeable. Therefore, for purposes of this analysis, 75 dBA at 3 feet was assumed to represent HVAC-related noise.⁴³ This analysis assumes that the closest existing sensitive receptors would be located approximately 20 feet from proposed new residences. Adjusted for distance to the nearest off-site sensitive receptors, the off-site residences would be exposed to a noise level of 59 dBA L_{max} generated by HVAC equipment. It is assumed that, as a worst-case scenario, HVAC equipment would operate continuously through the day, evening, and night; however, this noise level would not exceed the City’s noise level standards for residential land uses. The proposed project could also generate noise

⁴³ Trane, 2002. *Sound Data and Application Guide for the New and Quieter Air-Cooled Series R Chiller*.

associated with landscaping and garbage collection activities; however, these noise levels would be required to comply with Section 4-1.03.1 of the Municipal Code, which limits noise levels at residential properties to 70 dBA between 7:00 a.m. and 9:00 p.m. and 60 dBA between 9:00 p.m. and 7:00 a.m. The project would not expose persons to noise levels in excess of noise standards and noise impacts would be less than significant. The proposed project would not create impacts related to stationary noise sources that would be substantially more severe than impacts identified in the GP EIR.

Land Use Compatibility

The City sets forth normally acceptable noise level standards for exterior noise and land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for multifamily residential land uses is up to 65 dBA L_{dn} . The normally acceptable interior noise level for residential units is 45 dBA L_{dn} . The noise environment at the project site is dominated by vehicle traffic on Mission Boulevard. The traffic noise modeling presented in Table E indicates that traffic noise levels would be approximately 72 dBA L_{max} at 50 feet from Mission Boulevard. The project site is located approximately 480 feet east of Mission Boulevard. Therefore, based on distance attenuation, the closest proposed residence would be subject to traffic noise levels of approximately 52 dBA L_{dn} . Based on the City's noise compatibility standards, this noise level is considered normally acceptable for multifamily residential and school land uses, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. The proposed project would meet the City's exterior noise compatibility standards for multifamily residential and school land uses and would be considered to have an acceptable exterior noise level for open space areas. In addition, based on standard exterior to interior noise attenuation rates, with windows closed, the interior noise level of 45 dBA L_{dn} would be met and this impact would be less than significant. The proposed project would not create impacts related to noise and land use compatibility substantially more severe than impacts identified in the GP EIR.

Aircraft Noise Source Impacts

The Hayward Executive Airport, located in the northwestern portion of the City, also generates noise from flight operations. However, the parcel group is located outside of the Hayward Executive Airport influence area.⁴⁴ The proposed project would not expose people residing or working in the project area to excessive noise levels due to the proximity of a public or public use airport. This impact would be less than significant. The proposed project would not create impacts related to aircraft noise substantially more severe than impacts identified in the GP EIR.

Applicable Mitigation

Consistent with Mitigation 15-1 and 15-2 identified in the General Plan EIR, the potential noise impacts associated with construction and operation of the proposed project have been analyzed. Implementation of the Standard Condition of Approval, described above, would ensure construction noise associated with the proposed project would be less than significant, in compliance with the

⁴⁴ Alameda County Community Development Agency, 2012. *Hayward Executive Airport - Airport Land Use Compatibility Plan*.

City's Construction Noise Control Ordinance. As described above, the proposed project would meet the City's exterior noise compatibility standards for multifamily residential and school land uses and would be considered to have an acceptable exterior noise level for open space areas on the site. No additional mitigation is required.

Applicable Policies

General Plan Policies

- *Policy HAZ-8.1: Locating Noise Sensitive Uses. The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise.*
- *Policy HAZ-8.2: Noise Study and Mitigation. The City shall require development projects in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, and aircraft or other non-transportation noise sources) to conduct a project level environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table HAZ-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems, and the installation of noise attenuating windows and wall/ceiling insulation.*
- *Policy HAZ-8.5: Residential Noise Standards. The City shall require the design of new residential development to comply with the following noise standards:*
 - *The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an L_{dn} of 45 dB with windows closed.*
 - *For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 p.m. to 7:00 a.m.), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 a.m. to 10:00 p.m.) with windows closed.*
 - *The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, duplex or mobile home, which is typically the backyard or a fenced side yard, shall be an L_{dn} of 60 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.*
 - *The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; and*

common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an L_{dn} of 65 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

- *The maximum acceptable exterior noise level for the primary open space area of urban residential infill and mixed-use projects (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family or mixed-use projects) shall be an L_{dn} of 70 dB. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard). This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.*
- *Policy HAZ-8.8: Park Noise. The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes.*
- *Policy HAZ-8.17: Community Noise Control Ordinance. The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities.*
- *Policy HAZ-8.20: Construction Noise Study. The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.*
- *Policy HAZ-8.21: Construction and Maintenance Noise Limits. The City shall limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00 a.m. to 7:00 p.m. Monday through Saturday and 10:00 a.m. to 6:00 p.m. on Sundays and holidays).*
- *Policy HAZ-8.22: Vibration Impact Assessment. The City shall require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.*
- *Policy HAZ-8.24: Construction Noise Control Ordinance. The City shall develop noise control standards to regulate noise levels generated from temporary construction and landscaping activities.*
- *Implementation Program HAZ 7: Construction Noise Control Ordinance. The City shall prepare and adopt a Construction Noise Control Ordinance to regulate the noise levels generated from temporary construction and landscaping activities. The ordinance shall include decibel level thresholds that should not be exceeded for construction equipment as well as establish*

appropriate hours and reduction measures for construction and landscaping activities to minimize impacts on nearby sensitive receptors.

Conclusion

The GP EIR adequately evaluated the noise impacts of the proposed project and with implementation of Standard Conditions of Approval, the proposed project would not result in new significant or substantially more severe impacts related to noise associated with the proposed project than was analyzed in the GP EIR.

14. POPULATION AND HOUSING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion**Population Growth**

The proposed project would generate housing-related population growth by adding approximately 176 affordable housing units to the City's housing stock. The Housing Element states that the City had an average of 3.12 persons per household. Based upon an average of 2.57 persons per household, the proposed project would increase the City's population by approximately 452 residents.⁴⁵ This increase represents about 0.31 percent of the City's total estimated 2012 population (147,119). The estimated population generated by the project (452 residents) would represent approximately 0.25 percent of the City's projected 2040 population (183,533). The population growth anticipated between 2012 and 2040 is expected to be 36,420; population associated with the project would represent 1.2 percent of the anticipated growth.

The proposed project is located within the city limits of the City of Hayward. The site is identified in the General Plan for residential development and the density and intensity of development is consistent with the General Plan Land Use designation. The extension of infrastructure onto the project site, including roadways and utilities that would only serve the proposed development, would not contribute to or cause additional growth to occur outside of the City boundaries or elsewhere within the vicinity of the project site, as the project site is surrounded by existing development. Further, the proposed elementary school would not generate new population growth, but would instead serve the existing population.

The proposed project would not induce substantial unanticipated population growth in the City, and the population increase would fall within the increase identified in the City's General Plan, including the Housing Element. Therefore, the proposed project would not result in new significant or substantially more severe significant population growth than was analyzed and described in the GP EIR.

⁴⁵ Using the California Department of Housing and Community Development's occupancy standard of the number of bedrooms plus one, the proposed project would generate an average of 2.57 persons per household. Therefore, the estimated number of residents would be $2.57 \times 176 \text{ units} = 452 \text{ persons}$.

Displacement of Existing People or Housing

The proposed project would not displace substantial numbers of existing housing or people, such that replacement housing would need to be constructed elsewhere, as the site is currently vacant. This potential impact would be considered less than significant. Therefore, the proposed project would not result in new significant or substantially more severe significant housing impacts than were analyzed and described in the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to population and housing were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.2 Urban Limit Lines. The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.*
- *Policy LU-1.3 Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*

Conclusion

The GP EIR adequately evaluated the potential population and housing impacts of the proposed project. The proposed project would not result in any new impacts related to population and housing impacts as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

15. PUBLIC SERVICES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion**Fire and Police Protection**

The proposed project would increase demand for fire protection, police, and emergency medical services due to the increased population and development at the project site. However, the increase in demand is not expected to require construction of a new police or fire station to serve the project.

Development associated with the proposed project would be constructed in conformance with current building codes, which require features to reduce potential fire hazards. The Hayward Police Department (HPD) would also review project design to ensure it incorporates appropriate safety features to minimize criminal activity.

General Plan policies ensure that the City reviews HPD and HPFD staffing levels to ensure the availability of adequate police and fire manpower and service facilities. Additionally, General Plan policies would prevent future growth that exceeds the community capability to provide service, including fire and police services. The implementation of these policies would ensure that adequate capital improvements are made to accommodate the increased demand for police and fire protection services. Therefore, because development associated with the proposed project is within the projections analyzed by the GP EIR, potential impacts associated with an increase in demand for police and fire protection services are considered less-than-significant and do not require mitigation.

Schools

The proposed project would include a maximum of 176 new multi-family residential units. Using student yield rates provided by HUSD⁴⁶ (see Table G), the project site could generate approximately 75 students associated with proposed multi-family units that would attend HUSD schools.

Table G: Student Generation Rates

Grade Level	Proposed Dwelling Units	Student Generation Rate Used by School District for Residential Developments	Additional Students Generated by Proposed Project
Elementary (K-6)	176	0.243	43
Middle (7-8)	176	0.063	11
High (9-12)	176	0.119	21
Total	176	0.425	75

Source: Government Financial Strategies, Inc. 2007

As described in the Background Report prepared for the 2040 General Plan, HUSD operates 22 elementary, five middle, and four high schools. Burbank Elementary School and Cherryland Elementary School are the only overcrowded schools. However, the total number of elementary students is far below capacity, similar to middle and high schools.

The additional 75 school students would not likely exceed the current capacities available within HUSD District. Due to HUSD's recent declining enrollment, planned new facilities would not likely be needed to accommodate additional students generated by the proposed project. In order to fund the development and construction of new school facilities, HUSD receives \$3.20 per square foot of new residential development and \$0.51 per square foot of new commercial development. These fees were adopted on December 12, 2012, and are the maximum allowed by State law.

New residential projects in Hayward are subject to statutory fees established by the State, which in turn would be used to fund new school facilities. General Plan policies would require the City to ensure that schools are available to serve new development, to the extent allowed by State law. The implementation of these policies would ensure the planning of new school facilities to accommodate projected increases in student enrollment. The payment by developers of statutory fees would provide funding for planned school projects.

In addition, the proposed project would also include a charter school, The Primary School – Hayward Campus, serving approximately 384 students from age 3 through 5th/6th grade. Development of the charter school would partially offset the impact to HUSD schools associated with the residential

⁴⁶ Government Financial Strategies, Inc., 2007. Hayward Unified School District Developer Fee Justification Study. January. Available online at: <http://haywardusd-ca.schoolloop.com/file/1285481586257/1431759928851/1644746751803374982.pdf> (Accessed April 22, 2019).

development at the project site as it is the goal and intent of the school to draw students from the proposed development, to the extent possible.

Therefore, because the level of development and project population growth associated with the proposed project is consistent with that analyzed in the GP EIR, implementation of the proposed project would not result in demand for school services beyond existing or planned capacity of the Hayward Unified School District and California State University East Bay. As such, potential impacts associated with schools are considered less-than-significant and do not require mitigation.

Parks

The proposed project would include approximately 21 acres of dedicated open space, which would encompass the northern portion of the project site. The Hayward Area Recreation District (HARD) uses a standard of 5 acres per 1,000 residents district-wide (see Policy HQL-10.2). The proposed project would generate an estimated population of 452 residents; given the HARD park standards, as well as the amount of park acreage included in the project, the proposed project would meet the City's standard and would increase the amount of park acreage available to City residents.

Therefore, because the proposed project would contribute to the total open space within the City and would not result in an increase in population above what was already analyzed in the GP EIR, the proposed project would result in a reduced impact related to the provision of parks as compared to the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to public services were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy LU-1.3 Growth and Infill Development. The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.*
- *Policy LU-3.1 Complete Neighborhoods. The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.*
- *Policy LU-3.2 Centralized Amenities. The City shall encourage the development of neighborhood amenities and complementary uses in central locations of the neighborhood whenever feasible.*

- *Policy LU-7.6 Open Space Access. The City shall require new hillside development to provide public trail access (as appropriate) to adjacent greenways, open space corridors, and regional parks.*
- *Policy HAZ-5.1 Wildland/Urban Interface Guidelines. The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.*
- *Policy HAZ-5.2 Fire Prevention Codes. The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.*
- *Policy HAZ-5.3 Defensible Space and Fuel Reduction. The City shall promote defensible space concepts to encourage property owners to remove overgrown vegetation and to reduce fuel loads on hillside properties, especially near structures and homes.*
- *Policy CS-1.9 Crime Prevention Through Environmental Design. The City shall continue to include the Police Department in the review of development projects to promote the implementation of Crime Prevention Through Environmental Design (CPTED) principles.*
- *Policy CS-1.10 Lighting. The City shall encourage property owners to use appropriate levels of exterior light to discourage criminal activity, enhance natural surveillance opportunities, and reduce fear*
- *Policy CS-1.11 Technology. The City shall encourage and support the use of technology (such as private surveillance cameras, deployed public camera systems, theft-prevention devices, emergency call boxes, alarms, and motion-sensor lighting) to discourage crime.*
- *Policy CS-2.2 Police Strategic Plan. The City shall maintain and implement a Police Department Strategic Plan to:*
 - *Set near-term goals for the Department in response to a dynamic and changing environment.*
 - *Align police services with the community's desires and expectations.*
 - *Accurately assess the operational needs of the Police Department to best serve the Hayward community.*
- *Policy CS-2.3 Police Staffing. The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.*
- *Policy CS-2.4 Response Time for Priority 1 Calls. The City shall strive to arrive at the scene of Priority 1 Police Calls within 5 minutes of dispatch, 90 percent of the time.*

- *Policy CS-2.5 Police Equipment and Facilities. The City shall ensure that Police equipment and facilities are provided and maintained to meet modern standards of safety, dependability, and efficiency.*
- *Policy CS-2.6 Police Facilities Master Plan. The City shall maintain and implement a Police Department Facilities Master Plan that serves as the long-term plan for providing the Police Department with state-of-the-art equipment and facilities, including police headquarters, police substations, training facilities, detention facilities, shooting ranges, and emergency operations centers.*
- *Policy CS-2.13 Community Facilities Districts. The City shall consider the establishment of community facilities districts to ensure the new development does not constrain the City's ability to provide adequate police services to the Hayward community.*
- *Policy CS-2.14 Development Fees. The City shall consider the establishment of development impact fees to help fund Police Department operations.*
- *Policy CS-3.2 Fire and Building Codes. The City shall adopt and enforce fire and building codes.*
- *Policy CS-3.3 Development Review. The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards.*
- *Policy CS-3.4 Adequate Water Supply for Fire Suppression. The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.*
- *Policy CS-3.5 Water Supply Infrastructure. The City shall require development to construct and install fire suppression infrastructure and equipment needed to serve the project.*
- *Policy CS-3.7 Removal of Fire Hazards. The City shall maintain code enforcement programs that require private and public property owners to minimize fire risks by:*
 - *Maintaining buildings and properties to prevent blighted conditions,*
 - *Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and*
 - *Removing litter, rubbish, and illegally dumped items from properties.*
- *Policy CS-4.1 Fire Strategic Plan. The City shall maintain and implement a Fire Department Strategic Plan to:*
 - *Set near-term goals for the Department in response to a dynamic and changing environment.*
 - *Align fire and emergency medical services with the community's desires and expectations.*

- *Accurately assess the operational needs of the Fire Department to best serve the Hayward community.*
- *Policy CS-4.2 Fire Department Staffing. The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.*
- *Policy CS-4.3 Fire Department Response Times. The City shall maintain the ability to respond to fire and emergency medical calls based on the following standards:*
 - *The first unit shall arrive on scene within five minutes of dispatch, 90 percent of the time.*
 - *All remaining units shall arrive on scene within 8 minutes of dispatch.*
- *Policy CS-4.4 Timing of Services. The City shall ensure that growth and development does not outpace the expansion of Hayward Fire Department staffing and the development of strategically located and fully equipped fire stations.*
- *Policy CS-4.7 Fire Facilities Master Plan. The City shall develop, maintain, and implement Fire Department Facilities Master Plan that serves as the long-term for providing the Fire Department with state-of-the-art equipment and facilities.*
- *Policy CS-4.11 Community Facilities Districts. The City shall consider the establishment of community facilities districts to ensure the new development does not constrain the City's ability to provide adequate fire services to the Hayward community.*
- *Policy CS-4.12 Development Fees. The City shall consider the establishment of development impact fees to help fund Fire Department operations.*
- *Policy HQL-5.3 Eyes on the Street. They City shall promote urban design principles that support active use of public spaces in neighborhoods, commercial areas, and employment centers at all times of day. Active use of public spaces provides "eyes-on-the-street" to enhance public safety in these areas.*
- *Policy HQL-5.4 Safety Measures. They City shall improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible spaces within new development projects.*
- *Policy HQL-10.1 Parks and Recreation Master Plan. The City shall with HARD to maintain and implement the Parks and Recreation Master Plan.*
- *Policy HQL-10.2 Parks Standard. The City shall seek to increase the number of parks throughout the City by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents:*

- *Two acres of local parks,*
- *Two acres of school parks,*
- *Three acres of regional parks,*
- *One mile of trails and linear parks, and*
- *Five acres of parks district-wide.*
- *Policy HQL-10.3 Miniparks and Tot Lots. The City shall encourage the creation and maintenance of neighborhood “miniparks” and tot lots through partnerships with private, non-profit, and business interests in areas where it is not possible to meet HARD standards related to park size.*
- *Policy HQL-10.12 Maximum Park Dedications. The City shall maintain park dedication requirements and in lieu fees for new residential development at the maximum allowed under State law.*
- *Policy HQL-11.1 Recreational Corridors. The City shall establish and maintain an integrated recreational corridor system that connects regional trails (e.g., Bay Trail, the San Francisco Bay Area Water Trail, San Lorenzo Creek Trail, Ridge Trail, the Juan Bautista DeAnza National Historic Trail), Baylands (i.e., Hayward Regional Shoreline), local creeks and open space corridors, hillside areas, and EBRPD and HARD parks.*
- *Policy HQL-11.2 Greenway Corridors. The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.*
- *Policy HQL-11.3 Creekside Paths and Trails. The City shall seek to accentuate, “daylight”, and “green” creeks, culverts, and underground drainage infrastructure through infrastructure improvements and the development review process to establish or extend pathways and trails.*
- *Policy EDL-3.11 School Impact Fees. The City shall coordinate with school districts to ensure that the impacts of new development are identified and mitigated through the payment of school impact fees in accordance with State law.*
- *Policy EDL-6.1 Standard for Library Space. The City shall strive to expand library space within the community to meet and maintain a minimum standard of 0.75 square feet of space per 1,000 residents (excluding school and college libraries).*
- *Policy EDL-6.8 Library Impact Fee. The City shall consider the establishment of a library impact fee for new residential construction.*

Conclusion

The GP EIR adequately evaluated the potential public services impacts of the proposed project. The proposed project would not result in any new impacts related to public services as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

16. RECREATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

Discussion

As discussed in Section 14, Public Services, the proposed project would include approximately 21 acres of dedicated open space, which encompasses the northern portion of the project site. In addition, the proposed project would include an approximately 13,000-square-foot courtyard between the two residential buildings. The courtyard would provide a playground and open space for the multi-family residential development. Landscaping would be provided throughout the project site, in the parking area, and along the internal roadway. Approximately 158 trees would be planted as part of the proposed project. In addition, the project would provide connections to a regional trail facility. Therefore, the proposed project would result in reduced impacts to existing neighborhood and regional park facilities compared to those identified in the GP EIR since additional recreational opportunities would be provided on site.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Conclusion

The GP EIR adequately evaluated the potential recreation impacts of the proposed project. The proposed project would not result in any new impacts to recreation as compared to the GP EIR. Therefore, potential impacts would be less than significant and additional mitigation is not required.

17. TRANSPORTATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

This section summarizes the findings of the VMT Impact Assessment Memorandum⁴⁷ completed for the proposed project, as well as the analysis included in the GP EIR. The VMT Memorandum is available as part of the project file. As discussed in more detail below, no new significant or substantially more severe significant impacts related to traffic or circulation impacts were identified for the proposed project as compared to the 2040 General Plan.

Consistency with Adopted Policies

The Circulation Element of the City's General Plan provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods through the City while promoting multi-modal transportation. The General Plan contains goals and specific recommendations for facilitating traffic circulation, maintaining an acceptable level of service at signalized intersections, traffic demand management programs, parking management, and improving transit service and facilities for non-motorized transportation. The proposed project would be required to abide by these and all other applicable goals and policies in the adopted General Plan.

Project trip generation was estimated for the following three time periods: weekday daily, weekday AM peak hour and the weekday PM peak hour. Trip generation for the project's affordable housing component was estimated using rates for the Multifamily Housing Mid-Rise land use (Code 221) in the ITE Trip Generation Manual, 10th Edition. Trip generation for the project's charter school component was estimated using rates for the Charter Elementary School land use (Code 537). Given the charter school is in close proximity to residential units (including units on and adjacent to the project site), a 1 percent reduction was applied to the charter school trip generation to account for local non-motorized trips to the school. As shown in Table H, the project is expected to generate

⁴⁷ Kittelson & Associates, Inc. 2021. Hayward Parcel 3 Entitlements VMT Impact Assessment Memorandum. May 26.

1,660 weekday daily vehicle trips, 485 weekday AM peak hour vehicle trips, and 131 weekday PM peak hour vehicle trips.

Table H: Project Vehicle Trip Generation

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise) (ITE Code 221)	176 units	957	16	47	63	47	30	77
Charter Elementary School (ITE Code 537)	384 Students	710	226	200	426	19	35	54
<i>Local Non-Vehicle School Trips (1%)</i>		-7	-2	-2	-4	0	0	0
TOTAL PROJECT TRIPS		1,660	240	245	485	66	65	131

Source: Kittleson & Associates (2021)

As described further below, in June 2020, the City adopted a resolution with amendments to the Hayward 2040 General Plan establishing new VMT thresholds for CEQA analysis. The City's adopted VMT thresholds of significance and screening criteria are provided in its *Transportation Impact Analysis Guidelines*.⁴⁸ As described in the Transportation Impact Analysis Guidelines, City staff determine the need for a CEQA transportation analysis (CTA) in conformance with the CEQA guidelines and City policies. In addition, a local transportation analysis (LTA) may be required for conformance with the City's adopted plans and policies. Consistent with City requirements, a CTA (VMT Impact Assessment Memorandum) and LTA have been prepared for the proposed project and the project would be consistent with and would otherwise adhere to the CTA and the LTA. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system.

Transit, Bicycle and Pedestrian Facilities

As noted in the GP EIR, buildout of the General Plan area, which includes buildout of the proposed project site, is not anticipated to generate transit ridership that would exceed the available capacity of the transit system. In addition, according to the LTA,⁴⁹ the proposed project is not expected to degrade local access to bus stops along Mission Boulevard (such as the stops at the intersections with Tennyson Road and Hancock Street) which can be accessed via the local sidewalk network and existing facilities such as curb ramps and crosswalks. There are no bus stops near the project or abutting the project driveways.

Arterial and collector roadways in the project area have mostly complete sidewalk coverage, but there are many gaps along local residential roads, including those near the East 16th Street access driveways for the proposed project. At the project's primary vehicular access points (the East 16th Street/Hancock Street and Site Access/Tennyson Road intersections) there are no marked crosswalks. Pedestrian access would be provided throughout the project site via internal walkways and sidewalks. In addition, the proposed project would include a connection to the Hayward Foothill Trail at the southeastern and northern edges of the site, extending up to a planned internal road in

⁴⁸ Hayward, City of. 2020. City of Hayward Transportation Impact Analysis Guidelines Final Draft. December.

⁴⁹ Kittleson & Associates, Inc. 2021. Parcel Group 3 Entitlements Local Transportation Analysis. June.

the future La Vista Park. The trail would connect to a sidewalk that allows for internal site access without the need to use the vehicular access driveway off Tennyson Road. Consistent with General Plan policies supporting alternative modes, the City would require implementation of treatments to facilitate pedestrian access to the project site and generally improve pedestrian safety in the study area, as part of the design review process and conditions of approval for the proposed project.

Existing bikeways in the project area include Class II bike lanes in both directions along Tennyson Road. The City of Hayward Bicycle & Pedestrian Master Plan includes planned Class IV separated bike lanes along Mission Boulevard and along Tennyson Road west of Mission Boulevard. Bicyclists accessing the southern portion of the project site (primarily students accessing the school) can utilize the trail access off Tennyson Road. However, inbound bicyclists approaching from Mission Boulevard using the eastbound bike lanes may have difficulty turning into the project, especially due to the grade and lack of a turn pocket or other marked facility for crossing into the school.

Bicyclists accessing the northern portion of the project must utilize the project's East 16th Street driveways or dismount and use the sidewalks to access the project site. In addition, there are no designated bikeways on local residential streets such as East 16th Street and Hancock Street. The project would also add vehicular traffic to these roads, especially during peak hours. Consistent with General Plan policies supporting alternative modes, the City would require implementation of treatments to improve bicyclist conditions at project access points and within the study area, as part of the design review process and conditions of approval for the proposed project.

Implementation of the proposed project would not conflict with plans, programs and policies regarding bicycle, pedestrian, or transit facilities, or decrease the performance and safety of such facilities. Impacts to bicyclists, pedestrians, and transit service providers resulting from implementation of the proposed project would remain less than significant and the proposed project would not result in new significant or substantially more severe impacts related to alternative forms of transportation beyond those identified in the GP EIR.

Consistency with CEQA Guidelines § 15064.3, subdivision (b)

The GP EIR did not include an evaluation of potential impacts associated with CEQA Guidelines Section 15064.3(b), which require the evaluation of VMT as the criteria for analyzing transportation for land use projects, as the GP EIR was adopted prior to July 1, 2020, when this requirement became effective. In June 2020, the City adopted a resolution with amendments to the Hayward 2040 General Plan establishing new VMT thresholds for CEQA analysis. The City's adopted VMT thresholds of significance and screening criteria are provided in its *Transportation Impact Analysis Guidelines*.⁵⁰ In addition, the City has provided an online VMT map. The City's thresholds of significance by land use are shown in Table I below. As shown in the table, the City of Hayward has developed significant VMT impact thresholds that cover residential, office employment, industrial employment, and retail projects.

⁵⁰ Hayward, City of. 2020. City of Hayward Transportation Impact Analysis Guidelines Final Draft. December.

Table I: VMT Thresholds of Significance

Land Use	Threshold of Significance
Residential	15% below existing average VMT per capita for the City of Hayward
Employment – Office	15% below existing regional average VMT per employee
Employment- Industrial	Below existing regional average VMT per employee
Retail	Net increase in total regional VMT
Affordable Housing	Below existing average VMT per capita for the City of Hayward

Source: City of Hayward (2020)

The City has also adopted screening criteria, which can be used to preliminarily identify when a project should be expected to cause a less-than-significant impact related to VMT and thus, would not require a detailed VMT analysis. These screening criteria are shown in Table J.

Table J: Screening Criteria for CEQA Transportation Analysis for Development Projects

Screen Type	Screening Criteria
Small Infill Projects	Must meet one of the following: <ul style="list-style-type: none"> Single-family detached housing of 15 units or less Single-family attached or multi-family housing of 25 units or less Office of 10,000 square feet of gross floor area or less Project generating 110 trips per day or less for other land uses
Local Serving Retail	• 50,000 square feet of total gross floor area or less
Local Serving Public Facilities	• Local serving public facility (determined with staff input, depending on the land use)
Residential and Employment-Office Land Use Projects or Components	<p>Either of the following locations:</p> <ul style="list-style-type: none"> Within a half mile of a major transit stop In an area with low (below the threshold) VMT per capita/employee and in an area with planned growth (Office Employment/ Residential) In an area with below average VMT per employee and in an area with planned growth (Industrial Employment) <p>And the following:</p> <ul style="list-style-type: none"> Density/FAR: <ul style="list-style-type: none"> Minimum gross floor area ratio (FAR) of .75 as applicable for office employment projects Minimum of 35 units per acre as applicable for residential projects If located in an area where zoning calls for lower than 0.75 FAR or fewer than 35 units per acre, the maximum FAR or units per acre density allowed must be used Parking: No more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces Does not replace affordable residential units (including naturally occurring affordable residential units) with a small number of moderate- or high-income residential units Consistent with Plan Bay Area, the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission)

Table J: Screening Criteria for CEQA Transportation Analysis for Development Projects

Screen Type	Screening Criteria
Restricted-Affordable Residential Projects or Components	<ul style="list-style-type: none"> Affordability: 100% deed-restricted affordable housing (exception for the manager's unit(s)); affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes. Affordability for this purpose is restricted to households making 80% or less of the area's median income. Location: within an area with below average VMT per capita Parking: no more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces

Source: City of Hayward (2020)

Residential Component Screening. As detailed in the VMT Impact Assessment Memorandum prepared by Kittelson & Associates, Inc.,⁵¹ the residential component of the proposed project would satisfy the screening criteria for affordable housing projects as described below:

- **Affordability:** Per the City and the project applicant, all units would be restricted to 80 percent of California Tax Credit Allocation Committee (TCAC) area median income (AMI) or below. Therefore, the proposed project would meet the affordability requirements.
- **Location:** The project site is located within a half mile of a major transit stop (South Hayward BART Station). Therefore, the proposed project would meet the location requirements.
- **Parking:** According to the City's Municipal Code, the minimum parking requirement for apartments is 1.5 spaces per dwelling unit for studios, 1.7 spaces per dwelling unit for 1-bedroom apartments, and 2.1 spaces per dwelling unit for 2+ bedroom apartments. Therefore, the minimum number of parking spaces required for the project's housing component is 328 spaces. The project would include a combined 233 parking spaces for all uses, of which 189 are for the housing component; the proposed parking supply for the affordable housing component does not exceed the minimum number of parking spaces required. Therefore, the proposed project would meet the parking requirements.

Further, the residential component of the proposed project would satisfy the screening criteria for residential projects as described below:

- **Location:** The project site is located within a half mile of a major transit stop (South Hayward BART Station).
- **Density:** The density of the residential component of the project would be 38.26 units per acre, calculated based on the proposed residential parcel boundary.

⁵¹ Kittelson & Associates, Inc. 2021. Hayward Parcel 3 Entitlements VMT Impact Assessment Memorandum. May 26.

- **Parking:** As described above, the proposed parking supply for the residential component would not exceed the minimum number of parking spaces required.
- **Affordability:** The proposed project would not replace affordable residential units with a small number of moderate- or high-income residential units.
- **Plan Consistency:** Since the project would be consistent with the City of Hayward General Plan and Zoning Ordinance, it would be consistent with regional planning documents such as Plan Bay Area.

Since the residential portion of the proposed project would meet both the City's affordable housing screening criteria and residential project screening criteria, it would not require a detailed VMT analysis. Therefore, VMT impacts would be less than significant.

School Component Screening. The City of Hayward has developed significant VMT impact thresholds that cover residential, office employment, industrial employment, and retail projects. This project's charter school component does not fall into one of these land use categories. However, given the school's expected user trip behavior (with most VMT not resulting from employees) the most appropriate impact threshold would be the threshold for retail projects (net increase in total regional VMT).

According to a school program overview provided by the applicant, the school would serve children who are low-income (typically under 65 percent of AMI). The school would actively recruit families, including the families that may reside in the project's affordable housing units. Unlike other schools, which cast a wide net to recruit students, this school proposes to take a more targeted approach, seeking out low-income families with the highest need who would most benefit from the school's offerings. The school would work closely with neighborhood organizations, area healthcare providers, and area social service providers to identify and refer children and families for the school. In addition, the school is expected to reflect the racial and ethnic makeup of Hayward and the HUSD.

Given the school's approach to enrolling local students and families, it would function as a local serving public facility. The screening criteria for local serving public facilities can be applied to the project's charter school component; therefore, a detailed VMT analysis is not required. Since the proposed school would satisfy the City's screening criteria as a local serving public facility, VMT impacts would be less than significant. The proposed project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

Air Traffic Patterns

The project site is not located in the vicinity of a private airstrip or within the Airport Influence Area of the Hayward Executive Airport, and therefore the project would not result in impacts related to air traffic patterns.

Design Features

As described in Attachment A, Project Description, vehicular access to the residential portion of the project site would primarily be via two driveways along East 16th Street connecting to the internal site roadway. The internal site roadway would run along the eastern portion of the project site, providing access to the residential parking area. Then, it would continue southeast to a proposed roundabout, which would connect the residential and school portions of the proposed project. The roadway would continue southeast, connecting to Tennyson Road. Vehicular access to the school site for drop-off and pick-up would be provided by a new driveway stemming from Tennyson Road connecting to the internal site roadway.

Due to the hilly terrain and uncontrolled intersections east of Mission Boulevard in the vicinity of the project site, sight distance was assessed at uncontrolled intersections and project driveways. The LTA determined that access points and intersections around the project site generally have acceptable sight distance, unobstructed by buildings. However, along East 16th Street, ample trees and on-street parking could potentially obstruct sight distance. Therefore, parking would be prohibited within close proximity of the driveways to improve visibility and sight distance.

There is an incline along Tennyson Road, as well as limited visibility due to the roadway's curve and the hilly terrain to the east of the access road. In order to improve visibility and safety at the school access point on Tennyson Road for eastbound and westbound vehicles, it is recommended that an inbound left turn lane be added along Tennyson Road at the site access road. Tennyson Road is currently approximately 35 feet wide (with two vehicle lanes and two bike lanes) adjacent to the project. Adding an inbound turn lane and its taper would require widening Tennyson Road by approximately 11 feet.

The proposed project would be required to comply with General Plan policies promoting a safe, multi-modal transportation system, the City's Design Guidelines, and the City's Hillside Design and Urban/Wildland Interface Guidelines. Potential design issues would be addressed through the design review process of the proposed project. Therefore, the proposed project would have a less-than-significant impact related to design hazards.

Emergency Access

General Plan Policies M-1.1, M-1.2, M-1.3, M-1.7, M-3.8 and M-4.5 would require the management and development of the local roadway system to support the Land Use Element, which would mitigate impacts to the emergency access system. Specifically, General Plan Policy M-4.5 requires the City to develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies. Additionally, the City has implemented, and will continue to implement, traffic signal system upgrades that help to facilitate more efficient emergency vehicle access and give priority to emergency vehicles. In addition, through Site Plan Review, improvement plan review, and building plan check, emergency services would review proposed plans to ensure that emergency vehicle access and circulation is adequate. Therefore, the proposed project would not result in new significant or substantially more severe significant impacts beyond those already analyzed in the GP EIR.

Applicable Mitigation

The GP EIR concluded that impacts related to transportation would be significant and unavoidable, after application of feasible mitigation. As described above, the proposed project would result in less than significant impacts related to transportation. Therefore, no mitigation is required.

Applicable Policies

- *Policy M-1.1 Transportation System. The City shall provide a safe and efficient transportation system for the movement of people, goods, and services through and within Hayward.*
- *Policy M-1.2 Multimodal Choices. The City shall promote the development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail and aviation.*
- *Policy M-1.3 Multimodal Connections. The City shall implement a multimodal system that connects residents to activity centers throughout the City, such as commercial centers and corridors, employment centers, transit stops/stations, the airport, schools, parks, recreation area, and other attractions.*
- *Policy M-1.4 Multimodal System Extensions. The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the City's multimodal system, maximizes connections, and minimizes barriers to connectivity.*
- *Policy M-1.5 Flexible LOS Standard. The City shall consider flexible Level of Service (LOS) standards, as part of a multimodal system approach for projects that increase transit-ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions.*
- *Policy M-1.6 Bicycling, Walking and Transit Amenities. The City shall encourage the development of facilities and services (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.*
- *Policy M-1.7 Eliminate Gaps. The City shall strive to create a more comprehensive multimodal transportation system by eliminating gaps in roadways, bikeways, and pedestrian networks, increasing transit access in underserved areas, and removing natural and man-made barriers to accessibility and connectivity.*
- *Policy M-3.1 Serving All Users. The City shall provide safe, comfortable, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, and motorists, movers of commercial goods, and users, and operators of public transportation.*
- *Policy M-3.2 Non-Auto Needs. The City shall consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and street design.*

- *Policy M-3.6 Context Sensitive. The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.*
- *Policy M-3.8 Connections with New Development. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways and transit facilities.*
- *Policy M-3.10 Motorists, Bicyclists, and Pedestrian Conflicts. The City shall develop safe and convenient bikeways and pedestrian crossings that reduce conflicts between pedestrians, bicyclists, and motor vehicles on streets, multi-use trails and sidewalks.*
- *Policy M-312 Americans with Disabilities Act Compliance. The City shall continue to implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities.*
- *Policy M-4.3 Level of Service. The City shall maintain a minimum vehicle Level of Service E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays.*
- *Policy M-4.5 Emergency Access. The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.*
- *Policy M-5.1 Pedestrian Needs. The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.*
- *Policy M-5.2 Pedestrian System. The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways through the City that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.*
- *Policy M-5.7 Safe Sidewalks. The City shall develop safe and convenient pedestrian facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians.*
- *Policy M-6.1 Bikeway System. The City shall maintain and implement the Hayward Bicycle Master Plan.*
- *Policy M-6.5 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, and do not interfere with existing and proposed bicycle facilities.*

- *Policy M-7.1 Transit System. The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities.*
- *Policy M-7.6 Safe System. The City shall work with AC Transit, BART, and Amtrak to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the City.*
- *Policy M-7.9 Development Impacts on Transit. The City shall require developers of large projects to identify and address, as feasible, the potential impacts of their projects on AC Transit ridership and bus operations as part of the project review and approval process.*
- *Policy M-11.1 Good Movement. The City shall provide an efficient transportation system for the movement of goods and services through and within Hayward, while meeting the safety and mobility needs of all roadway users.*

Conclusion

As described above, the GP EIR did not include an evaluation of potential impacts associated with CEQA Guidelines Section 15064.3(b), which require the evaluation of VMT as the criteria for analyzing transportation for land use projects, as the GP EIR was adopted prior to July 1, 2020, when this requirement became effective. However, all impacts related to transportation have been determined to be less than significant. Therefore, the proposed project would not result in new significant or substantially more severe significant environmental impacts than were identified in the GP EIR.



18. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Assembly Bill 52 (AB 52), which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process, and equates significant impacts to “tribal cultural resources” with significant environmental impacts.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency’s notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency’s notification list. California Native American tribes must be recognized by the NAHC as traditionally and culturally affiliated with the project site and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

AB 52’s provisions only apply to projects that require public noticing. For an EIR certified prior to July 2015, an Addendum to that EIR does not require consultation pursuant to AB 52. Therefore, tribal consultation under AB 52 was not conducted for the proposed project. However, as discussed in Section 5, Cultural Resources, a request was submitted to the NAHC to review its Sacred Lands File (SLF) to identify the potential presence of Native American cultural resources in or adjacent to the project site with negative results.

As previously discussed in Section 5, Cultural Resources, the GP EIR determined that impacts to cultural and historic resources would be reduced to less-than-significant levels with implementation of General Plan policies. This finding applies to tribal cultural resources. Therefore, the proposed project would not result in new significant or substantially more severe impacts to tribal cultural resources than were identified in the GP EIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy NR-7.1 Paleontological Resource Protection. The City shall prohibit any new public or private development that damages or destroys a historically- or prehistorically-significant fossil, ruin, or monument or any object of antiquity.*
- *Policy NR-7.2 Paleontological Resource Mitigation. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.*

Conclusion

The GP EIR adequately evaluated the potential tribal cultural resources impacts for the proposed project. The proposed project would not result in any new impacts related to tribal cultural resources as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.



19. UTILITIES AND SERVICE SYSTEMS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Construction of New or Expanded Utility Facilities

The City is responsible for collection and treatment of wastewater within the community and the East Bay Dischargers Authority (EBDA) is responsible for disposal of the treated wastewater. Wastewater is collected and transported via underground sewer lines to the City of Hayward Water Pollution Control Facility (WPCF) located at the terminus of Enterprise Avenue in western Hayward. The City's wastewater collection system includes about 320 miles of sewer mains, 9 sewage lift stations, and 4.2 miles of force mains.

Wastewater from the proposed project would be treated at the WPCF in accordance with the existing NPDES permit. The City of Hayward 2015 Urban Water Management Plan estimates that Hayward currently collects and treats 10.1 mgd of wastewater.⁵² The Hayward WPCF is permitted to provide treatment for up to 18.5 million gallons per day (mgd), which is anticipated to be reached by 2035. The proposed project would generate approximately 189,000 gpd, or 1.0 percent of the total permitted daily treatment capacity of the WPCF. Therefore, the Hayward WPCF has adequate capacity to serve the project site.

⁵² Hayward, City of, 2016. City of Hayward Urban Management Plan. June.

As described in Attachment A, Project Description, the proposed project would include installation of an 8-inch sanitary service line that would tie into the existing 8-inch, sanitary sewer main located within Tennyson Road. Several new sanitary sewer manholes would be installed within the internal roadways in the project site and at the sewer main connection in Tennyson Road. As part of the connection process, the applicant would be required to pay all applicable service connection fees and charges and the City must approve all connections to the sewer system as part of their review of the Improvement Plans, consistent with General Plan Policy PFS-4.9.

Refer to Section 10, Hydrology and Water Quality, for a discussion of impacts to the storm drain system, which would be less than significant for the proposed project. As such, the proposed project would not result in any new significant or substantially more severe significant impacts than identified in the GP EIR.

Electricity and gas service is provided to the project site by Pacific Gas & Electric Company (PG&E). The proposed project would include connections to the existing lines that run adjacent to the project site, which could include the lines within East 16th Street and Tennyson Road. The proposed project would be subject to the City's new Reach Code, which modifies the California Energy Code to reduce or eliminate natural gas use in new buildings. Per the City's Reach Code, natural gas is prohibited for new low-rise buildings (up to three stories); therefore, natural gas would not be prohibited for the proposed project, but the City would discourage its use.

The proposed project is consistent with the type and intensity of development analyzed in the GP EIR. Compliance with the approval and permitting requirements of the City, which would be incorporated into the conditions of approval for the proposed project, would ensure that no new significant or substantially more severe significant impacts related to expanded water, wastewater, stormwater, electric power natural gas, or telecommunication facilities would occur beyond those analyzed in the GP EIR.

Water Supply

The City of Hayward provides water service for residential, commercial, industrial, governmental, and fire suppression uses. The City owns and operates its own water distribution system. The water supplied to Hayward is predominantly from the Sierra Nevadas, delivered through the Hetch-Hetchy aqueducts, but also includes some treated water produced by the San Francisco Public Utilities Commission (SFPUC) from its local watershed and facilities in Alameda County. The City's agreement with SFPUC allows the City of Hayward to buy sufficient water to serve its needs. However, during drought years the City must reduce water use based on a formula established by SFPUC. The City has emergency water supplies through connections with the Alameda County Water District (ACWD) and the East Bay Municipal Utility District (EBMUD), and short-term use emergency wells, in case of disruption of delivery from SFPUC.

The proposed project is part of the Route 238 Bypass Land Use Study (Land Use Study), which was included in the 2008 Water Supply Assessment (WSA), and analyzed in the GP EIR. When an individual land use project requires CEQA evaluation, analysis in an individual project's CEQA

evaluation may incorporate previous overall water planning projections, assuming the individual project's demand was included in the overall water plan.⁵³

The planning assumptions of the GP EIR and 2008 WSA, including the projected water demand associated with development of the proposed project were subsequently incorporated into the City's 2015 Urban Water Management Plan (UWMP).⁵⁴ While the current proposed project includes some minor changes from that analyzed in the 2008 WSA, none of these changes reflect a substantial increase in water demand nor will they substantially impact the City's ability to provide a sufficient water supply for the proposed project. (See Water Code § 10910(h).) Likewise, no significant new information or changes to the circumstances surrounding the proposed project alter the conclusions and assumptions of the 2008 WSA and 2015 UWMP regarding the City's ability to supply water to the proposed project.

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In normal years, the City anticipates being able to deliver sufficient water supplies to the proposed project, as reflected in the 2015 UWMP. For single and multiple dry years, the City considers that its Water Shortage Contingency Plan, described in detail in the 2015 UWMP, would allow the City to supply water to the proposed project area in accordance with required reductions.

As outlined in Attachment A, Project Description, new water lines would be installed within the proposed internal roadway, along the access driveway for the elementary school and early childhood education center, through the proposed residential courtyard, and within the elementary school playground to provide water service to proposed facilities. These water lines would likely connect to the existing 8-inch water main in Tennyson Road and the existing 6-inch water main in East 16th Street. These water lines would likely range from 6 to 8 inches in diameter.

General Plan Policies NR-4.3, NR-6.9, NR-6.15, and NR-6.16 require water conservation, use of renewable resources, and native landscaping to reduce water use. The City has also adopted indoor water use efficiency standards for new construction, which mandate installation of the most water-conserving fixtures that are available and which have been shown to work effectively. In addition, the City must approve all connections to the water and sewer system, and new water meters need to be installed before water service can be activated. Compliance with the approval and permitting requirements of the City, which would be incorporated into the conditions of approval for the proposed project, would ensure that no new impacts associated with water services would result from the proposed project.

The GP EIR determined that buildout of the General Plan, which includes buildout of the proposed project site, would have a less-than-significant impact on water supplies. As described above, the City of Hayward determined that its existing water supply is sufficient to satisfy the demands of the

⁵³ Wat.Code § 10910(c)(2); *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 434-35.

⁵⁴ Hayward, City of, 2016. City of Hayward Urban Management Plan. June.

proposed project. Therefore, the proposed project would not result in any new significant or substantially more severe significant impacts as compared to those impacts identified by the GP EIR.

Solid Waste

The California Integrated Waste Management Board estimates waste generation of 3 to 9 pounds per unit per day for multi-family development and approximately 0.5 pounds per student per day for educational uses.⁵⁵ Using the most conservative rates, the proposed project would generate approximately 1,776 pounds (approximately 0.9 tons) of waste per day. This waste generation represents approximately 0.008 percent of the permitted daily throughput (11,150 tons/day) at the Altamont Landfill facility⁵⁶ and approximately 0.04 percent of the permitted daily throughput (2,150 tons/day) at the Vasco Road Landfill.⁵⁷ Additionally, the proposed project's solid waste contribution would be minimized by the provision of recycling and green waste collection service and compliance with the City's waste diversion requirements, which are consistent with the Alameda County Integrated Waste Management Plan. Therefore, because the proposed project would include development consistent with the type and intensity of development evaluated in the GP EIR, the proposed project would not result in greater impacts than those already identified by the GP EIR.

Applicable Mitigation

As described in the GP EIR, 2040 General Plan impacts related to utilities and service systems were determined to be less than significant and no mitigation measures were identified. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

- *Policy NR-4.3 Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.*
- *Policy NR-6.9 Water Conservation. The City shall require water customers to actively conserve water year-round, and especially during drought years.*
- *Policy NR-6.15 Native Vegetation Planting. The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.*

⁵⁵ CalRecycle. Estimated Solid Waste Generation Rates Website: www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed April 22, 2019.

⁵⁶ CalRecycle, 2019a. Facility/Site Summary Details: Altamont Landfill and Resource Recovery (01-AA-0009). Website: <https://www2.calrecycle.ca.gov/swfacilities/Directory/01-AA-0009/> (accessed April 22, 2019).

⁵⁷ CalRecycle, 2019b. Facility/Site Summary Details: Vasco Road Sanitary Landfill (01-AA-001). Website: <https://www2.calrecycle.ca.gov/swfacilities/Directory/01-AA-0010/> (accessed April 22, 2019).

- *Policy NR-6.16 Landscape Ordinance Compliance. The City shall continue to implement the Bay-Friendly Water Efficient Landscape Ordinance.*
- *Policy PFS-1.2 Priority for Infrastructure. The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.*
- *Policy PFS-1.3 Public Facility Master Plans. The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.*
- *Policy PFS-1.4 Development Fair Share. The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage).*
- *Policy PFS-3.1 Water Distribution System Master Plan. The City shall maintain and implement the Water Distribution System Master Plan.*
- *Policy PFS-3.2 Urban Water Management Plan. The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.*
- *Policy PFS-3.8 Water Treatment Capacity and Infrastructure. In the event that San Francisco Public Utilities Commission is unable to provide water that meets drinking water standards, the City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.*
- *Policy PFS-3.13 New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.*
- *Policy PFS-3.14 Water Conservation Standards. The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).*
- *Policy PFS-4.1 Sewer Collection System Master Plan. The City shall maintain and implement the Sewer Collection System Master Plan.*
- *Policy PFS-4.2 Water Pollution Control Facility Master Plan. The City shall maintain and implement the Water Pollution Control Facility Master Plan.*
- *Policy PFS-4.9 Service New and Existing Development. The City shall ensure the provision of adequate wastewater service to all new development, before new developments are approved,*

and support the extension of wastewater service to existing developed areas where this service is lacking.

- *Policy PFS-5.1 Accommodate New and Existing Development. The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.*
- *Policy PFS-5.3 Watershed Drainage Plans. The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.*
- *Policy PFS-5.4 Green Stormwater Infrastructure. The City shall encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).*
- *Policy PFS-5.6 Grading Projects. The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage.*
- *Policy PFS-5.7 Diversion. The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.*
- *Policy PFS-7.1 Mandatory Collection. The City shall continue to require weekly solid waste collection through the City.*
- *Policy PFS-7.2 Adequate Services. The City shall monitor its solid waste and recycling services franchisee to ensure that services provided are adequate to meet the needs of the community and to meet the provisions of the City’s Franchise Agreement.*
- *Policy PFS-7.3 Landfill Capacity. The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region for the duration of the contract with its landfill franchisee.*
- *Policy PFS-7.4 Solid Waste Diversion. The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.*
- *Policy PFS-7.12 Construction and Demolition Waste Recycling. The City shall require demolition, remodeling, and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable.*

- *Policy PFS-7.13 Residential Recycling. The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills.*
- *Policy CS-3.4 Adequate Water Supply for Fire Suppression. The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.*

Conclusion

The GP EIR adequately evaluated the potential utilities impacts for the proposed project. The proposed project would not result in any new impacts related to utilities as compared to the GP EIR. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

20. WILDFIRE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

As previously discussed in Section 9, Hazards and Hazardous Materials, the proposed project would be located within the wildland urban interface as identified by the Hayward Fire Department. The proposed project would be required to comply with the Hillside Design and Wildland/Urban Interface Guidelines,⁵⁸ which include standards for street and sidewalks that allow for fire truck access, cluster home development to make efficient use of hillside space, and architectural and site design that allow for fire setbacks and environmental disaster mitigation. Compliance with the City's Hillside Design and Wildland/Urban Interface Guidelines would ensure potential impacts related to wildland fires would be less than significant.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the GP EIR was certified leading to new significant or substantially more severe significant impacts, and no new mitigation measures are required.

Conclusion

The GP EIR adequately evaluated the potential wildfire impacts of the proposed project. The proposed project would not result in any new impacts related to wildfire as compared to the GP EIR. Therefore, potential impacts would be less than significant and additional mitigation is not required.

⁵⁸ Hayward, City of, 1993. op. cit.



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APPENDIX A

AIR QUALITY AND GREENHOUSE GAS EMISSIONS DATA



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Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Annual

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3)
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	176.00	Dwelling Unit	4.65	176,000.00	503
Elementary School	384.00	Student	0.75	35,360.00	0
Parking Lot	233.00	Space	2.10	93,200.00	0
City Park	21.00	Acre	21.00	914,760.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Annual

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use - The proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements.

Construction Phase - Assuming a 24-month construction duration.

Grading - Approximately 50,000 to 200,000 cubic yards of soils would be exported from the project site.

Vehicle Trips - Trip rates based on trip generation prepared for the project.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation - Assuming compliance with 2019 Title 24 standards.

Waste Mitigation - 75 percent reduction in solid waste disposed, consistent with the CalRecycle Waste Diversion and Recycling Mandate.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	440.00	390.00
tblConstructionPhase	PhaseEndDate	12/15/2023	10/6/2023
tblConstructionPhase	PhaseEndDate	9/8/2023	6/30/2023
tblConstructionPhase	PhaseEndDate	10/27/2023	8/18/2023
tblConstructionPhase	PhaseStartDate	10/28/2023	8/21/2023
tblConstructionPhase	PhaseStartDate	9/9/2023	7/3/2023
tblGrading	AcresOfGrading	112.50	28.50
tblGrading	MaterialExported	0.00	200,000.00
tblLandUse	LandUseSquareFeet	32,103.69	35,360.00
tblLandUse	LotAcreage	4.63	4.65
tblLandUse	LotAcreage	0.74	0.75
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	ST_TR	22.75	0.00

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tblVehicleTrips	ST_TR	0.00	1.83
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	0.00	1.83
tblVehicleTrips	WD_TR	6.65	5.44
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	1.29	1.83

2.0 Emissions Summary

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2336	4.8238	1.6392	0.0116	0.5587	0.0756	0.6343	0.2365	0.0699	0.3065	0.0000	1,105.9367	1,105.9367	0.0988	0.0000	1,108.4073
2022	0.5051	4.6128	4.2467	0.0153	0.7424	0.1138	0.8561	0.2013	0.1070	0.3083	0.0000	1,408.1923	1,408.1923	0.1121	0.0000	1,410.9956
2023	1.7008	2.1446	2.3526	8.0700e-003	0.3889	0.0587	0.4476	0.1053	0.0551	0.1604	0.0000	739.5865	739.5865	0.0650	0.0000	741.2105
Maximum	1.7008	4.8238	4.2467	0.0153	0.7424	0.1138	0.8561	0.2365	0.1070	0.3083	0.0000	1,408.1923	1,408.1923	0.1121	0.0000	1,410.9956

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1532	4.8649	1.7888	0.0116	0.3703	0.0499	0.4202	0.1391	0.0495	0.1886	0.0000	1,105.9365	1,105.9365	0.0988	0.0000	1,108.4071
2022	0.4238	5.6448	4.4430	0.0153	0.7424	0.1260	0.8684	0.2013	0.1255	0.3268	0.0000	1,408.1920	1,408.1920	0.1121	0.0000	1,410.9952
2023	1.6657	2.9326	2.5063	8.0700e-003	0.3889	0.0751	0.4640	0.1053	0.0749	0.1802	0.0000	739.5862	739.5862	0.0650	0.0000	741.2103
Maximum	1.6657	5.6448	4.4430	0.0153	0.7424	0.1260	0.8684	0.2013	0.1255	0.3268	0.0000	1,408.1920	1,408.1920	0.1121	0.0000	1,410.9952

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	8.07	-16.07	-6.06	0.00	11.15	-1.23	9.57	17.94	-7.71	10.26	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-4-2021	1-3-2022	5.0813	5.0566
2	1-4-2022	4-3-2022	1.2731	1.5082
3	4-4-2022	7-3-2022	1.2715	1.5092
4	7-4-2022	10-3-2022	1.2860	1.5263
5	10-4-2022	1-3-2023	1.2955	1.5373
6	1-4-2023	4-3-2023	1.0791	1.3580
7	4-4-2023	7-3-2023	1.0470	1.3233
8	7-4-2023	9-30-2023	1.4243	1.5998
		Highest	5.0813	5.0566

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2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Area	1.4304	0.0245	1.8722	1.1800e-003		0.0872	0.0872		0.0872	0.0872	8.0238	5.4418	13.4656	0.0150	5.3000e-004	13.9969	
Energy	0.0114	0.0994	0.0541	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003	0.0000	244.2232	244.2232	0.0144	4.6100e-003	245.9583	
Mobile	0.3750	1.6565	4.2289	0.0157	1.3996	0.0129	1.4124	0.3756	0.0120	0.3876	0.0000	1,439.7080	1,439.7080	0.0502	0.0000	1,440.9627	
Waste						0.0000	0.0000		0.0000	0.0000	31.0272	0.0000	31.0272	1.8337	0.0000	76.8685	
Water						0.0000	0.0000		0.0000	0.0000	3.9333	26.4832	30.4165	0.4065	0.0101	43.5736	
Total	1.8169	1.7803	6.1552	0.0175	1.3996	0.1079	1.5075	0.3756	0.1071	0.4827	42.9843	1,715.8562	1,758.8404	2.3197	0.0152	1,821.3599	

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Area	1.0250	0.0212	1.3156	1.1000e-004		7.7500e-003	7.7500e-003		7.7500e-003	7.7500e-003	0.0000	9.1770	9.1770	2.2200e-003	1.3000e-004	9.2709	
Energy	8.8400e-003	0.0768	0.0413	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003	0.0000	214.4353	214.4353	0.0136	4.0600e-003	215.9844	
Mobile	0.3673	1.6092	4.0464	0.0148	1.3167	0.0122	1.3289	0.3534	0.0114	0.3648	0.0000	1,361.0056	1,361.0056	0.0481	0.0000	1,362.2067	
Waste						0.0000	0.0000		0.0000	0.0000	7.7568	0.0000	7.7568	0.4584	0.0000	19.2171	
Water						0.0000	0.0000		0.0000	0.0000	3.9333	26.4832	30.4165	0.4065	0.0101	43.5736	
Total	1.4011	1.7071	5.4033	0.0154	1.3167	0.0260	1.3427	0.3534	0.0252	0.3786	11.6901	1,611.1011	1,622.7912	0.9287	0.0142	1,650.2527	

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	22.88	4.11	12.22	11.85	5.92	75.88	10.93	5.92	76.45	21.56	72.80	6.11	7.74	59.96	6.25	9.39

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/4/2021	10/29/2021	5	20	
2	Grading	Grading	10/30/2021	12/31/2021	5	45	
3	Building Construction	Building Construction	1/1/2022	6/30/2023	5	390	
4	Paving	Paving	7/3/2023	8/18/2023	5	35	
5	Architectural Coating	Architectural Coating	8/21/2023	10/6/2023	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 28.5

Acres of Paving: 2.1

Residential Indoor: 356,400; Residential Outdoor: 118,800; Non-Residential Indoor: 53,040; Non-Residential Outdoor: 17,680; Striped Parking Area: 5,592 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	25,000.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	565.00	190.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	113.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061	
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061	

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3.2 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031	
Total	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Fugitive Dust					0.0813	0.0000	0.0813	0.0447	0.0000	0.0447	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	0.0121	0.3372	0.2296	3.8000e-004		9.4600e-003	9.4600e-003		9.4600e-003	9.4600e-003	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060	
Total	0.0121	0.3372	0.2296	3.8000e-004	0.0813	9.4600e-003	0.0908	0.0447	9.4600e-003	0.0542	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060	

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3.2 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031	
Total	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031	

3.3 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1619	0.0000	0.1619	0.0778	0.0000	0.0778	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0943	1.0440	0.6948	1.4000e-003		0.0447	0.0447		0.0411	0.0411	0.0000	122.6137	122.6137	0.0397	0.0000	123.6051
Total	0.0943	1.0440	0.6948	1.4000e-003	0.1619	0.0447	0.2066	0.0778	0.0411	0.1189	0.0000	122.6137	122.6137	0.0397	0.0000	123.6051

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3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0985	3.3735	0.7188	9.7400e-003	0.2111	0.0105	0.2216	0.0581	0.0100	0.0681	0.0000	945.6790	945.6790	0.0483	0.0000	946.8854	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	1.3800e-003	9.5000e-004	0.0101	3.0000e-005	3.5600e-003	2.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.0060	3.0060	7.0000e-005	0.0000	3.0076	
Total	0.0999	3.3744	0.7289	9.7700e-003	0.2147	0.0105	0.2252	0.0590	0.0100	0.0690	0.0000	948.6849	948.6849	0.0483	0.0000	949.8930	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Fugitive Dust					0.0729	0.0000	0.0729	0.0350	0.0000	0.0350	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	0.0407	1.1529	0.8263	1.4000e-003		0.0300	0.0300		0.0300	0.0300	0.0000	122.6136	122.6136	0.0397	0.0000	123.6050	
Total	0.0407	1.1529	0.8263	1.4000e-003	0.0729	0.0300	0.1029	0.0350	0.0300	0.0650	0.0000	122.6136	122.6136	0.0397	0.0000	123.6050	

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3.3 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0985	3.3735	0.7188	9.7400e-003	0.2111	0.0105	0.2216	0.0581	0.0100	0.0681	0.0000	945.6790	945.6790	0.0483	0.0000	946.8854	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	1.3800e-003	9.5000e-004	0.0101	3.0000e-005	3.5600e-003	2.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.0060	3.0060	7.0000e-005	0.0000	3.0076	
Total	0.0999	3.3744	0.7289	9.7700e-003	0.2147	0.0105	0.2252	0.0590	0.0100	0.0690	0.0000	948.6849	948.6849	0.0483	0.0000	949.8930	

3.4 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471	
Total	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471	

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3.4 Building Construction - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0731	2.4433	0.6055	6.6000e-003	0.1620	4.8700e-003	0.1668	0.0469	4.6500e-003	0.0515	0.0000	634.2984	634.2984	0.0301	0.0000	635.0508	
Worker	0.2101	0.1394	1.5139	5.2200e-003	0.5804	3.7100e-003	0.5841	0.1544	3.4100e-003	0.1578	0.0000	472.6512	472.6512	9.8600e-003	0.0000	472.8978	
Total	0.2833	2.5828	2.1194	0.0118	0.7424	8.5800e-003	0.7509	0.2013	8.0600e-003	0.2093	0.0000	1,106.9495	1,106.9495	0.0400	0.0000	1,107.9485	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Off-Road	0.1405	3.0621	2.3236	3.5000e-003		0.1175	0.1175		0.1175	0.1175	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467	
Total	0.1405	3.0621	2.3236	3.5000e-003		0.1175	0.1175		0.1175	0.1175	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467	

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3.4 Building Construction - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0731	2.4433	0.6055	6.6000e-003	0.1620	4.8700e-003	0.1668	0.0469	4.6500e-003	0.0515	0.0000	634.2984	634.2984	0.0301	0.0000	635.0508	
Worker	0.2101	0.1394	1.5139	5.2200e-003	0.5804	3.7100e-003	0.5841	0.1544	3.4100e-003	0.1578	0.0000	472.6512	472.6512	9.8600e-003	0.0000	472.8978	
Total	0.2833	2.5828	2.1194	0.0118	0.7424	8.5800e-003	0.7509	0.2013	8.0600e-003	0.2093	0.0000	1,106.9495	1,106.9495	0.0400	0.0000	1,107.9485	

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Off-Road	0.1022	0.9350	1.0559	1.7500e-003		0.0455	0.0455		0.0428	0.0428	0.0000	150.6731	150.6731	0.0358	0.0000	151.5692	
Total	0.1022	0.9350	1.0559	1.7500e-003		0.0455	0.0455		0.0428	0.0428	0.0000	150.6731	150.6731	0.0358	0.0000	151.5692	

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3.4 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0274	0.9419	0.2710	3.2000e-003	0.0810	1.0800e-003	0.0821	0.0234	1.0400e-003	0.0245	0.0000	308.2609	308.2609	0.0128	0.0000	308.5815	
Worker	0.0982	0.0627	0.6963	2.5100e-003	0.2902	1.8200e-003	0.2920	0.0772	1.6700e-003	0.0789	0.0000	227.2749	227.2749	4.4200e-003	0.0000	227.3855	
Total	0.1257	1.0046	0.9673	5.7100e-003	0.3712	2.9000e-003	0.3741	0.1006	2.7100e-003	0.1033	0.0000	535.5358	535.5358	0.0173	0.0000	535.9670	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Off-Road	0.0703	1.5310	1.1618	1.7500e-003		0.0587	0.0587		0.0587	0.0587	0.0000	150.6729	150.6729	0.0358	0.0000	151.5690	
Total	0.0703	1.5310	1.1618	1.7500e-003		0.0587	0.0587		0.0587	0.0587	0.0000	150.6729	150.6729	0.0358	0.0000	151.5690	

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3.4 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0274	0.9419	0.2710	3.2000e-003	0.0810	1.0800e-003	0.0821	0.0234	1.0400e-003	0.0245	0.0000	308.2609	308.2609	0.0128	0.0000	308.5815	
Worker	0.0982	0.0627	0.6963	2.5100e-003	0.2902	1.8200e-003	0.2920	0.0772	1.6700e-003	0.0789	0.0000	227.2749	227.2749	4.4200e-003	0.0000	227.3855	
Total	0.1257	1.0046	0.9673	5.7100e-003	0.3712	2.9000e-003	0.3741	0.1006	2.7100e-003	0.1033	0.0000	535.5358	535.5358	0.0173	0.0000	535.9670	

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Off-Road	0.0181	0.1784	0.2552	4.0000e-004		8.9300e-003	8.9300e-003		8.2100e-003	8.2100e-003	0.0000	35.0470	35.0470	0.0113	0.0000	35.3304	
Paving	2.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total	0.0208	0.1784	0.2552	4.0000e-004		8.9300e-003	8.9300e-003		8.2100e-003	8.2100e-003	0.0000	35.0470	35.0470	0.0113	0.0000	35.3304	

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3.5 Paving - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	7.0000e-004	4.5000e-004	4.9800e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6245	1.6245	3.0000e-005	0.0000	1.6253	
Total	7.0000e-004	4.5000e-004	4.9800e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6245	1.6245	3.0000e-005	0.0000	1.6253	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Off-Road	0.0163	0.3520	0.3027	4.0000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	35.0470	35.0470	0.0113	0.0000	35.3304	
Paving	2.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total	0.0190	0.3520	0.3027	4.0000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	35.0470	35.0470	0.0113	0.0000	35.3304	

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3.5 Paving - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	7.0000e-004	4.5000e-004	4.9800e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6245	1.6245	3.0000e-005	0.0000	1.6253	
Total	7.0000e-004	4.5000e-004	4.9800e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6245	1.6245	3.0000e-005	0.0000	1.6253	

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Archit. Coating	1.4428						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	3.3500e-003	0.0228	0.0317	5.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4749	
Total	1.4461	0.0228	0.0317	5.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4749	

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3.6 Architectural Coating - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	5.2900e-003	3.3800e-003	0.0375	1.4000e-004	0.0156	1.0000e-004	0.0157	4.1600e-003	9.0000e-005	4.2500e-003	0.0000	12.2379	12.2379	2.4000e-004	0.0000	12.2438	
Total	5.2900e-003	3.3800e-003	0.0375	1.4000e-004	0.0156	1.0000e-004	0.0157	4.1600e-003	9.0000e-005	4.2500e-003	0.0000	12.2379	12.2379	2.4000e-004	0.0000	12.2438	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Archit. Coating	1.4428						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	1.9900e-003	0.0412	0.0321	5.0000e-005		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4749	
Total	1.4447	0.0412	0.0321	5.0000e-005		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4749	

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3.6 Architectural Coating - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	5.2900e-003	3.3800e-003	0.0375	1.4000e-004	0.0156	1.0000e-004	0.0157	4.1600e-003	9.0000e-005	4.2500e-003	0.0000	12.2379	12.2379	2.4000e-004	0.0000	12.2438	
Total	5.2900e-003	3.3800e-003	0.0375	1.4000e-004	0.0156	1.0000e-004	0.0157	4.1600e-003	9.0000e-005	4.2500e-003	0.0000	12.2379	12.2379	2.4000e-004	0.0000	12.2438	

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Integrate Below Market Rate Housing

Improve Pedestrian Network

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Mitigated	0.3673	1.6092	4.0464	0.0148	1.3167	0.0122	1.3289	0.3534	0.0114	0.3648	0.0000	1,361.005	1,361.005	0.0481	0.0000	1,362.206	
Unmitigated	0.3750	1.6565	4.2289	0.0157	1.3996	0.0129	1.4124	0.3756	0.0120	0.3876	0.0000	1,439.708	1,439.708	0.0502	0.0000	1,440.962	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	957.44	957.44	957.44	2,211,310		2,080,401	
City Park	0.00	0.00	0.00				
Elementary School	702.72	702.72	702.72	1,549,455		1,457,727	
Parking Lot	0.00	0.00	0.00				
Total	1,660.16	1,660.16	1,660.16	3,760,765		3,538,128	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
City Park	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
Elementary School	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
Parking Lot	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	126.9981	126.9981	0.0119	2.4600e-003	128.0276
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	131.1487	131.1487	0.0123	2.5400e-003	132.2119
NaturalGas Mitigated	8.8400e-003	0.0768	0.0413	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003	0.0000	87.4372	87.4372	1.6800e-003	1.6000e-003	87.9568
NaturalGas Unmitigated	0.0114	0.0994	0.0541	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003	0.0000	113.0744	113.0744	2.1700e-003	2.0700e-003	113.7464

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr											MT/yr					
Apartments Mid Rise	1.53656e+006	8.2900e-003	0.0708	0.0301	4.5000e-004		5.7200e-003	5.7200e-003		5.7200e-003	5.7200e-003	0.0000	81.9965	81.9965	1.5700e-003	1.5000e-003	82.4837	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Elementary School	582379	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.0780	31.0780	6.0000e-004	5.7000e-004	31.2627	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0114	0.0994	0.0541	6.2000e-004		7.8900e-003	7.8900e-003		7.8900e-003	7.8900e-003	0.0000	113.0744	113.0744	2.1700e-003	2.0700e-003	113.7464	

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5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr											MT/yr					
Apartments Mid Rise	1.21366e+006	6.5400e-003	0.0559	0.0238	3.6000e-004		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	64.7656	64.7656	1.2400e-003	1.1900e-003	65.1504	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Elementary School	424850	2.2900e-003	0.0208	0.0175	1.2000e-004		1.5800e-003	1.5800e-003		1.5800e-003	1.5800e-003	0.0000	22.6716	22.6716	4.3000e-004	4.2000e-004	22.8064	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		8.8300e-003	0.0768	0.0413	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003	0.0000	87.4372	87.4372	1.6700e-003	1.6100e-003	87.9568	

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	743070	104.4858	9.7700e-003	2.0200e-003	105.3328
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	156998	22.0761	2.0700e-003	4.3000e-004	22.2551
Parking Lot	32620	4.5868	4.3000e-004	9.0000e-005	4.6240
Total		131.1488	0.0123	2.5400e-003	132.2119

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	720554	101.3197	9.4800e-003	1.9600e-003	102.1410
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	149997	21.0916	1.9700e-003	4.1000e-004	21.2626
Parking Lot	32620	4.5868	4.3000e-004	9.0000e-005	4.6240
Total		126.9981	0.0119	2.4600e-003	128.0276

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Mitigated	1.0250	0.0212	1.3156	1.1000e-004		7.7500e-003	7.7500e-003		7.7500e-003	7.7500e-003	0.0000	9.1770	9.1770	2.2200e-003	1.3000e-004	9.2709	
Unmitigated	1.4304	0.0245	1.8722	1.1800e-003		0.0872	0.0872		0.0872	0.0872	8.0238	5.4418	13.4656	0.0150	5.3000e-004	13.9969	

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8401					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.4061	9.3500e-003	0.5592	1.1100e-003		0.0800	0.0800		0.0800	0.0800	8.0238	3.2958	11.3196	0.0129	5.3000e-004	11.7987
Landscaping	0.0399	0.0151	1.3130	7.0000e-005		7.2600e-003	7.2600e-003		7.2600e-003	7.2600e-003	0.0000	2.1461	2.1461	2.0800e-003	0.0000	2.1981
Total	1.4304	0.0245	1.8722	1.1800e-003		0.0872	0.0872		0.0872	0.0872	8.0238	5.4418	13.4656	0.0150	5.3000e-004	13.9969

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.1443						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8401						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.1000e-004	6.0700e-003	2.5800e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	7.0310	7.0310	1.3000e-004	1.3000e-004	7.0727	
Landscaping	0.0399	0.0151	1.3130	7.0000e-005		7.2600e-003	7.2600e-003		7.2600e-003	7.2600e-003	0.0000	2.1461	2.1461	2.0800e-003	0.0000	2.1981	
Total	1.0250	0.0212	1.3156	1.1000e-004		7.7500e-003	7.7500e-003		7.7500e-003	7.7500e-003	0.0000	9.1770	9.1770	2.2100e-003	1.3000e-004	9.2709	

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	30.4165	0.4065	0.0101	43.5736
Unmitigated	30.4165	0.4065	0.0101	43.5736

7.2 Water by Land Use**Unmitigated**

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.4671 / 7.22926	15.9207	0.3748	9.0600e-003	27.9909
City Park	0 / 25.0211	12.3141	1.1500e-003	2.4000e-004	12.4139
Elementary School	0.930908 / 2.39376	2.1817	0.0305	7.5000e-004	3.1688
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		30.4165	0.4065	0.0101	43.5736

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.4671 / 7.22926	15.9207	0.3748	9.0600e-003	27.9909
City Park	0 / 25.0211	12.3141	1.1500e-003	2.4000e-004	12.4139
Elementary School	0.930908 / 2.39376	2.1817	0.0305	7.5000e-004	3.1688
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		30.4165	0.4065	0.0101	43.5736

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
MT/yr				
Mitigated	7.7568	0.4584	0.0000	19.2171
Unmitigated	31.0272	1.8337	0.0000	76.8685

8.2 Waste by Land UseUnmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use					
	tons	MT/yr			
Apartments Mid Rise	80.96	16.4342	0.9712	0.0000	40.7149
City Park	1.81	0.3674	0.0217	0.0000	0.9103
Elementary School	70.08	14.2256	0.8407	0.0000	35.2433
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		31.0272	1.8337	0.0000	76.8685

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	20.24	4.1085	0.2428	0.0000	10.1787
City Park	0.4525	0.0919	5.4300e-003	0.0000	0.2276
Elementary School	17.52	3.5564	0.2102	0.0000	8.8108
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.7568	0.4584	0.0000	19.2171

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

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Equipment Type	Number
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11.0 Vegetation

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3)
Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	176.00	Dwelling Unit	4.65	176,000.00	503
Elementary School	384.00	Student	0.75	35,360.00	0
Parking Lot	233.00	Space	2.10	93,200.00	0
City Park	21.00	Acre	21.00	914,760.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use - The proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements.

Construction Phase - Assuming a 24-month construction duration.

Grading - Approximately 50,000 to 200,000 cubic yards of soils would be exported from the project site.

Vehicle Trips - Trip rates based on trip generation prepared for the project.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation - Assuming compliance with 2019 Title 24 standards.

Waste Mitigation - 75 percent reduction in solid waste disposed, consistent with the CalRecycle Waste Diversion and Recycling Mandate.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	440.00	390.00
tblConstructionPhase	PhaseEndDate	12/15/2023	10/6/2023
tblConstructionPhase	PhaseEndDate	9/8/2023	6/30/2023
tblConstructionPhase	PhaseEndDate	10/27/2023	8/18/2023
tblConstructionPhase	PhaseStartDate	10/28/2023	8/21/2023
tblConstructionPhase	PhaseStartDate	9/9/2023	7/3/2023
tblGrading	AcresOfGrading	112.50	28.50
tblGrading	MaterialExported	0.00	200,000.00
tblLandUse	LandUseSquareFeet	32,103.69	35,360.00
tblLandUse	LotAcreage	4.63	4.65
tblLandUse	LotAcreage	0.74	0.75
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	ST_TR	22.75	0.00

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

tblVehicleTrips	ST_TR	0.00	1.83
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	0.00	1.83
tblVehicleTrips	WD_TR	6.65	5.44
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	1.29	1.83

2.0 Emissions Summary

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Year	lb/day											lb/day					
2021	8.5827	193.4371	62.3573	0.4996	18.2141	2.4473	20.2595	9.9699	2.2684	11.8517	0.0000	52,827.08 62	52,827.08 62	4.2618	0.0000	52,933.63 07	
2022	3.9467	35.1766	33.5058	0.1214	5.9275	0.8744	6.8019	1.6014	0.8227	2.4240	0.0000	12,301.43 79	12,301.43 79	0.9481	0.0000	12,325.14 15	
2023	82.9505	29.6219	31.9582	0.1183	5.9276	0.7440	6.6716	1.6014	0.6998	2.3011	0.0000	11,984.12 88	11,984.12 88	0.8991	0.0000	12,006.60 56	
Maximum	82.9505	193.4371	62.3573	0.4996	18.2141	2.4473	20.2595	9.9699	2.2684	11.8517	0.0000	52,827.08 62	52,827.08 62	4.2618	0.0000	52,933.63 07	

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Year	lb/day											lb/day					
2021	6.2021	198.2759	68.2015	0.4996	13.1087	1.7952	14.9040	4.5080	1.7752	6.0351	0.0000	52,827.08 62	52,827.08 62	4.2618	0.0000	52,933.63 07	
2022	3.3213	43.1153	35.0162	0.1214	5.9275	0.9689	6.8965	1.6014	0.9651	2.5664	0.0000	12,301.43 79	12,301.43 79	0.9481	0.0000	12,325.14 15	
2023	82.8728	38.7915	33.5880	0.1183	5.9276	0.9479	6.8754	1.6014	0.9449	2.5463	0.0000	11,984.12 88	11,984.12 88	0.8991	0.0000	12,006.60 56	
Maximum	82.8728	198.2759	68.2015	0.4996	13.1087	1.7952	14.9040	4.5080	1.7752	6.0351	0.0000	52,827.08 62	52,827.08 62	4.2618	0.0000	52,933.63 07	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	3.23	-8.50	-7.03	0.00	16.98	8.70	14.99	41.46	2.79	32.75	0.00	0.00	0.00	0.00	0.00	0.00

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Area	78.2191	1.7682	110.2192	0.1850		13.6568	13.6568		13.6568	13.6568	1,473.268 9	678.5201 1	2,151.789	2.0416	0.1041	2,233.861 2	
Energy	0.0626	0.5444	0.2965	3.4100e-003		0.0433	0.0433		0.0433	0.0433		682.9766	682.9766	0.0131	0.0125	687.0352	
Mobile	2.3726	8.8269	24.1685	0.0911	7.9892	0.0705	8.0598	2.1373	0.0658	2.2032		9,222.633 4	9,222.633 4	0.3057		9,230.276 3	
Total	80.6544	11.1395	134.6842	0.2795	7.9892	13.7706	21.7598	2.1373	13.7659	15.9032	1,473.268 9	10,584.13 01	12,057.39 90	2.3604	0.1167	12,151.17 27	

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Area	5.9649	1.2580	15.0524	7.7300e-003		0.1687	0.1687		0.1687	0.1687	0.0000	1,417.720 1	1,417.720 1	0.0522	0.0255	1,426.626 4	
Energy	0.0484	0.4206	0.2263	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.1262	528.1262	0.0101	9.6800e-003	531.2645	
Mobile	2.3290	8.5835	23.0374	0.0861	7.5163	0.0669	7.5832	2.0108	0.0624	2.0732		8,717.770 8	8,717.770 8	0.2922		8,725.075 0	
Total	8.3423	10.2620	38.3161	0.0965	7.5163	0.2691	7.7853	2.0108	0.2646	2.2754	0.0000	10,663.61 71	10,663.61 71	0.3545	0.0352	10,682.96 59	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	89.66	7.88	71.55	65.48	5.92	98.05	64.22	5.92	98.08	85.69	100.00	-0.75	11.56	84.98	69.83	12.08

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/4/2021	10/29/2021	5	20	
2	Grading	Grading	10/30/2021	12/31/2021	5	45	
3	Building Construction	Building Construction	1/1/2022	6/30/2023	5	390	
4	Paving	Paving	7/3/2023	8/18/2023	5	35	
5	Architectural Coating	Architectural Coating	8/21/2023	10/6/2023	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 28.5

Acres of Paving: 2.1

Residential Indoor: 356,400; Residential Outdoor: 118,800; Non-Residential Indoor: 53,040; Non-Residential Outdoor: 17,680; Striped Parking Area: 5,592 (Architectural Coating – sqft)

OffRoad Equipment

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	25,000.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	565.00	190.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	113.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000	
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	3,685.656 9	3,685.656 9	1.1920			3,715.457 3	
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	3,685.656 9	3,685.656 9	1.1920			3,715.457 3	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.2 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401	142.5527	142.5527	3.1900e-003	142.6324		
Total	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	8.1298	0.9462	9.0760	4.4688	0.9462	5.4150	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.2 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Worker	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324	
Total	0.0579	0.0338	0.4421	1.4300e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401		142.5527	142.5527	3.1900e-003		142.6324	

3.3 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Fugitive Dust					7.1964	0.0000	7.1964	3.4589	0.0000	3.4589		0.0000				0.0000	
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134	
Total	4.1912	46.3998	30.8785	0.0620	7.1964	1.9853	9.1817	3.4589	1.8265	5.2854		6,007.0434	6,007.0434	1.9428		6,055.6134	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.3 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	4.3272	146.9997	30.9876	0.4359	9.7061	0.4609	10.1670	2.6599	0.4409	3.1008	46,661.65 08	46,661.65 08	2.3154			46,719.53 69	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.0643	0.0376	0.4913	1.5900e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445	158.3919	158.3919	3.5400e-003			158.4804	
Total	4.3915	147.0372	31.4789	0.4375	9.8704	0.4619	10.3323	2.7034	0.4419	3.1453	46,820.04 27	46,820.04 27	2.3190			46,878.01 73	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Fugitive Dust					3.2384	0.0000	3.2384	1.5565	0.0000	1.5565			0.0000			0.0000	
Off-Road	1.8106	51.2386	36.7226	0.0620		1.3333	1.3333		1.3333	1.3333	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4	
Total	1.8106	51.2386	36.7226	0.0620	3.2384	1.3333	4.5717	1.5565	1.3333	2.8898	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.3 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	4.3272	146.9997	30.9876	0.4359	9.7061	0.4609	10.1670	2.6599	0.4409	3.1008	46,661.65 08	46,661.65 08	2.3154			46,719.53 69	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.0643	0.0376	0.4913	1.5900e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445	158.3919	158.3919	3.5400e-003			158.4804	
Total	4.3915	147.0372	31.4789	0.4375	9.8704	0.4619	10.3323	2.7034	0.4419	3.1453	46,820.04 27	46,820.04 27	2.3190			46,878.01 73	

3.4 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	2,554.333 6	2,554.333 6	0.6120			2,569.632 2	
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	2,554.333 6	2,554.333 6	0.6120			2,569.632 2	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.4 Building Construction - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5496	18.6087	4.3544	0.0513	1.2862	0.0369	1.3231	0.3703	0.0353	0.4055	5,436.745 5	5,436.745 5	0.2464		5,442.904 9	
Worker	1.6909	0.9523	12.7880	0.0432	4.6413	0.0285	4.6699	1.2311	0.0263	1.2574	4,310.358 8	4,310.358 8	0.0898		4,312.604 4	
Total	2.2405	19.5609	17.1424	0.0945	5.9275	0.0654	5.9929	1.6014	0.0615	1.6629	9,747.104 3	9,747.104 3	0.3362		9,755.509 3	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000 6	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000 6	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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3.4 Building Construction - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.5496	18.6087	4.3544	0.0513	1.2862	0.0369	1.3231	0.3703	0.0353	0.4055	5,436.745 5	5,436.745 5	0.2464		5,442.904 9		
Worker	1.6909	0.9523	12.7880	0.0432	4.6413	0.0285	4.6699	1.2311	0.0263	1.2574	4,310.358 8	4,310.358 8	0.0898		4,312.604 4		
Total	2.2405	19.5609	17.1424	0.0945	5.9275	0.0654	5.9929	1.6014	0.0615	1.6629	9,747.104 3	9,747.104 3	0.3362		9,755.509 3		

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	2,555.209 9	2,555.209 9	0.6079		2,570.406 1		
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	2,555.209 9	2,555.209 9	0.6079		2,570.406 1		

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.4 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4119	14.3806	3.9201	0.0498	1.2862	0.0164	1.3026	0.3703	0.0156	0.3859	5,283.803 4	5,283.803 4	0.2106			5,289.067 7
Worker	1.5785	0.8565	11.7941	0.0416	4.6413	0.0279	4.6693	1.2311	0.0257	1.2568	4,145.115 5	4,145.115 5	0.0807			4,147.131 9
Total	1.9904	15.2371	15.7142	0.0914	5.9276	0.0443	5.9719	1.6014	0.0414	1.6427	9,428.918 9	9,428.918 9	0.2912			9,436.199 5

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000 9	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.4 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.4119	14.3806	3.9201	0.0498	1.2862	0.0164	1.3026	0.3703	0.0156	0.3859	5,283.803 4	5,283.803 4	0.2106		5,289.067 7		
Worker	1.5785	0.8565	11.7941	0.0416	4.6413	0.0279	4.6693	1.2311	0.0257	1.2568	4,145.115 5	4,145.115 5	0.0807		4,147.131 9		
Total	1.9904	15.2371	15.7142	0.0914	5.9276	0.0443	5.9719	1.6014	0.0414	1.6427	9,428.918 9	9,428.918 9	0.2912		9,436.199 5		

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	2,207.584 1	2,207.584 1	0.7140		2,225.433 6		
Paving	0.1572					0.0000	0.0000		0.0000	0.0000		0.0000			0.0000		
Total	1.1899	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	2,207.584 1	2,207.584 1	0.7140		2,225.433 6		

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.5 Paving - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Worker	0.0419	0.0227	0.3131	1.1000e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334			110.0473	110.0473	2.1400e-003	110.1009	
Total	0.0419	0.0227	0.3131	1.1000e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334			110.0473	110.0473	2.1400e-003	110.1009	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336	
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Total	1.0883	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.5 Paving - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Worker	0.0419	0.0227	0.3131	1.1000e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334		110.0473	110.0473	2.1400e-003		110.1009	
Total	0.0419	0.0227	0.3131	1.1000e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334		110.0473	110.0473	2.1400e-003		110.1009	

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Archit. Coating	82.4431						0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690	
Total	82.6348	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.6 Architectural Coating - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Worker	0.3157	0.1713	2.3588	8.3100e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514			829.0231	829.0231	0.0161		829.4264
Total	0.3157	0.1713	2.3588	8.3100e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514			829.0231	829.0231	0.0161		829.4264

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Archit. Coating	82.4431						0.0000	0.0000		0.0000	0.0000			0.0000		0.0000	
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690	
Total	82.5571	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.3157	0.1713	2.3588	8.3100e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514	829.0231	829.0231	0.0161			829.4264	
Total	0.3157	0.1713	2.3588	8.3100e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514		829.0231	829.0231	0.0161		829.4264	

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

Improve Pedestrian Network

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Mitigated	2.3290	8.5835	23.0374	0.0861	7.5163	0.0669	7.5832	2.0108	0.0624	2.0732	8,717.770 8	8,717.770 8	0.2922			8,725.075 0	
Unmitigated	2.3726	8.8269	24.1685	0.0911	7.9892	0.0705	8.0598	2.1373	0.0658	2.2032	9,222.633 4	9,222.633 4	0.3057			9,230.276 3	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	957.44	957.44	957.44	2,211,310		2,080,401	
City Park	0.00	0.00	0.00				
Elementary School	702.72	702.72	702.72	1,549,455		1,457,727	
Parking Lot	0.00	0.00	0.00				
Total	1,660.16	1,660.16	1,660.16	3,760,765		3,538,128	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
City Park	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
Elementary School	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
Parking Lot	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0484	0.4206	0.2263	2.6400e-003		0.0335	0.0335		0.0335	0.0335	528.1262	528.1262	0.0101	9.6800e-003	531.2645	
NaturalGas Unmitigated	0.0626	0.5444	0.2965	3.4100e-003		0.0433	0.0433		0.0433	0.0433	682.9766	682.9766	0.0131	0.0125	687.0352	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4209.74	0.0454	0.3880	0.1651	2.4800e-003		0.0314	0.0314		0.0314	0.0314	495.2637	495.2637	9.4900e-003	9.0800e-003	498.2068	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Elementary School	1595.56	0.0172	0.1564	0.1314	9.4000e-004		0.0119	0.0119		0.0119	0.0119	187.7129	187.7129	3.6000e-003	3.4400e-003	188.8284	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0626	0.5444	0.2965	3.4200e-003		0.0433	0.0433		0.0433	0.0433		682.9766	682.9766	0.0131	0.0125	687.0352

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3.3251	0.0359	0.3064	0.1304	1.9600e-003		0.0248	0.0248		0.0248	0.0248	391.1881	391.1881	7.5000e-003	7.1700e-003	393.5127	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Elementary School	1.16397	0.0126	0.1141	0.0959	6.8000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	136.9381	136.9381	2.6200e-003	2.5100e-003	137.7518	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0484	0.4206	0.2263	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.1262	528.1262	0.0101	9.6800e-003	531.2645

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Mitigated	5.9649	1.2580	15.0524	7.7300e-003		0.1687	0.1687		0.1687	0.1687	0.0000	1,417.7201	1,417.7201	0.0522	0.0255	1,426.6264	
Unmitigated	78.2191	1.7682	110.2192	0.1850		13.6568	13.6568		13.6568	13.6568	1,473.2689	678.5201	2,151.7891	2.0416	0.1041	2,233.8612	

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7906					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6032					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	72.3818	1.6002	95.6306	0.1842		13.5762	13.5762		13.5762	13.5762	1,473.2689	652.2353	2,125.5042	2.0161	0.1041	2,206.9387
Landscaping	0.4436	0.1680	14.5886	7.7000e-004		0.0806	0.0806		0.0806	0.0806		26.2848	26.2848	0.0255		26.9225
Total	78.2191	1.7682	110.2192	0.1850		13.6568	13.6568		13.6568	13.6568	1,473.2689	678.5201	2,151.7891	2.0416	0.1041	2,233.8612

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	0.7906						0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Consumer Products	4.6032						0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Hearth	0.1276	1.0900	0.4638	6.9600e-003			0.0881	0.0881		0.0881	0.0881	0.0000	1,391.4353	1,391.4353	0.0267	0.0255	1,399.7039
Landscaping	0.4436	0.1680	14.5886	7.7000e-004			0.0806	0.0806		0.0806	0.0806		26.2848	26.2848	0.0255		26.9225
Total	5.9649	1.2580	15.0524	7.7300e-003			0.1687	0.1687		0.1687	0.1687	0.0000	1,417.7201	1,417.7201	0.0522	0.0255	1,426.6264

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Summer

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3)
Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	176.00	Dwelling Unit	4.65	176,000.00	503
Elementary School	384.00	Student	0.75	35,360.00	0
Parking Lot	233.00	Space	2.10	93,200.00	0
City Park	21.00	Acre	21.00	914,760.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	310	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2019).

Land Use - The proposed project would develop the site with affordable housing units, a charter school and early education facility, open space, trail connections, and associated improvements.

Construction Phase - Assuming a 24-month construction duration.

Grading - Approximately 50,000 to 200,000 cubic yards of soils would be exported from the project site.

Vehicle Trips - Trip rates based on trip generation prepared for the project.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation - Assuming compliance with 2019 Title 24 standards.

Waste Mitigation - 75 percent reduction in solid waste disposed, consistent with the CalRecycle Waste Diversion and Recycling Mandate.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	440.00	390.00
tblConstructionPhase	PhaseEndDate	12/15/2023	10/6/2023
tblConstructionPhase	PhaseEndDate	9/8/2023	6/30/2023
tblConstructionPhase	PhaseEndDate	10/27/2023	8/18/2023
tblConstructionPhase	PhaseStartDate	10/28/2023	8/21/2023
tblConstructionPhase	PhaseStartDate	9/9/2023	7/3/2023
tblGrading	AcresOfGrading	112.50	28.50
tblGrading	MaterialExported	0.00	200,000.00
tblLandUse	LandUseSquareFeet	32,103.69	35,360.00
tblLandUse	LotAcreage	4.63	4.65
tblLandUse	LotAcreage	0.74	0.75
tblProjectCharacteristics	CO2IntensityFactor	641.35	310
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	ST_TR	22.75	0.00

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

tblVehicleTrips	ST_TR	0.00	1.83
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	0.00	1.83
tblVehicleTrips	WD_TR	6.65	5.44
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	1.29	1.83

2.0 Emissions Summary

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	8.7039	196.8833	64.6048	0.4921	18.2141	2.4555	20.2595	9.9699	2.2763	11.8517	0.0000	52,025.76 11	52,025.76 11	4.3740	0.0000	52,135.11 13
2022	4.0846	35.5405	33.2812	0.1167	5.9275	0.8758	6.8033	1.6014	0.8240	2.4253	0.0000	11,823.04 77	11,823.04 77	0.9618	0.0000	11,847.09 15
2023	82.9713	29.8926	31.6295	0.1138	5.9276	0.7448	6.6723	1.6014	0.7005	2.3018	0.0000	11,524.17 62	11,524.17 62	0.9087	0.0000	11,546.89 24
Maximum	82.9713	196.8833	64.6048	0.4921	18.2141	2.4555	20.2595	9.9699	2.2763	11.8517	0.0000	52,025.76 11	52,025.76 11	4.3740	0.0000	52,135.11 13

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	6.3233	201.7221	70.4490	0.4921	13.1087	1.8035	14.9122	4.5080	1.7831	6.0430	0.0000	52,025.76 11	52,025.76 11	4.3740	0.0000	52,135.11 12
2022	3.4592	43.4793	34.7916	0.1167	5.9275	0.9703	6.8978	1.6014	0.9664	2.5677	0.0000	11,823.04 77	11,823.04 77	0.9618	0.0000	11,847.09 15
2023	82.8936	39.0622	33.2593	0.1138	5.9276	0.9486	6.8761	1.6014	0.9456	2.5470	0.0000	11,524.17 62	11,524.17 62	0.9087	0.0000	11,546.89 24
Maximum	82.8936	201.7221	70.4490	0.4921	13.1087	1.8035	14.9122	4.5080	1.7831	6.0430	0.0000	52,025.76 11	52,025.76 11	4.3740	0.0000	52,135.11 12

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	3.22	-8.37	-6.94	0.00	16.98	8.68	14.97	41.46	2.78	32.70	0.00	0.00	0.00	0.00	0.00	0.00

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Area	78.2191	1.7682	110.2192	0.1850		13.6568	13.6568		13.6568	13.6568	1,473.268 9	678.5201 1	2,151.789	2.0416	0.1041	2,233.861 2	
Energy	0.0626	0.5444	0.2965	3.4100e-003		0.0433	0.0433		0.0433	0.0433		682.9766	682.9766	0.0131	0.0125	687.0352	
Mobile	2.0399	9.2747	24.3239	0.0853	7.9892	0.0709	8.0601	2.1373	0.0662	2.2035		8,637.084 3	8,637.084 3	0.3116		8,644.874 6	
Total	80.3217	11.5873	134.8396	0.2737	7.9892	13.7709	21.7602	2.1373	13.7662	15.9036	1,473.268 9	9,998.581 1	11,471.85 00	2.3663	0.1167	11,565.77 10	

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Area	5.9649	1.2580	15.0524	7.7300e-003		0.1687	0.1687		0.1687	0.1687	0.0000	1,417.720 1	1,417.720 1	0.0522	0.0255	1,426.626 4	
Energy	0.0484	0.4206	0.2263	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.1262	528.1262	0.0101	9.6800e-003	531.2645	
Mobile	1.9969	9.0036	23.3175	0.0806	7.5163	0.0672	7.5835	2.0108	0.0628	2.0736		8,163.243 9	8,163.243 9	0.2986		8,170.710 0	
Total	8.0103	10.6821	38.5962	0.0910	7.5163	0.2694	7.7857	2.0108	0.2650	2.2758	0.0000	10,109.09 02	10,109.09 02	0.3609	0.0352	10,128.60 10	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	90.03	7.81	71.38	66.76	5.92	98.04	64.22	5.92	98.08	85.69	100.00	-1.11	11.88	84.75	69.83	12.43

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/4/2021	10/29/2021	5	20	
2	Grading	Grading	10/30/2021	12/31/2021	5	45	
3	Building Construction	Building Construction	1/1/2022	6/30/2023	5	390	
4	Paving	Paving	7/3/2023	8/18/2023	5	35	
5	Architectural Coating	Architectural Coating	8/21/2023	10/6/2023	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 28.5

Acres of Paving: 2.1

Residential Indoor: 356,400; Residential Outdoor: 118,800; Non-Residential Indoor: 53,040; Non-Residential Outdoor: 17,680; Striped Parking Area: 5,592 (Architectural Coating – sqft)

OffRoad Equipment

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	25,000.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	565.00	190.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	113.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000	
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	3,685.656 9	3,685.656 9	1.1920			3,715.457 3	
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	3,685.656 9	3,685.656 9	1.1920			3,715.457 3	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.2 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401	131.3166	131.3166	2.9700e-003	131.3909		
Total	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401	131.3166	131.3166	2.9700e-003		131.3909	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	8.1298	0.9462	9.0760	4.4688	0.9462	5.4150	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.2 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401	131.3166	131.3166	2.9700e-003	131.3909		
Total	0.0613	0.0418	0.4137	1.3200e-003	0.1479	9.3000e-004	0.1488	0.0392	8.6000e-004	0.0401	131.3166	131.3166	2.9700e-003	131.3909		

3.3 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1964	0.0000	7.1964	3.4589	0.0000	3.4589	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	6,007.043 4	6,007.043 4	1.9428			6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	7.1964	1.9853	9.1817	3.4589	1.8265	5.2854	6,007.043 4	6,007.043 4	1.9428			6,055.613 4

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.3 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	4.4446	150.4370	33.2668	0.4286	9.7061	0.4691	10.1752	2.6599	0.4488	3.1087	45,872.81 04	45,872.81 04	2.4279			45,933.50 80	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.0681	0.0464	0.4596	1.4600e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445	145.9073	145.9073	3.3000e-003			145.9899	
Total	4.5127	150.4835	33.7264	0.4300	9.8704	0.4702	10.3405	2.7034	0.4498	3.1532	46,018.71 77	46,018.71 77	2.4312			46,079.49 78	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Fugitive Dust					3.2384	0.0000	3.2384	1.5565	0.0000	1.5565			0.0000			0.0000	
Off-Road	1.8106	51.2386	36.7226	0.0620		1.3333	1.3333		1.3333	1.3333	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4	
Total	1.8106	51.2386	36.7226	0.0620	3.2384	1.3333	4.5717	1.5565	1.3333	2.8898	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.3 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	4.4446	150.4370	33.2668	0.4286	9.7061	0.4691	10.1752	2.6599	0.4488	3.1087	45,872.81 04	45,872.81 04	2.4279			45,933.50 80	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.0681	0.0464	0.4596	1.4600e-003	0.1643	1.0300e-003	0.1653	0.0436	9.5000e-004	0.0445	145.9073	145.9073	3.3000e-003			145.9899	
Total	4.5127	150.4835	33.7264	0.4300	9.8704	0.4702	10.3405	2.7034	0.4498	3.1532	46,018.71 77	46,018.71 77	2.4312			46,079.49 78	

3.4 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	2,554.333 6	2,554.333 6	0.6120			2,569.632 2	
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	2,554.333 6	2,554.333 6	0.6120			2,569.632 2	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.4 Building Construction - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.5821	18.7490	5.0027	0.0500	1.2862	0.0382	1.3244	0.3703	0.0366	0.4068	5,297.939 2	5,297.939 2	0.2663		5,304.596 7		
Worker	1.7963	1.1758	11.9151	0.0398	4.6413	0.0285	4.6699	1.2311	0.0263	1.2574	3,970.774 9	3,970.774 9	0.0835		3,972.862 6		
Total	2.3783	19.9249	16.9178	0.0898	5.9275	0.0667	5.9943	1.6014	0.0628	1.6642	9,268.714 1	9,268.714 1	0.3498		9,277.459 3		

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000 6	2,554.333 6	2,554.333 6	0.6120		2,569.632 2	
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000 6	2,554.333 6	2,554.333 6	0.6120		2,569.632 2	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.4 Building Construction - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.5821	18.7490	5.0027	0.0500	1.2862	0.0382	1.3244	0.3703	0.0366	0.4068	5,297.939 2	5,297.939 2	0.2663		5,304.596 7		
Worker	1.7963	1.1758	11.9151	0.0398	4.6413	0.0285	4.6699	1.2311	0.0263	1.2574	3,970.774 9	3,970.774 9	0.0835		3,972.862 6		
Total	2.3783	19.9249	16.9178	0.0898	5.9275	0.0667	5.9943	1.6014	0.0628	1.6642	9,268.714 1	9,268.714 1	0.3498		9,277.459 3		

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	2,555.209 9	2,555.209 9	0.6079		2,570.406 1		
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	2,555.209 9	2,555.209 9	0.6079		2,570.406 1		

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.4 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.4376	14.4507	4.4423	0.0486	1.2862	0.0171	1.3033	0.3703	0.0163	0.3866	5,150.254 8	5,150.254 8	0.2261		5,155.906 7		
Worker	1.6826	1.0571	10.9431	0.0383	4.6413	0.0279	4.6693	1.2311	0.0257	1.2568	3,818.711 5	3,818.711 5	0.0747		3,820.579 7		
Total	2.1202	15.5078	15.3855	0.0868	5.9276	0.0450	5.9726	1.6014	0.0421	1.6434	8,968.966 3	8,968.966 3	0.3008		8,976.486 4		

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000 9	2,555.209 9	2,555.209 9	0.6079		2,570.406 1	
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.4 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Vendor	0.4376	14.4507	4.4423	0.0486	1.2862	0.0171	1.3033	0.3703	0.0163	0.3866			5,150.254	5,150.254	0.2261	5,155.906	
Worker	1.6826	1.0571	10.9431	0.0383	4.6413	0.0279	4.6693	1.2311	0.0257	1.2568			3,818.711	3,818.711	0.0747	3,820.579	
Total	2.1202	15.5078	15.3855	0.0868	5.9276	0.0450	5.9726	1.6014	0.0421	1.6434			8,968.966	8,968.966	0.3008	8,976.486	
													3	3		4	

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694			2,207.584	2,207.584	0.7140	2,225.433	
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000	0.0000		0.0000	
Total	1.1899	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694			2,207.584	2,207.584	0.7140	2,225.433	
													1	1		6	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.5 Paving - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Worker	0.0447	0.0281	0.2905	1.0200e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334			101.3817	101.3817	1.9800e-003	101.4313	
Total	0.0447	0.0281	0.2905	1.0200e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334			101.3817	101.3817	1.9800e-003	101.4313	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336	
Paving	0.1572					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Total	1.0883	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.5 Paving - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Worker	0.0447	0.0281	0.2905	1.0200e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334			101.3817	101.3817	1.9800e-003	101.4313	
Total	0.0447	0.0281	0.2905	1.0200e-003	0.1232	7.4000e-004	0.1240	0.0327	6.8000e-004	0.0334			101.3817	101.3817	1.9800e-003	101.4313	

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Archit. Coating	82.4431						0.0000	0.0000		0.0000	0.0000			0.0000		0.0000	
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708			281.4481	281.4481	0.0168		281.8690
Total	82.6348	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708			281.4481	281.4481	0.0168		281.8690

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.6 Architectural Coating - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	
Worker	0.3365	0.2114	2.1886	7.6600e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514			763.7423	763.7423	0.0149		764.1159
Total	0.3365	0.2114	2.1886	7.6600e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514			763.7423	763.7423	0.0149		764.1159

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Archit. Coating	82.4431						0.0000	0.0000		0.0000	0.0000			0.0000		0.0000	
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690	
Total	82.5571	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

3.6 Architectural Coating - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3365	0.2114	2.1886	7.6600e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514	763.7423	763.7423	0.0149			764.1159
Total	0.3365	0.2114	2.1886	7.6600e-003	0.9283	5.5900e-003	0.9339	0.2462	5.1400e-003	0.2514		763.7423	763.7423	0.0149		764.1159

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Integrate Below Market Rate Housing

Improve Pedestrian Network

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day												lb/day				
Mitigated	1.9969	9.0036	23.3175	0.0806	7.5163	0.0672	7.5835	2.0108	0.0628	2.0736	8,163.243 9	8,163.243 9	0.2986			8,170.710 0	
Unmitigated	2.0399	9.2747	24.3239	0.0853	7.9892	0.0709	8.0601	2.1373	0.0662	2.2035	8,637.084 3	8,637.084 3	0.3116			8,644.874 6	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	957.44	957.44	957.44	2,211,310		2,080,401	
City Park	0.00	0.00	0.00				
Elementary School	702.72	702.72	702.72	1,549,455		1,457,727	
Parking Lot	0.00	0.00	0.00				
Total	1,660.16	1,660.16	1,660.16	3,760,765		3,538,128	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
City Park	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
Elementary School	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749
Parking Lot	0.578638	0.038775	0.193686	0.110919	0.015677	0.005341	0.018293	0.026358	0.002641	0.002200	0.005832	0.000891	0.000749

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0484	0.4206	0.2263	2.6400e-003		0.0335	0.0335		0.0335	0.0335	528.1262	528.1262	0.0101	9.6800e-003	531.2645	
NaturalGas Unmitigated	0.0626	0.5444	0.2965	3.4100e-003		0.0433	0.0433		0.0433	0.0433	682.9766	682.9766	0.0131	0.0125	687.0352	

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4209.74	0.0454	0.3880	0.1651	2.4800e-003		0.0314	0.0314		0.0314	0.0314	495.2637	495.2637	9.4900e-003	9.0800e-003	498.2068	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Elementary School	1595.56	0.0172	0.1564	0.1314	9.4000e-004		0.0119	0.0119		0.0119	0.0119	187.7129	187.7129	3.6000e-003	3.4400e-003	188.8284	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0626	0.5444	0.2965	3.4200e-003		0.0433	0.0433		0.0433	0.0433		682.9766	682.9766	0.0131	0.0125	687.0352

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3.3251	0.0359	0.3064	0.1304	1.9600e-003		0.0248	0.0248		0.0248	0.0248	391.1881	391.1881	7.5000e-003	7.1700e-003	393.5127	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Elementary School	1.16397	0.0126	0.1141	0.0959	6.8000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	136.9381	136.9381	2.6200e-003	2.5100e-003	137.7518	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0484	0.4206	0.2263	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.1262	528.1262	0.0101	9.6800e-003	531.2645

6.0 Area Detail**6.1 Mitigation Measures Area**

Use only Natural Gas Hearths

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day											lb/day					
Mitigated	5.9649	1.2580	15.0524	7.7300e-003		0.1687	0.1687		0.1687	0.1687	0.0000	1,417.7201	1,417.7201	0.0522	0.0255	1,426.6264	
Unmitigated	78.2191	1.7682	110.2192	0.1850		13.6568	13.6568		13.6568	13.6568	1,473.2689	678.5201	2,151.7891	2.0416	0.1041	2,233.8612	

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7906					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6032					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	72.3818	1.6002	95.6306	0.1842		13.5762	13.5762		13.5762	13.5762	1,473.2689	652.2353	2,125.5042	2.0161	0.1041	2,206.9387
Landscaping	0.4436	0.1680	14.5886	7.7000e-004		0.0806	0.0806		0.0806	0.0806		26.2848	26.2848	0.0255		26.9225
Total	78.2191	1.7682	110.2192	0.1850		13.6568	13.6568		13.6568	13.6568	1,473.2689	678.5201	2,151.7891	2.0416	0.1041	2,233.8612

Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	0.7906						0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Consumer Products	4.6032						0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Hearth	0.1276	1.0900	0.4638	6.9600e-003			0.0881	0.0881		0.0881	0.0881	0.0000	1,391.4353	1,391.4353	0.0267	0.0255	1,399.7039
Landscaping	0.4436	0.1680	14.5886	7.7000e-004			0.0806	0.0806		0.0806	0.0806		26.2848	26.2848	0.0255		26.9225
Total	5.9649	1.2580	15.0524	7.7300e-003			0.1687	0.1687		0.1687	0.1687	0.0000	1,417.7201	1,417.7201	0.0522	0.0255	1,426.6264

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Route 238 Property Development – La Vista Residential/The Primary School (Parcel Group 3) - Bay Area AQMD Air District, Winter

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

APPENDIX B

BIOLOGICAL RESOURCES ASSESSMENT



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BIOLOGICAL RESOURCES ASSESSMENT

PARCEL GROUP 3

HAYWARD, CALIFORNIA

Submitted to:

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Hayward, CA 94541

Prepared by:

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Project No. HAY1902

LSA

August 2020

INTRODUCTION

This report presents the results of a biological resources assessment of Parcel Group 3 (Assessor's Parcel Numbers [APNs] 78C-626-1-7 and 78C-626-3-9) located northeast of Mission Boulevard and southeast of Hayward Boulevard in Hayward, Alameda County. The approximately 26-acre site is located within the 7.5-minute U.S. Geological Survey (USGS) Hayward, California quadrangle. The site is bounded on the west by East 16th Street and the associated residential development. There is some open space east of the site as well as a residential development. Tennyson Avenue is south of the site.

This assessment has been prepared to identify biological resources present on and near the site, the potential presence of special-status species and their habitats on and in its immediate vicinity, and the potential biological impacts of developing the site.

This report includes: (1) a summary of relevant federal, State, and local regulations that may apply to future activities on the site; (2) a description of the methods used to conduct the analysis; (3) a description of existing conditions; (4) an analysis of the potential presence of special-status plant and animal species, sensitive habitats, and jurisdictional waters and wetlands; and (5) measures that could be implemented to reduce impacts to biological resources to less-than-significant levels.

REGULATORY CONTEXT

The site is within the general geographic range of several special-status plant and wildlife species and other regulated biological resources. Biological resources on the site may fall under the jurisdictions and regulations of the agencies listed below, which are described in more detail in Attachment A.

- U.S. Fish and Wildlife Service (USFWS). Species listed under the federal Endangered Species Act.
- California Department of Fish and Wildlife (CDFW). Species listed under the State Endangered Species Act, Fully Protected Species, Species of Special Concern, Streambed Alteration Agreements.
- U.S. Army Corps of Engineers (Corps). Fill of waters/wetlands subject to Section 404 of the Clean Water Act.
- Regional Water Quality Control Board (RWQCB). Water quality certification under Section 401 of the Clean Water Act, Porter-Cologne water quality standards.
- City of Hayward. Tree protection ordinance.

METHODS

LSA searched the CDFW California Natural Diversity Database (CNDDB) to obtain occurrences for special-status plants, animals, and terrestrial communities within 5 miles of the site (CDFW 2020). LSA also searched the California Native Plant Society's (CNPS) On-line Inventory of Rare and Endangered Plants to obtain observation records for special-status plants within the Hayward and Newark 7.5-minute USGS quadrangles (CNPS 2020). LSA also obtained an official USFWS species list (USFWS 2020, Attachment A). Based on these searches, LSA compiled a list of special-status species known to occur in the vicinity of the site.

For the purposes of this report, special-status species are defined as follows:

- Species that are listed or formally proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA).
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA).
- Plant species on Lists 1B and 2 in the CNPS Online Inventory of Rare and Endangered Vascular Plants of California (CNPS 2020).
- Animal species designated as Species of Special Concern by CDFW.
- Animal species designated as Fully Protected under Sections 3511 (Birds), 4700 (Mammals), 5050 (Reptiles and Amphibians), and 5515 (Fish) of the California Fish and Game Code.
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the California Environmental Quality Act (CEQA) guidelines.
- Species considered to be a taxon of special concern by local agencies.

LSA also reviewed reports that had been prepared for the site, including *the City of Hayward Former Highway 238 Bypass Due Diligence Review* memorandum (WRA 2016), the *Preliminary Geotechnical Feasibility Exploration* (ENGEO 2016), and the *Phase I Environmental Site Assessment* (Adanta 2018). LSA also reviewed recent and historical aerial imagery of the site.

The U.S. Department of Agriculture Web Soil Survey (websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx) was reviewed to determine soil types on the site and identify if any soil types (sandy, acidic, or highly alkaline soils; serpentinite, etc.) that may support special-status plants and/or sensitive communities, including wetlands, are present.

An LSA biologist conducted a field survey of the site on July 15, 2020. During the survey, the biologist assessed the current conditions and evaluated the site's potential to support special-status plant or animal species. All observations were recorded in field notes and on maps. Full protocol-level surveys were not conducted.

RESULTS

EXISTING CONDITIONS

Land Cover and Vegetation

The land cover on the site can be divided into three categories: non-native grassland, woodland, and developed/landscaped.

Non-Native Grassland. Non-native grasslands cover most of the site. There are a few dirt roads within the grasslands, and a portion of the site had been disked shortly before the 2020 visit. Plant species composition within the non-native grassland is dominated by introduced annual grasses. No native perennial bunchgrasses were detected. Due to grazing by horses, disked, and senescence, the annual grasses could not be identified to species. This disturbance has promoted the growth of plants that can be described as ruderal. As is typical of grazed areas, a high density of the invasive weed yellow star thistle (*Centaurea solstitialis*) is present. The larger weeds, artichoke thistle (*Cynara cardunculus*) and Italian thistle (*Carduus pycnocephalus*) are also present in smaller numbers. The perennial weeds fennel (*Foeniculum vulgare*) and curly dock (*Rumex crispus*) were detected as well. Scattered small coast live oak (*Quercus agrifolia*) trees and scattered native shrubs including blue elderberry (*Sambucus mexicana*), toyon (*Heteromeles arbutifolia*), and coyote brush (*Baccharis pilularis*) are in the grasslands, primarily in the northern part of the site where grazing pressure appears to be less intense.

Woodland. The woodland at the north end of the site includes large walnut (*Juglans* sp.) trees, as well as California bay laurel (*Umbellularia californica*) and coast live oak. **Developed/Landscaped.** The site is surrounded by a perimeter fence, and ornamental and ruderal plants including California pepper tree (*Schinus molle*) and Himalayan blackberry (*Rubus armeniacus*) are present on or near the fencelines. There is construction debris and litter throughout the site, but particularly along the western edge of the site near East 16th Street. An internal barbed wire fence separates the northern part of the property from the more heavily grazed southern portion of the site. Much of the site has been disturbed by grading. A water line runs through the site, as indicated by a hydrant and concrete access vaults.

There are several outbuildings on the eastern edge of the site. These include sheds, and barns or stalls for horses. A portable toilet was on the edge of a horse corral. Several horse trailers and other ranch equipment were in this area as well. Planted or naturalized ornamental species in this area included yucca, palm, fruit, and eucalyptus trees. Coyote brush shrubs are also present near the buildings and fencelines.

Trees

As described above, there are numerous native and non-native trees on the site. The trees are primarily at the north end in the previously described woodland, and along the edges of the site. Many of the native trees have a trunk diameter at breast height (dbh) of more than 4 inches, and several non-native trees have a dbh of more than 8 inches.

Soils

The only soil mapped on the site is Altamont Clay. There are no serpentine soils or significant rock outcroppings.

Regulated Waters and Wetlands

An unnamed ephemeral stream runs roughly east to west along the northern boundary of the site. The stream enters a culvert near the site. This stream was dry at the time of the July 2020 survey.

Other features that are likely subject to the jurisdiction of the Corps or RWQCB include a potential seep near the center of the property that has willow trees around it, and a swale that originates at the seep and runs downhill to the west. The swale has no obvious signs of flow or ordinary high water mark. The presence of a storm drain or culvert where this swale meets East 16th Street indicates that the area likely has flow seasonally, and a review of aerial imagery shows that this area supports green vegetation into the summer many years, indicating that the seep may support a seasonal wetland. This potential jurisdictional seasonal wetland is approximately 0.4 acre.

Sensitive Natural Communities

CDFW monitors the status of uncommon and declining plant communities/sensitive habitats in California. These are tracked in the CNDB as special-status Terrestrial Communities. Many special-status natural communities support special-status plants and animals and are addressed under CEQA as habitat for those species. The only special-status terrestrial community that has a CNDB occurrence within 5 miles of the site is Northern Coastal Salt Marsh, which is absent from the site.

Riparian habitat is also considered a sensitive natural community under CEQA. The woodland at the northern end of the site is influenced by the seasonal creek there and might be considered a semi-natural riparian woodland by CDFW. The stream has been culverted here to accommodate an access road, and the presence of non-native walnut trees limits its value as habitat.

Wildlife

The following wildlife species or their sign (e.g., tracks, burrow, scat) were observed during the July 2020 site visit: American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), rock pigeon (*Columba livia*), red-tailed hawk (*Buteo jamaicensis*), western fence lizard (*Sceloporus occidentalis*), California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), meadow vole (*Microtus californicus*), and black-tailed deer (*Odocoileus hemionus*). Additionally, horses and domestic or feral cats were observed.

SPECIAL-STATUS SPECIES

Plants

The CNDB and CNPS queries resulted in a list of 17 special-status plant species occurring in the vicinity of the property. These species are addressed in Table A.

Most of these species are considered rare because they require specific habitat components not present within or adjacent to the site (alkaline or serpentine soils, vernal pools, brackish marshes,

etc.). Historical land disturbance (grading, grazing) and alterations of much of the site further reduce suitability for rare species that have restricted tolerances. None of the 17 special-status plant species are expected to occur on the site; however, focused rare plant surveys were not conducted to prove that all rare plant species are absent from the site.

Wildlife

The CNDB query and official USFWS species list resulted in a total of 29 wildlife species with occurrence records in the area or are expected to occur in the vicinity of the site. These species are addressed in Table B. Of these 29 species, five have some potential to occur on the site and are discussed in further detail below.

Crotch Bumble Bee. On June 12, 2019, the California Fish and Game Commission (Commission) voted to accept a petition from the Xerces Society (2018) to consider listing four subspecies of bumble bee, including the Crotch bumble bee (*Bombus crotchii*), under CESA. As a result of this decision, the Crotch bumble bee is a state candidate endangered species; as such, it is temporarily afforded the same protection as state-listed threatened or endangered species. The range of Crotch bumble bee historically extended throughout the southern two-thirds of California, from Mendocino County in coastal California and Siskiyou County inland east to the Sierra-Cascade crest and south into Mexico, but it is now possibly extirpated north of the San Francisco Bay Area and the Sacramento area (Hatfield et. al 2015). Past on ongoing threats to the species include residential and commercial development; livestock farming and ranching; and pollution due to herbicides and pesticides (Xerces Society 2018).

In California, Crotch bumble bees inhabit open grassland and scrub habitats. Suitable habitat is based on the availability of flowers on which to forage throughout the duration of the colony (spring through fall), colony nest sites, and overwintering sites for the queens (Xerces Society 2018).

Bumble bees are generalist foragers (i.e., they do not depend on any one flower type). Crotch bumble bees, like most bumble bee species, primarily nest underground in abandoned rodent holes, but they may also nest in old bird nests, rock piles, or cavities in dead trees (Hatfield et. al 2015). The flight period for Crotch bumble bee queens is from late February to late October, peaking in early April and again in July. The flight period for workers and males extends between late March and September (Xerces Society 2018).

Although it is unlikely to occur on the site, this species cannot be entirely discounted without additional survey work.

Alameda Striped Racer. The Alameda striped racer (*Coluber lateralis euryxanthus*) was formerly known as the Alameda whipsnake (*Masticophis lateralis euryxanthus*) (Crother 2012). This name change did not affect its regulatory status or legal protections. The Alameda striped racer is a State- and federally listed threatened species that primarily occurs in areas that support scrub communities, including mixed chaparral, chamise-redshank chaparral, and coastal scrub. This species also occurs in annual grassland and oak woodlands that lie adjacent to scrub communities. Within these plant communities, specific habitat features needed by Alameda striped racers include, but are not limited to, small mammal burrows, rock outcrops, talus, and cover types that provide temperature regulation, shelter from predators, egg-laying sites, and winter hibernation refuges.

Many of these same elements are important in maintaining prey species (e.g., western fence lizards). One western fence lizard was observed on the site, and it is expected that other prey species for the Alameda striped racer occur on the site in low densities. Numerous Alameda striped racer observations have been documented near the site, including one found dead on Calhoun Road immediately north of the site in 1990 or 1991. There are no Alameda striped racer populations west of the site, which is developed and therefore contains no suitable habitat. There are no complete barriers to dispersal from known Alameda striped racer populations east of the site.

They are less likely to be found in the non-native annual grasslands and developed areas of the site. The short grass and lack of shrubs due to grazing do not provide the Alameda striped racer cover from predators such as raptors and coyotes. The presence of feral cats also reduces the likelihood for Alameda striped racers and their prey to occupy the site.

Burrowing Owl. The burrowing owl is considered a Species of Special Concern by CDFW. Burrowing owls live in underground burrows within grassland habitats and are tolerant of human activity. Few burrows suitable for use by burrowing owl were observed on the property during the site visits, and no evidence of burrowing owl use (pellets, feathers) was detected. Most of the grasslands are suitable for burrowing owls because the vegetation is short and sparse due to grazing by horses and disking. Burrowing owls are present in Alameda County, and they could forage in the grasslands and sparsely vegetated areas on the site. Burrowing owls are tolerant of human activity and often use burrows on golf courses, ranchlands, and airports. ***White-Tailed Kite.*** The white-tailed kite is considered Fully Protected by CDFW. It is not State- or federally listed. The species could nest in the trees and large shrubs on or adjacent to the site. The white-tailed kite is commonly seen hovering over grasslands, where it hunts for small mammals and reptiles that form the bulk of its diet. In the Bay Area, the species is known to nest within residential areas. ***San Francisco Dusky-Footed Woodrat.*** This is a subspecies that is classified as a State Species of Special Concern. These woodrats build conspicuous large stick houses. The woodrat is one of the few animals that can feed on oak leaves, despite their high tannin content. They also feed on a variety of fruits, nuts, seeds, and foliage. Woodrats are considered a keystone species, because their houses also provide shelter for a variety of other small animal species. Woodrats are a prey item for owls, snakes, and carnivorous mammals. No woodrat houses were detected during the site visit, but woodrats may forage in the trees and shrubs on the north end of the site. Woodrats are not expected to occur in the heavily grazed grasslands, which would expose them to predators such as owls and coyotes.



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Table A: Special-Status Plant Species Evaluated for Parcel Group 3, Hayward, California

Species	Status* (Federal/ State/Other)	Habitat/Blooming Period	Discussion
<i>Amsinckia lunaris</i> Bent-flowered fiddleneck	-/-1B.2	Coastal bluff scrub, cismontane woodland, valley and foothill grassland. Elevation: 3-500 meters. Blooms: March-June.	Not expected to occur due to disturbance on the site including invasive species and grazing. There are no CNDDB records within 5 miles of the site.
<i>Astragalus tener</i> var. <i>tener</i> Alkali milk-vetch	-/-1B.2	Mesic alkaline and adobe clay soils in valley and foothill grassland, adjacent to vernal pools. Elevation: 1-60 meters. Blooms: March-June.	No potential to occur. The conditions of the site are unlike those required for this species. There are three CNDDB occurrences within 5 miles of the site, but two of these occurrences are extirpated and the third is possibly extirpated.
<i>Balsamorhiza macrolepis</i> Big-scale balsamroot	-/-1B.2	Sometimes serpentinite in chaparral, cismontane woodland, valley and foothill grassland. Elevation: 45-1,555 meters. Blooms: March-June.	Not expected to occur due to disturbance on the site including invasive species and grazing. There are no CNDDB records within 5 miles of the site.
<i>Centromadia parryi</i> ssp. <i>congdonii</i> Congdon's tarplant	-/-1B.1	Grazed and ungrazed annual grassland. Alkaline or saline soils sometimes described as heavy white clay (saline clay soil). Elevation: 1-230 meters. Blooms: May-October.	No potential to occur on the site due to lack of suitable habitat (alkaline or saline soils).
<i>Eryngium aristulatum</i> var. <i>hooveri</i> Hoover's button-celery	-/-1B.1	Vernal pools. Elevation: 3-45 meters. Blooms: June-August.	No potential to occur on the site due to lack of vernal pools.
<i>Extriplex joaquinana</i> San Joaquin spearscale	-/-1B.2	Chenopod scrub, meadows and seeps, playas, valley and foothill grassland (alkaline soils). Elevation: 1-835 meters. Blooms: April-October.	No potential to occur on the site due to lack of undisturbed alkaline soils and ungrazed wet areas.
<i>Fritillaria liliacea</i> Fragrant fritillary	-/-1B.2	Often serpentinite soils in cismontane woodland, coastal prairie, coastal scrub, valley and foothill grassland. Elevation: 3-410 meters. Blooms: February-April.	No potential to occur on the site due to heavy grazing and lack of undisturbed serpentinite soils.



Species	Status* (Federal/ State/Other)	Habitat/Blooming Period	Discussion
<i>Helianthella castanea</i> Diablo helianthella	-/-1B.2	Rocky, azonal soils in chaparral/oak woodland interface, often in partial shade. Elevation: 60-1,300 meters. Blooms: March-June.	No potential to occur due to developed, disturbed nature of the site and intense grazing from horses. There is only one CNDB occurrence within 5 miles of the site. The exact location of the observation is unknown, so the CNDB mapped it to approximately 0.25 mile away, within Garin Regional Park.
<i>Holocarpha macradenia</i> Santa Cruz tarplant	FE/CT/1B.1	Often clay or sandy soils in coastal prairie, coastal scrub, valley and foothill grassland. Elevation: 10-220 meters. Blooms: June-October.	No potential to occur on the site due to lack of suitable habitat. The species is currently known to naturally occur only in Santa Cruz and Monterey counties. It is found in coastal prairies, but it is unable to compete and persist in areas like the project site that have a dense cover of non-native annual grasses.
<i>Lasthenia conjugens</i> Contra Costa goldfields	FE-/-1B.1	Vernal pools in cismontane woodland, alkaline playas, and valley and foothill grassland. Elevation: 0-470 meters. Blooms: March-June.	No potential to occur on the site due to lack of vernal pools.
<i>Plagiobothrys glaber</i> Hairless popcornflower	-/-1A	Coastal salt marshes, alkaline meadows, and seeps. Elevation: 15-180 meters. Blooms: March-May.	No potential to occur. The species is believed to be extinct in California and there is no suitable habitat on the site.
<i>Polemonium carneum</i> Oregon polemonium	-/-1B.2	Coastal prairie, openings in coastal scrub and lower montane coniferous forests. Elevation: 0-1,830 meters. Blooms: April-September.	No potential to occur due to lack of suitable habitat on the site. The CNDB contains only one occurrence for this species within 5 miles of the site, based on an observation made in 1932.
<i>Senecio aphanactis</i> Chaparral ragwort	-/-2B.2	Sometimes alkaline soils in chaparral, cismontane woodland, coastal scrub. Elevation: 15-800 meters. Blooms: January-May.	No potential to occur due to lack of suitable habitat on the site. There are no CNDB occurrences within 5 miles of the site.
<i>Spergularia macrotheca</i> var. <i>longistyla</i> Long-styled sand-spurrey	-/-1B.2	Alkaline meadows, seeps, marshes and swamps. Elevation: 0-255 meters. Blooms: February-June.	No potential to occur on the site due to lack of vernal pools or alkaline seeps.

Species	Status* (Federal/ State/Other)	Habitat/Blooming Period	Discussion
<i>Streptanthus albidus</i> ssp. <i>peramoenus</i> Most beautiful jewelflower	-/-1B.2	Chaparral, valley grassland, foothill woodland, often on serpentine soils. Elevation: 95-1,000 meters. Blooms: April-September.	No potential to occur on the site due to lack of suitable habitat. This species is rare due to the impacts of development, non-native plants, and grazing. If the species ever occurred in the vicinity of the site it was likely extirpated when the area was developed. It would not be able to survive the grazing or compete with the non-native plant species that dominate the site.
<i>Stuckenia filiformis</i> subsp. <i>alpina</i> Slender-leaved pondweed	-/-2B.2	Marshes and swamps; shallow, clear water of lakes and drainage channels. Elevation: 300-2,150 meters. Blooms: N/A.	No potential to occur on the site due to lack of freshwater marshes and swamps.
<i>Trifolium hydrophilum</i> Saline clover	-/-1B.2	Vernal pools, marshes and swamps in mesic alkaline valley and foothill grassland. Elevation: 0-300 meters. Blooms: April-June.	No potential to occur on the site due to lack of suitable habitat in the form of vernal pools, marshes, or swamps.

***Status:**

FE = Federally listed as endangered

CT = State listed as threatened

1A = Presumed extirpated in California, rare or extinct elsewhere

1B.1 = Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)

1B.2 = Plants rare, threatened, or endangered in California and elsewhere; moderately threatened in California (20-80% occurrences threatened/moderate degree and immediacy of threat)

2B.1 = Plants rare, threatened, or endangered in California, but more common elsewhere; seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)

2B.2 = Plants rare, threatened, or endangered in California, but more common elsewhere; moderately threatened in California (20-80% occurrences threatened/moderate degree and immediacy of threat)



HAYWARD ROUTE 238 PROPERTIES PROJECT – PARCEL GROUP 3
HAYWARD, CA

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Table B: Special-Status Animal Species Evaluated for Parcel Group 3, Hayward, California

Species	Status* (Federal/State/ Other)	Habitat	Discussion
Invertebrates			
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	FT/–/–	Inhabits vernal pools and swales during all stages of its life cycle.	No potential to occur. There are no CNDBB occurrences within 5 miles of the project site. No vernal pools are present within the project site.
<i>Bombus occidentalis</i> Western bumble bee	–/SC/–	Feeds upon nectar and pollen from a variety of plant species, but is most adapted to native plant species. Nests in abandoned rodent burrows and bird nests. The flight period in California is from early February to late November, peaking in late June and late September. The flight period for workers and males is from early April to early November. The species is currently restricted to high elevation sites in the Sierra Nevada and scattered coastal areas. ¹	No potential to occur. Small portions of the site may support elements of suitable habitat in the form of native plants, nesting birds, and rodent burrows, but the species is likely extirpated from Alameda County. There are three CNDBB occurrences within 5 miles of the site, based on collections made in 1919, 1932, and 1954.
<i>Bombus crotchii</i> Crotch bumble bee	–/SC/–	Open grassland and scrub habitats. Primarily nests underground. Occurs primarily in California, from coastal California east to the Sierra-Cascade crest and south into Mexico.	Low potential to occur. There is only one CNDBB occurrence within 5 miles of the site, and it is based on a collection made in 1968. There are limited native nectar plants on the site.
<i>Callophrys mossii bayensis</i> San Bruno elfin butterfly	FE/–/–	Known to occur only on slopes of the coastal mountains in San Mateo County. Lays eggs on the larval host plant stonecrop (<i>Sedum spathulifolium</i>).	No potential to occur. There are no CNDBB occurrences within 5 miles of the project site, which is located outside the known range of the species and does not contain the host plant.

¹ Williams, P.H., R.W. Thorp, L.L. Richardson, and S.R. Colla. 2014. The Bumble Bees of North America: An Identification Guide. Princeton University Press, Princeton.



Species	Status* (Federal/State/ Other)	Habitat	Discussion
Amphibians			
<i>Rana draytonii</i> California red-legged frog	FT/–/CSC	Lives in ponds, streams, drainages, and associated uplands; requires areas of deep, still, or slow-moving water for breeding.	No potential to occur. The CNDB lists six presumed extant occurrences within 5 miles of the project site. The closest occurrence is approximately 1.9 miles from the site, in a pond in Garin Regional Park. There is no suitable breeding habitat within 1 mile of the site. Not expected to occur due to barriers such as roads and residential developments between any potential breeding habitat and the site.
<i>Ambystoma californiense</i> California tiger salamander	FT/ST/CSC	Breeds in seasonal pools and stock ponds. Spends most of its life underground in small mammal burrow complexes in upland grasslands adjacent to aquatic breeding habitat.	No potential to occur. The CNDB lists only one presumed extant occurrence within 5 miles of the site, approximately 4.8 miles from the site. The USFWS considers contiguous uplands with burrows within 1.24 miles of breeding habitat to be potential habitat. The site is isolated from all known or potential breeding habitat by extensive residential development and major roads. No potential to occur due to lack of potential aquatic breeding habitat either on or adjacent to the site and lack of small mammal burrows on the site.
<i>Rana boylii</i> Foothill yellow-legged frog	–/CT/CSC	Rarely leaves riparian corridors. Breeds and deposits eggs shortly after streams reach peak flow in the spring after the winter rains end. Egg masses are typically attached to the downstream side of boulders or cobble, in a sunny, shallow section of low-gradient stream. Breeding rarely occurs in well-shaded (>90 percent closed canopy) sites.	No potential to occur. There is only one CNDB occurrence within 5 miles of the project site, and it is considered “possibly extirpated.” There are no suitable streams on the site.
Reptiles			
<i>Coluber constrictor lateralis</i> Alameda striped racer (Formerly known as: Alameda whipsnake, <i>Masticophis lateralis euryxanthus</i>)	FT/ST/–	Lives on slopes and in ravines where chaparral shrubs and oak trees form a vegetative mosaic with grasslands. Often found in association with rock outcrops that support an abundance of prey species such as western fence lizard.	Low potential to occur. There are 18 CNDB occurrences within 5 miles of the site. The nearest occurrence is based on a snake found dead on Calhoun Road, immediately north of the site. There is no complete barrier between the site and known populations to the east.

Species	Status* (Federal/State/ Other)	Habitat	Discussion
Birds			
<i>Laterallus jamaicensis coturniculus</i> California black rail	–/ST/CFP	Lives primarily in salt marshes bordering larger bays; also found in brackish and freshwater marshes.	There are three CNDB occurrences within 5 miles of the site. No potential to occur due to lack of tidal salt marsh or freshwater marsh on the project site.
<i>Rallus obsoletus obsoletus</i> Ridgway's rail (Formerly known as: California clapper rail <i>Rallus longirostris obsoletus</i>)	FE/SE/CFP	Lives in tidal salt marshes with sloughs and substantial cordgrass (<i>Spartina</i> sp.) cover.	There are three presumed extant CNDB occurrences within 5 miles of the project site. The site is isolated from these occurrences by extensive urban development. No potential to occur due to lack of tidal salt marsh on the project site.
<i>Coturnicops noveboracensis</i> Yellow rail	–/–/CSC	Shallow marshes, also found in meadows and hay and rice fields in the winter.	No potential to occur. There is only one CNDB occurrence within 5 miles of the site. The record is based on a vagrant individual that was collected in 1883. This species is not known to breed in California and is rarely seen in the State.
<i>Setophaga petechia</i> Yellow warbler	–/CSC/–	In California, mostly found in willows or other thickets along streams and wetlands. Nests in shrubs, usually about 10 feet off the ground.	Not expected to nest on the site. No high-quality foraging or nesting habitat is present on the site. There is one CNDB occurrence approximately 4.8 miles from the site, based on the observation of a single male bird in riparian vegetation in 2000.
<i>Aquila chrysaetos</i> Golden eagle	–/–/CFP	Hunts in rolling foothills and mountain areas. Usually nests in large trees but will also use cliffs and electrical transmission towers in open areas.	No potential to nest or forage on the site due to proximity to human activity. The CNDB has one occurrence within 5 miles of the site.
<i>Circus cyaneus</i> Northern harrier	–/–/CSC	Nests primarily in large expanses of grasslands including fallow agricultural fields, marshes, and meadows.	No potential to nest on the site. There are two CNDB occurrences within 5 miles of the site. The project site lacks the large open fields this species would nest in.
<i>Charadrius alexandrinus nivosus</i> Western snowy plover (Pacific coast population)	FT/–/–	Nests on sandy beaches and salt pond levees.	No potential to occur. There are two CNDB occurrences within 5 miles of the site. Snowy plovers stay near the shoreline, and there is no suitable habitat on the site.
<i>Athene cunicularia</i> Burrowing owl	–/–/CSC	Found in sparsely vegetated open habitats (e.g., grasslands, agricultural areas) with ground squirrel burrows or other features (e.g., culverts, pipes, and debris piles) suitable for nesting.	Low potential to occur. The CNDB has only one presumed extant occurrence within 5 miles of the site. That observation was made in 2006 and the site was subsequently developed. The presence of feral cats limits the suitability of the site for burrowing owls. There are few natural or atypical burrows on the site.



Species	Status* (Federal/State/ Other)	Habitat	Discussion
<i>Sterna antillarum browni</i> California least tern	FE/SE/CFP	Nests on the ground on sandy beaches, alkali flats, and hard-pan surfaces (salt ponds).	No potential to occur. There are two CNDBB occurrences within 5 miles of the project site. No suitable habitat is present within the site.
<i>Geothlypis trichas sinuosa</i> Salt marsh common yellowthroat	-/-/CSC	Found in salt, brackish, and freshwater marshes; and riparian woodlands. Nests on or near ground in low vegetation.	No potential to nest on the site due to lack of salt water, freshwater, or brackish marsh. The CNDBB has four presumed extant occurrences within 5 miles of the site.
<i>Riparia riparia</i> Bank swallow	-/CT/-	Found along waterbodies. Nests in large colonies on vertical cliffs and stream banks. Catches insects in flight, often over water.	No potential to occur because there are no permanent streams or cliffs on the site. The CNDBB has one occurrence within 5 miles of the site. The observation was made in 1983 in Coyote Hills Regional Park, approximately 4.8 miles from the site.
<i>Agelaius tricolor</i> Tricolored blackbird	-/CT/CSC	Breeds in large colonies near freshwater, preferably emergent wetland such as cattails and tules but also in thickets of willow and other shrubs. Requires nearby foraging areas with large numbers of insects.	No potential to occur. There are no cattails or tules on the site. The small clumps of willows are not large enough to support a colony. Due to its developed, urban setting, the site does not support large numbers of insects. Therefore, there is no suitable nesting or foraging habitat on site. The CNDBB has one occurrence approximately 4.8 miles from the site.
<i>Melospiza melodia pusilla</i> Alameda song sparrow	-/-/CSC	Found in tidal salt marshes on the fringes of south and central San Francisco Bay. Nests primarily in pickleweed and marsh gumplant.	No potential to occur due to lack of tidal salt marsh. The CNDBB has three presumed extant occurrences within 5 miles of the site.
<i>Elanus leucurus</i> White-tailed kite	-/-/CFP	Open grasslands, meadows, or marshes; requires dense-topped trees or shrubs for nesting and perching. Tolerates human activity and is known to nest in residential neighborhoods in the Bay Area.	Moderate potential to occur. Suitable nesting and foraging habitat present. Grasslands on the site support a prey base of small mammals and reptiles.
Mammals			
<i>Sorex vagrans halicoetes</i> Salt-marsh wandering shrew	-/-/CSC	Tidal salt marshes with abundant driftwood and other debris for shelter and foraging.	No potential to occur due to lack of tidal salt marsh. The CNDBB has one presumed extant occurrence within 5 miles of the site.
<i>Neotoma fuscipes annectens</i> San Francisco dusky-footed woodrat	-/-/CSC	Primarily found along riparian areas within chaparral and woodlands. Feeds mainly on woody plants but also eats acorns, grasses, and fungi. Builds conspicuous stick houses in trees and on the ground.	Low potential to occur. Suitable habitat is present toward the north side of the site, but no woodrat houses were seen during the survey.

Species	Status* (Federal/State/ Other)	Habitat	Discussion
<i>Antrozous pallidus</i> Pallid bat	-/-/CSC	Roosts in caves, tunnels, and buildings, under bridges, and in tree hollows; forages over a variety of habitats. Most common in open, dry habitats with rocky areas for roosting.	No potential to occur. There are two CNDB occurrences mapped to within 5 miles of the site. The exact locations of the occurrences are considered sensitive and therefore are not released by the CNDB. The observations were made in a riparian oak woodland adjacent to annual grassland. The few large trees on the site did not have cavities that could be used as roosts. No guano or staining was detected on the site.
<i>Eumops perotis californicus</i> Western mastiff bat	-/-/CSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, chaparral, and urban areas. Roosts in crevices in cliffs, large rock outcroppings, and tall buildings.	No potential to occur. The CNDB contains only one occurrence within 5 miles of the site, based on a specimen collected from "Hayward" in 1899. No suitable roost sites are present on the site.
<i>Reithrodontomys raviventris</i> Salt marsh harvest mouse	FE/SE/CFP	Tidal salt marshes of San Francisco Bay and its tributaries. Requires tall, dense pickleweed (<i>Salicornia</i> spp.) for cover.	No potential to occur due to lack of tidal salt marsh on the site.
Fish			
<i>Oncorhynchus mykiss irideus</i> Steelhead - central California coast Distinct Population Segment	FT/-/-	Requires cool, swift moving perennial streams with clean, unsilted gravel beds for spawning and egg deposition.	No potential to occur due to lack of streams on the site.
<i>Hypomesus transpacificus</i> Delta smelt	FT/-/-	Only found in estuarine waters from the Sacramento-San Joaquin confluence to San Pablo Bay. Usually found in water with an average salinity concentration of 2 parts per thousand for much of its life cycle, but can tolerate a wide range of salinities and moves into river channels and tidally influenced backwater sloughs.	No potential to occur due to lack of streams on the site.

***Status:**

FE = Federally endangered

FT = Federally threatened

SC = State Candidate species

SE = State endangered

ST = State threatened

CSC = California Species of Special Concern

CFP = California Fully Protected Species



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POTENTIAL IMPACTS

Special-Status Species

Plants. No special-status plants are expected to occur on the site. However, to prove absence rare plant surveys would be conducted at the appropriate times of year. If any special-status plant were present on the site, they could be destroyed by development. *Animals.* Additional vegetation removal and new ground disturbance in the grasslands or wooded areas could result in the injury or death of individuals of special-status species if they are present when activities occur, including the Alameda striped racer and San Francisco dusky-footed woodrat. For federally listed species (e.g., Alameda striped racer) the loss of habitat is also considered “harm” under the ESA. After construction, the increased vehicle traffic on Calhoun Street would result in an increase in the potential for special-status wildlife to be killed or injured by vehicle strikes. New residences could also result in an increase in free-roaming cats and dogs, which could harass or kill special-status wildlife. While there have been no documented observations of Crotch or western bumble bee within the site, no focused surveys have been conducted to date, the site is within the range for these species, and the annual grassland areas with small mammal burrows provide potentially suitable underground nesting habitat. Furthermore, the developed and woodland areas could potentially provide floral resources/foraging habitat for Crotch bumble bee. Should Crotch bumble bee colonies or overwintering queens be present in underground nests in work areas, work activities could adversely affect this species and its habitat.

Riparian Habitat or Other Sensitive Natural Communities

Work within the woodland at the northern end of the site that requires tree removal or pruning could be considered an impact to riparian habitat.

Regulated Waters and Wetlands

The seasonal seep and associated wetland are presumed to be jurisdictional. The seasonal stream immediately north of the site is assumed to be a water of the State and a water of the United States. If development of the site would result in any fill or disturbance to these features through grading or construction, permits would be required and it would be a significant impact.

Wildlife Movement and Nursery Sites

The site is not within a major wildlife migratory corridor. The development of the site would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. Bird nests could be considered nursery sites, and active bird nests are also protected by the Fish and Game Code. Native birds could nest in the trees, bushes, grasslands, and buildings on the site. Demolition, grading, and construction activities could destroy the nests, or disturb the birds enough to cause nest abandonment.

Conflicts with Local Policies and Ordinances

The City of Hayward’s Tree Preservation Ordinance is applicable to “to new development, under-developed properties, or undeveloped properties.” Any tree (including planted eucalyptus and other non-native ornamentals) with a trunk dbh of 8 inches or more is considered protected. Most native



species, including coast live oak and California bay laurel, are protected if they have a dbh of 4 inches or more.

If any protected trees need to be pruned or removed, the applicant will need to obtain a tree removal permit. The permit would also apply to any protected trees that would have ground-disturbing activities within their dripline. The permit would be granted after a certified arborist conducts a tree inventory and valuation. The permit would specify terms therein for impacts or removal of protected trees. As long as the permit is obtained, the project would not conflict with the ordinance.

Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP)

The site is not within a HCP/NCCP area.

RECOMMENDATIONS

In order to reduce impacts to biological resources to less-than-significant levels, the following avoidance, minimization, and mitigation measures should be implemented.

SPECIAL-STATUS SPECIES

- To detect the potential presence of Crotch bumble bees, a qualified biologist shall conduct a survey for active bumble bee colony nesting sites prior to construction. Surveys shall take place when temperatures are above 60°F, preferably on sunny days with low wind speeds (e.g., less than 8 miles per hour), and at least 2 hours after sunrise and 3 hours before sunset. On warm days (e.g., over 85°F), bumble bees will be more active in the mornings and evenings. Surveyors shall conduct transect surveys focusing on detection of foraging bumble bees and underground nests using visual aids such as binoculars. If no Crotch bumble bees or potential protected bumble bee species are detected, no further mitigation is required. If potential Crotch bumble bees are seen but cannot be identified, authorization should be obtained from CDFW to use nonlethal netting methods to capture bumble bees to identify them to species. If protected bumble bee nests are found, a plan to protect bumble bee nests and individuals shall be developed and implemented in consultation with CDFW. All of the measures in that plan would be implemented, and the applicant should obtain a California Endangered Species Act Section 2081 Incidental Take Permit (ITP).
- A qualified biologist shall conduct a preconstruction survey for San Francisco dusky-footed woodrat houses within 14 days prior to any tree removal or ground-disturbing activities. Any woodrat houses shall be identified and their locations mapped and flagged to be avoided during construction activities. No work will occur within a 20-foot buffer of any woodrat houses. If it is not possible to avoid a woodrat house, a qualified biologist shall develop a relocation plan. The relocation plan shall be submitted to CDFW for approval and then implemented as necessary.
- A qualified biologist approved by the USFWS and CDFW will conduct a preconstruction survey for special-status vertebrate species within 48 hours of the initiation of any construction activities (e.g., staging, clearing, grading, tree trimming or removal). If a special-status species is detected, work will not commence until the animal has left the work area.
- If required by the USFWS, the applicant shall obtain take coverage for the Alameda striped racer. This may be from a Section 7 Consultation resulting in a Biological Opinion (BO) or a Section 10 consultation resulting in a Habitat Conservation Plan (HCP). All avoidance, minimization, and mitigation measures in the BO or HCP shall be implemented as a condition of the project.
- If required by CDFW, the applicant shall obtain a California Endangered Species Act Section 2081 ITP for the Alameda striped racer associated with new disturbances. If further surveys warrant their inclusion, the permit should cover Crotch bumble bee as well, as previously described. All avoidance, minimization, and mitigation measures in the ITP shall be implemented as a condition of the project.



- A qualified biologist shall conduct a preconstruction survey for white-tailed kites and other nesting birds no more than 7 days prior to the initiation of construction-related activity (e.g., staging, clearing, grading, tree trimming or removal) if this activity occurs between February 1 and July 31.
- If active bird nests are found on or adjacent to the site, an exclusion zone should be established around the nest as specified by the qualified biologist. The exclusion zone should be centered on the nest. Active nests should be monitored weekly to ensure that the exclusion zones are intact and that the young are developing. The exclusion zones should remain in place until the young have fledged and are foraging independently as determined by a qualified biologist.
- A qualified biologist shall conduct a burrowing owl survey following the protocol outlined in the *2012 Staff Report on Burrowing Owl Mitigation* (CDFW 2012).
- If an active burrowing owl burrow is detected and an effective exclusion area for burrowing owls cannot be established, an experienced burrowing owl biologist will develop a site-specific plan to minimize the potential to affect the reproductive success of the owls.
- A qualified biologist will be present for all initial ground-disturbing activities.
- To prevent the entrapment of Alameda striped racers and other wildlife, monofilament plastics shall not be used for erosion control.

REGULATED WATERS AND WETLANDS

- A wetland delineation should be conducted and verified by the Corps if there is the potential for any work within the potential wetlands..
- The applicant shall obtain required permits to impact the seasonal wetland and seep from the relevant regulatory agencies, including the Corps, CDFW, and RWQCB. These permits will include conditions and Best Management Practices to implement during construction. These permits may also specify mitigation, which shall be provided as specified by the agencies. The impacted feature shall be mitigated at a minimum 1:1 ratio consistent with the Corps “no net loss” policy. The project applicant will obtain the necessary permits from the Corps, CDFW, and RWQCB for any fill of the jurisdictional area. All terms of the permits shall be implemented as a condition of the project. If permits require mitigation at a higher ratio than 1:1, that requirement will be met.

WILDLIFE MOVEMENT AND NURSERY SITES

- A qualified biologist shall conduct a preconstruction survey for nesting birds no more than 7 days prior to the initiation of construction-related activity (e.g., staging, clearing, grading, tree trimming or removal) if this activity occurs between February 1 and July 31.
- If active bird nests are found on or adjacent to the site, an exclusion zone should be established around the nest as specified by the qualified biologist. The exclusion zone should be centered on the nest. Active nests should be monitored weekly to ensure that the exclusion zones are intact

and that the young are developing. The exclusion zones should remain in place until the young have fledged and are foraging independently as determined by a qualified biologist.

CONFLICTS WITH LOCAL POLICIES AND ORDINANCES

To avoid a conflict with Hayward Municipal Code Chapter 10-15.13, a certified arborist should conduct a tree inventory and valuation. The arborist's report would be submitted along with a tree removal permit application. The permit would specify terms and additional measures.



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ATTACHMENT A: REGULATORY CONTEXT

The site is within the general geographical range of several special-status plant and wildlife species. Biological resources on the site may fall under the jurisdictions and regulations of the agencies listed below.

U.S. FISH AND WILDLIFE SERVICE

The U.S. Fish and Wildlife Service (USFWS) has jurisdiction over federally listed threatened and endangered species under the federal Endangered Species Act. The Endangered Species Act protects listed species from harm or “take” which is broadly defined as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” An activity can be defined as a “take” even if it is unintentional or accidental.

An endangered species is one that is in danger of becoming extinct throughout all or a significant portion of its range. A threatened species is one that is likely to become endangered within the foreseeable future. In addition to endangered and threatened species, which are legally protected under the federal Endangered Species Act, the USFWS maintains a list of candidate species. Candidate species are specifically included on a list published in the federal register. Federal candidate species are not afforded legal protection under the federal Endangered Species Act.

The USFWS is also responsible for enforcement of the Bald and Golden Eagle Protection Act.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

The California Department of Fish and Wildlife (CDFW) has jurisdiction over State-listed threatened, endangered, and rare (plant) species under the State Endangered Species Act. In addition, candidate species proposed for listing under the State act are also protected until a determination is made on the listing proposal. The State and federal lists are generally similar, although a few species present on one list may be absent from the other list. The State also maintains lists of special-status wildlife species identified as Species of Special Concern. These are species whose status is being monitored due to one or more threats. Species on these lists are not afforded legal protection, but must be addressed by the California Environmental Quality Act.

The CDFW also exerts jurisdiction over the bed and bank of watercourses according to the provisions of Section 1601 to 1603 of the Fish and Game Code. The CDFW typically requires a Streambed Alteration Agreement for the fill or removal of material from any natural drainage. The jurisdiction of the CDFW under Section 1600 of the Fish and Game Code extends to the top of bank of a stream.

U.S. ARMY CORPS OF ENGINEERS

Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (Corps) is responsible for regulating the discharge of fill material into waters of the United States. Waters of the U.S. and their lateral limits are defined in 33 Code of Federal Regulations (CFR) Part 328.3 (a) and include



streams that are tributary to navigable waters and their adjacent wetlands. Wetlands that are not adjacent to waters of the U.S. are termed “isolated wetlands” and may be subject to Corps jurisdiction.

In general, a Corps permit must be obtained before placing fill in wetlands or other waters of the U.S. The type of permit depends on the acreage involved and the purpose of the proposed fill. Nationwide Permits are available for projects that are anticipated to have minimal impacts on waters of the U.S. and wetlands and meet the general terms of the specific Nationwide Permit and the standard conditions for all Nationwide Permits. An Individual Permit is required for projects that result in more than a “minimal” impact on wetlands. The Corps will be required to consult with the USFWS under Section 7 of the Endangered Species Act if a project subject to Clean Water Act permitting will result in take of a federally listed species. If the Corps determines that a project will not take any federally listed species, the USFWS could concur and the Corps could proceed with issuing the permit.

REGIONAL WATER QUALITY CONTROL BOARD

Pursuant to Section 401 of the Clean Water Act, projects that require a permit from the Corps under Section 404 must also obtain water quality certification from the Regional Water Quality Control Board (RWQCB). This certification ensures that the project will uphold State water quality standards. The RWQCB requires mitigation for any loss of jurisdictional area. For State waters that are not otherwise regulated by the Corps under Section 404, the RWQCB issues Waste Discharge Requirements, or waivers thereof, consistent with the Porter-Cologne Water Quality Control Act.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION: FISHERIES

Like the USFWS, the National Oceanic and Atmospheric Administration: Fisheries (NOAA) has jurisdiction over federally listed threatened and endangered species under the federal Endangered Species Act. The NOAA jurisdiction is restricted to marine and anadromous wildlife species such as salmon and steelhead.

ATTACHMENT B: USFWS SPECIES LIST



United States Department of the Interior

FISH AND WILDLIFE SERVICE
 Sacramento Fish And Wildlife Office
 Federal Building
 2800 Cottage Way, Room W-2605
 Sacramento, CA 95825-1846
 Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

June 23, 2020

Consultation Code: 08ESMF00-2020-SLI-2239

Event Code: 08ESMF00-2020-E-06897

Project Name: HAY1902

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2239

Event Code: 08ESMF00-2020-E-06897

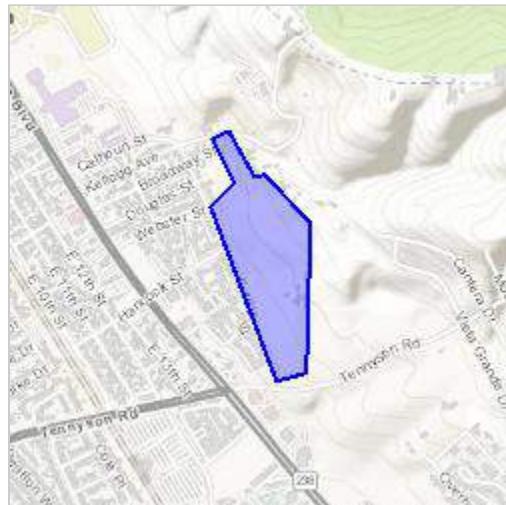
Project Name: HAY1902

Project Type: DEVELOPMENT

Project Description: Development

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/37.63984207289543N122.05296286842488W>



Counties: Alameda, CA

Endangered Species Act Species

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered

Birds

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
San Bruno Elfin Butterfly <i>Callophrys mossii bayensis</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
Santa Cruz Tarplant <i>Holocarpha macradenia</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6832	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

APPENDIX C

PHASE I ENVIRONMENTAL SITE ASSESSMENT



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**PHASE I ENVIRONMENTAL SITE ASSESSMENT
ROUTE 238 PROPERTIES
GROUPS 3 AND 4
HAYWARD, CALIFORNIA**



Prepared for:
Eden Housing
22645 Grand Street
Hayward, California 94541



Prepared by:
Adanta, Inc.
1001 Oak Street, Suite 100
Napa, CA 94559

www.Adanta-Inc.com

Project Date: September 17, 2018
Project Number: A1637

Eden Housing

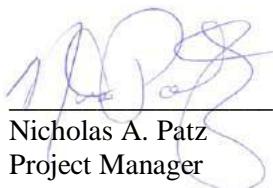
Route 238 Properties, Groups 3 and 4, Hayward, California

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Route 238 Properties
Groups 3 and 4
Hayward, California

Project: A1637
Date: September 17, 2018

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. I have the specific qualifications based on the education, training, and experience to assess a property of the nature, history, and setting of the Property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth on 40 CFR Part 312:



Nicholas A. Patz
Project Manager



A d a n t a

Native American woman-owned
DOT-Certified SMBE / DBE / 8(a)

1001 Oak Street, Suite 100
Napa, California 94559
Tel. (707) 709-8894

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Figure 1 – Property Location Map

Figure 2 – Property Map

Appendices

Appendix A – Professional Qualifications

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1.0 EXECUTIVE SUMMARY

At the request of Eden Housing, Adanta, Inc. (Adanta) conducted a Phase I Environmental Site Assessment (ESA) for Route 238 Properties, Groups 3 and 4, Hayward, Alameda County, California (“Property”). Please refer to Figure 1 - Property Location Map.

This Phase I ESA was conducted according to the guidelines of the U.S. EPA's All Appropriate Inquiry (AAI) rule and ASTM E1527-13 guidelines. On August 15, 2013, the United States Environmental Protection Agency (US EPA) issued a direct final rule adopting ASTM E1527-13 as an environmental standard that parties may use to satisfy “all appropriate inquiry” obligations toward the innocent landowner defense under CERCLA.

The research for this Phase I ESA included a Property and adjacent sites survey, interviews with informed persons, reviews of public records, an environmental database search report, review of previous reports (when obtained), and collection and review of current photographs.

This report has been prepared under the supervision of an individual who meets the U.S. EPA's requirements for an Environmental Professional (*refer to Appendix B - Professional Qualifications*).

1.1 PHASE I ESA FINDINGS SUMMARY

Property and Surrounding Area

The Property is composed of two adjacent distinct groups (Group 3 and Group 4) of land, separated by Calhoun Street and adjacent residential developments. The total acreage of both groups is 108.5 acres. Both groups have historically been largely undeveloped except for the structures currently in place.

Group 3 is comprised of 28.4 acres, and is largely undeveloped except for several rough structures along the eastern boundary that are currently being used for equine husbandry and boarding. The area is primarily grazed open pasture, with some brushland consisting largely of coyote brush (*Baccharis pilularis*) and naturalized ornamental species along the northern section. To the east is the La Vista Quarry and additional undeveloped open grassland. To the north is Calhoun Street and riparian oak woodlands adjacent to an ephemeral creekbed. To the south and west are 16th Street and residential developments associated with the City of Hayward.

Group 4 is associated with APN's 078C-0800-002-02, and 078C-0648-001-01. It is comprised of 80.1 acres of undeveloped open grassland interspersed with ephemeral and perennial creeks and associated riparian oak woodlands. A small homestead structure is present in the upper southeastern portion. The area is bordered to the north by Harder Road, and to the south by Calhoun Street. To the northeast is the California State University East Bay campus, and residential development surrounding it. Additional open grassland borders the area to the east, along with several residences at the terminus of Calhoun Street. To the immediate west are a church and cemetery, and additional residential and commercial development associated with the City of Hayward.

Adanta did not observe indications on sites adjacent to the Property or in the near vicinity that had obvious indications of environmental concern for the Property. Sites found on the environmental database listed within designated distances from the Property are not thought to have an adverse affect on the environmental conditions of the Property.

Regulatory Review and Previous Reports

Information regarding previous or current environmental concerns at the Property were not found during Adanta's review of regulatory documents for this Phase I ESA. Further, Adanta was not provided and did not find environmental reports addressing Property conditions.

Hazardous Substances and Storage Tanks

Evidence of past or present use of hazardous materials and petroleum products, including tanks, drums, clarifiers, pits, vent pipes, fill pipes, surface staining, or PCB-containing devices were not observed during the Property survey, with the following exceptions:

- An Aboveground Storage Tank (AST) is present within the equine husbandry and boarding area located along the eastern boundary of Group 3.
- A length of embedded galvanized steel pipe of indeterminate past use is present near the access road along the western boundary of Group 3.
- Debris piles containing items such as used tires and propane containers were present near the residence within the southeastern portion of Group 4.

Asbestos and Lead-Based Paint

Suspect asbestos-containing materials (ACM) or lead based paint were not specifically noted during the Property survey.

Environmental Database Report

The Property was not found on the environmental database report that was acquired for this Phase I ESA. Sites listed on the database in the near vicinity to the Property are not expected to have an adverse affect on the environmental integrity of the Property.

Vapor Intrusion

Adanta reviewed reasonably ascertainable environmental information for the Property and neighboring sites. It does not appear likely, based upon reviewed information, that the Property would experience intrusion of vapor into the breathing zone due to onsite or offsite environmental conditions.

User Supplied Information

Adanta supplied a questionnaire to Eden Housing asking for specialized knowledge concerning the Property. John Stefansky, Management Analyst with the City of Hayward filled out the questionnaire on behalf of Eden Housing. It is our understanding that the price of the Property is not discounted due to known or suspect environmental conditions. In addition, it is our understanding that there are not current or known contingent environmental litigation issues, or intended environmental regulatory action concerning the Property. The questionnaire can be found in Appendix E of this report.

1.2 CONCLUSIONS AND OPINIONS

“We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E 1527 of Route 238 Properties, Groups 3 and 4, Hayward, California, the *Property*. Any exceptions to, or deletions from, this practice are described in Section 1.5 of this *report*. This assessment has revealed no evidence of *recognized environmental conditions* in connection with the *Property*.

Historical Recognized Environmental Conditions (HRECs)

ASTM E1527-13 defines a Historical Recognized Environmental Condition (HREC) as “*A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority, or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.*”

Historical RECs were not found during the research for this Phase I ESA.

Currently Existing Known or Suspect RECs

ASTM E1527-13 defines a Recognized Environmental Condition (REC) as “*The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property either due to the release into the*

environment, under the conditions indicative of a release into the environment, or under conditions that pose a material threat of a future release into the environment."

Known or suspect RECs were not found during the research for this Phase I ESA.

Controlled RECs (CRECs)

ASTM E1527-13 defines a Controlled Recognized Environmental Condition (CREC) as "*A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.*"

CRECs were not found during this Phase I ESA

De Minimis Conditions

ASTM E1527-13 defines a de minimis condition as environmental conditions that "*generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.*"

Environmental conditions noted on the Property that appear to be of minimal impact include:

- During the Property survey several piles of debris were observed near the residence within the southeast portion of Group 4, which included items such as used automobile tires and propane containers.

Data Gaps

Adanta did not note significant gaps in the data found for this assessment that would be thought to change the recommendations of this Phase I ESA.

Deviations from AAI/ASTM E1527-13 Standard

This report complies with ASTM E1527-13 and AAI standards.

1.3 RECOMMENDATIONS

Adanta recommends the following:

- Proper disposal of all items within the debris piles adjacent to the residence in Group 4 of the Property.

2.0 PROPERTY AND SURROUNDING AREA DESCRIPTIONS

Joe Schwennesen conducted a walking survey of the Property on September 5 and 6, 2018. Mr. Nick Patz was the environmental professional for this project as described in ASTM E1527-13 guidelines. His resume can be found in Appendix A. The surrounding area was observed from the boundaries of the Property and during a drive by survey of the area. On the day of the Property survey the weather was clear. Weather conditions did not inhibit visual observation of Property conditions.

2.1 PROPERTY DESCRIPTION

During a walking survey, the Property was observed for evidence of hazardous substances that may have an effect on the environmental quality of the Property and adjacent sites. Adanta observed the Property for evidence of aboveground and underground storage tanks, surface staining, hazardous materials containers, ponds, pits, and other indications of potential environmental concern from toxic substances and petroleum substances. Obvious indications of environmental concern were not observed during the Property Survey. Debris was observed near the residence within the southeastern portion of Group 4, which included items such as used automobile tires and propane containers.

The Property is composed of two adjacent distinct groups (Group 3 and Group 4), separated by Calhoun Drive and adjacent residential developments, and a riparian oak woodland roughly 200 feet wide. The total acreage of the Property is 108.5 acres. Both groups have historically been largely undeveloped except for the structures currently in place.

Group 3 is associated with Assessor's Parcel Numbers (APN) 078C-0626-001-07, and 078C-0626-003-09. It is comprised of 28.4 acres, and accessible through a gate on the western boundary from 16th Street and a vehicle accessway along the eastern boundary. Both currently and historically the property has been undeveloped and used as a pasture. Along the eastern boundary are a collection of rough buildings collectively used for equine husbandry and boarding purposes that have been in place since the 1990's. They consist of horse stalls, grooming areas, equipment storage sheds, and other structures associated with this use. Several horse trailers and motorized utility vehicles were also present at the time of the survey, as was an AST presumably used for vehicle refueling purposes. The AST and all motorized vehicles and equipment appeared to be in adequate condition, and evidence of past significant leaks or spills was not seen. Along the northern portion of the property the terrain changes from open grassland pasture to hilly brushland dominated by coyote brush interspersed with naturalized ornamental species. A fire hydrant and utility valve box is present in this area. The vegetation increases in density until it reaches the riparian oak woodland adjacent to the ephemeral creek roughly following Calhoun Street. A gravel access road is in place adjacent to the western boundary, running parallel to 16th Street from the access gate to the equine husbandry and boarding area. Several small debris piles were present along the length of this access road at the time of the survey. These consisted mostly of fabric material and organic matter, though one also contained a length of embedded 4 inch galvanized steel pipe. It could not be determined if the pipe connected to an Underground Storage Tank (UST), though there were no surface vents or other indications of this. Odors, surface staining, or other indications of past hazardous material spills or leakage were not observed near the pipe. Evidence of past controlled burning of organic material were also present at several of these debris piles, including the one containing the pipe. These appeared to be several months old, and no odors or other indications of presence or combustion of hazardous materials were detected.

Group 4 is associated with APN's 078C-0800-002-02, and 078C-0648-001-01. It is accessible from a stile along the northern fence adjacent to Harder Road, and from the residential development at the terminus of Calhoun Street. The area is comprised of 80.1 acres of largely undeveloped and relatively pristine open grassland hills interspersed with ephemeral and perennial creeks and associated riparian oak woodlands. The largest of the creeks

is the perennial Ziele Creek, which bisects the northern portion of the area. From the 1950's to the 1990's Ziele Creek was dammed near the western boundary of the area to form a small reservoir. Current development is minimal, and consists of a homestead in the upper southeastern portion of the Property in place since the 1940s, equine care and boarding structures along the southern boundary, several fence lines associated with historic ranching, and an AST associated with water storage located in the approximate center of the Property. There was some evidence of transient habitation in some of the riparian and dry creekbed areas in the northern portion of the area, and various debris was scattered around the homestead area at the time of the survey. This debris included items such as used automobile tires and propane containers.

Hazardous Materials and Storage Vessels

During the Property survey Adanta did not observe any uncontained hazardous materials with the exception of the debris piles observed near the residence within the southeast portion of Group 4. An AST is present within the equine husbandry and boarding area along the eastern boundary of Group 3, and is presumably used to fuel the tractor and other motorized vehicles and equipment present in this area. The AST and all motorized vehicles and equipment appeared to be in adequate condition. No fuel or other fluid leaks were observed, and any past significant leaks or spills were not obvious. An AST associated with water storage is also present in the approximate center of Group 4.

Heating and Cooling Sources

The Property is predominantly vacant and undeveloped. The primary source of heating and cooling energy is from natural gas and electricity piped to the Property from PG&E. Other current or historical sources of heating and cooling energy were not noted during the Property survey or during the assessment activities of this Phase I ESA.

Potable Water

Potable water is provided to the Property by East Bay Municipal Utilities District (EBMUD). Potable water wells were not observed at the Property, nor was evidence of other water wells or monitoring wells found during the assessment activities of this Phase I ESA.

Asbestos and Lead-Based Paint

The Property is predominantly vacant and undeveloped. Asbestos-containing materials (ACM) and Lead-Based Paint (LBP) were not specifically noted during the Property survey.

Environmental Liens

Environmental liens were not found for the Property. Adanta reviewed the State of California Department of Toxic Substances Control website of deed-restricted sites; however, the Property was not listed on the database.

2.2 SURROUNDING AREA DESCRIPTION

The area to the west and south of the Property consists of residential and commercial development along Route 238, much of which has been in place since the 1950's. These include, but are not limited to single-family residences, apartment buildings, a church and cemetery, a school, and vehicle maintenance businesses. To the east of the Property is the La Vista Quarry, and undeveloped open hilly grasslands and riparian oak woodlands adjacent to Ziele Creek and smaller ephemeral creeks. To the east of the Property is California State University East Bay campus, and several residences and apartment buildings.

The western boundary of Group 3 is formed by a fence running parallel to 16th Street. Opposite 16th Street are residences and apartment buildings followed by commercial development along Route 238 which date to the 1970's. Commercial rock and mineral extraction development in place since at least 1949, and associated with the La Vista Quarry is on the adjacent parcel to the east. The northern boundary of the Property is identifiable by Calhoun Street and a riparian oak woodland adjacent to an ephemeral creekbed. Several residences adjacent to

Calhoun Street are also in this area. To the south of the Property are more residences and commercial development associated with the City of Hayward dating to the 1990's.

Group 4 is bounded to the west by a church and cemetery in place since the 1950's, along with residences followed by commercial development along Route 238 dating to the 1960's. Harder Road and Calhoun Street form the northern and southern boundaries of the area, respectively. Opposite Harder Road are residential and commercial development dating to the 1950's associated with the California State University East Bay campus. To the east are additional undeveloped open grassland hills interspersed with riparian oak woodlands. Residences and riparian oak woodland associated with an ephemeral creek roughly following Calhoun Street are along the southern boundary of the property. Along the southeastern portion of the property are several residences at the terminus of Calhoun Street.

A total of 67 current and/or historical records of hazardous substance use, storage, or generation were found at locations ranging from adjacent to the Property, to approximately 1 mile from the Property. Details of these sites are located in Appendix D – Environmental Database Report. None of the listed sites are believed to constitute an immediate environmental concern for the Property, based on distance from the Property or type of listing.

3.0 INTERVIEWS AND HISTORICAL REVIEW

Adanta compiled information concerning the current and historical environmental conditions at the Property by accessing and reviewing readily available records and conducting interviews with informed persons. Historical data can be found in Appendix C.

3.1 INTERVIEWS AND REGULATORY CONTACTS

As part of the Phase I ESA, Adanta contacted the following individuals and/or agencies to find if adverse environmental conditions exist on the Property currently or in the past.

- Adanta interviewed representatives of the Property owner. Mr. John Stefansky with the City of Hayward, and Ms. Andrea Osgood with Eden Housing stated that the Property has not been discounted for any environmental reason. In addition, as far as they know there are no current litigation issue or regulatory directives beyond zoning designations for the Property, nor are they aware that any are in process. Mr. Stefansky and Ms. Osgood were also queried for information regarding past uses of the Property and the use, storage, or disposal of hazardous materials on the Property. Mr. Stefansky and Ms. Osgood said they were not aware of any use, storage, or disposal of hazardous materials on the Property from past or current use beyond those currently present.
- Adanta interviewed an equine care worker within the husbandry and boarding area within Group 3 regarding past and current activities at the Property, who stated that he was not aware of any past or current litigation issues, regulatory directives, or release of hazardous materials associated with the Property.
- Adanta contacted the City of Hayward Building Department with a request to review files for the Property. The Hayward Building Department did not have files on record for the Property.
- Adanta contacted the Alameda County Assessor's Office with a request to review files for the Property. The agency provided an assessor's parcel map of the Property and basic tax information.
- Adanta reviewed the State of California Regional Water Quality Control Board Geotracker online database to review files for the Property and adjacent sites. After review of the database information, the Property was not listed in the database and sites of environmental concern are not within distances that would be likely to have an impact on the environmental integrity of the Property.
- Adanta reviewed the State of California Department of Toxic Substances Control Envirostor online database to review files for the Property and adjacent sites. After review of the database information, the Property was not listed in the database and sites of environmental concern are not within distances that would be likely to have an impact on the environmental integrity of the Property.
- Adanta contacted the Alameda County Environmental Health Department with a request to review files for the Property. According to the agency, information for the Property address was not found.

3.2 CHRONOLOGY OF PROPERTY USE

The following historical Property use summary was compiled using the historical data gathered during the various activities of this assessment as referenced in Section 3.5.

1899 Adanta reviewed the earliest found USGS topographical map of the area and noted no development or apparent use on the Property or immediately surrounding area.

1915 Adanta reviewed a USGS topographical map of the area and noted that the Property and surrounding area appeared to be unchanged from the previous map.

1947 Adanta reviewed a USGS topographical map of the area and noted that Harder Road and Calhoun Street were now visible, as well as development along Mission Street/Route 238. A homestead was visible in the eastern portion of Group 4, though no other development on the Property could be seen. Several homesteads were visible along Calhoun Street and Harder Road.

1949 Adanta reviewed a historical air photograph of the area, and noted that the Property was undeveloped. The La Vista Quarry was visible to the east of the Property, and commercial and residential development was seen to the west along Route 238. What appeared to be orchards were visible to the southeast.

1958 Adanta reviewed a historical air photograph of the area, and noted that the Property was mostly unchanged from 1949, except for a small reservoir created by a dam on Ziele Creek in the northwestern portion of Group 4. Commercial and residential development had expanded along Route 238. Orchards were visible to the southeast and immediate west of the Property.

1959 Adanta reviewed a USGS topographical map of the area and noted that the La Vista Quarry was visible to the east of Group 3, and the California State University East Bay campus was visible to the northeast of Group 4. Additional residential and commercial development could be seen to the north and west. The Property appeared unchanged from the previous topographical map except for the small reservoir created by a dam on Ziele Creek in the northwestern portion of Group 4.

1966 Adanta reviewed historical air photographs of the area, and noted that the Property had not significantly changed. Residential and commercial development of surrounding areas had increased, and the quarry was clearly visible to the east of the Property. California State University East Bay campus and surrounding development was visible to the northeast. Orchards were no longer visible on surrounding properties.

1968 Adanta reviewed a USGS topographical map of the area and noted that the Property and immediately surrounding area appeared unchanged from 1959. The map also showed more expansion of urban areas surrounding the Property to the north, west, and south.

1973 Adanta reviewed a USGS topographical map of the area and noted that the Property and immediately surrounding area appeared unchanged from 1968. The map showed continued expansion of urban areas to the north, west, and south of the Property.

1975 Adanta reviewed historical air photographs of the area, and noted that the Property remained largely unchanged, though surrounding development had expanded. Additional residential developments were visible off of Harder Road, including the Westview Drive development and additional structures associated with the California State University East Bay campus. The apartments along 16th Street were also visible.

1980 Adanta reviewed a USGS topographical map and aerial photography of the area and noted that the Property appeared unchanged from 1973. Surrounding urban development to the west and south of the Property appeared largely as it does today.

1993 Adanta reviewed a USGS topographical map and aerial photography of the area and noted that the Property appeared largely unchanged from 1980, except that the reservoir formed by the dam on Ziele Creek appeared to be filled in with vegetation. The beginnings of the equine husbandry and boarding structures along the eastern boundary of Group 3 were visible, and residential development at the

terminus of Calhoun Street could be seen. Urban development to the north and northeast of the Property adjacent to the California State University East Bay campus appeared largely as it does today.

- 2002** Adanta reviewed historical air photographs of the area, and noted that the equine husbandry and boarding structures along the eastern boundary of Group 3 appeared as they do today, and the dam and reservoir on Ziele Creek were no longer visible. Surrounding area development appeared as it does today.
- 2008** Adanta reviewed aerial photography and noted that the Property and the surrounding area appeared to be substantially similar to that noted in 2002.
- 2012** Adanta reviewed aerial photography and noted that the Property and the surrounding area appeared to be substantially similar to that noted in 2008.
- 2018** Adanta reviewed aerial photography and noted that the Property and the surrounding area appeared to be substantially similar to that noted in 2012.

4.0 FILE REVIEWS, REPORTS, AND DATA SOURCES

Adanta accumulated reasonably accessible information concerning known sources of data with regard to environmental conditions at the Property and the general area. This data search included obtaining a third-party environmental database report, review of environmental reports found in regulatory files or provided by the client, and the sources of data we used in accumulating the necessary information to complete this Phase I ESA.

4.1 ENVIRONMENTAL DATABASE REPORT

GeoSearch, Inc. was subcontracted to provide an environmental database for the Property and surrounding area. The database comprises a list of sites within designated distances of the Property that are listed by regulatory agencies. The distances of sites from the Property on the database are designated in ASTM E1527-13. Most sites have limited descriptions of the reason for the regulatory listing. Environmental Records Search also provided a map of locations of these sites, which can be found in Appendix D - Environmental Database Report.

The Property was not found in the environmental database report. Sites adjacent to the Property were not found in the environmental database. In addition, sites in the near vicinity of the Property found on the database are not thought to be of environmental concern to the Property based on their type of listing or their location from the Property relative to groundwater flow direction.

Adanta did not find information in the environmental database that would suggest sites in the near vicinity of the Property have impacted the environmental integrity of the Property.

4.2 FILE REVIEWS AND ENVIRONMENTAL REPORTS

Files reviewed at local regulatory agencies are summarized in Section 3.1, and copies of available readily accessible documents can be found in Appendix C - Regulatory Data and Other Reports. Not all regulatory documents are readily available to be included in this Phase I ESA.

Other reports concerning the environmental condition of the Property were not reviewed by Adanta for preparation of this Phase I ESA, nor were they found during research activities.

4.3 SOURCES OF DATA

Adanta contacted regulatory agencies and other potentially knowledgeable persons and information sources concerning the Property. Copies of maps, permits, and other documents, if available, are in Appendix C - Regulatory Data and Other Reports.

The following are the information sources contacted or accumulated by Adanta for completion of this Phase I ESA report:

Information Sources

- Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process – ASTM E1527-13
- US EPA General Guidelines on All Appropriate Inquiry (AAI)
- City of Hayward Building Department
- City of Hayward Planning Department,
- Alameda County Environmental Health Department
- Alameda County Assessor's Office
- State of California Water Quality Control Board
- Personal interview with equine care worker at equine husbandry and boarding area within Group 3
- User Questionnaire by John Stefansky, Management Analyst with City of Hayward,
- GeoSearch, Environmental Database Report
- State of California, Water Resources Control Board, Geotracker online database
- State of California, Department of Toxic Substances Control, Envirostor online database
- United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle, 1947, 1959, 1968, 1973, 1980, 1993
- USGS 15-minute Topographic Quadrangle Map, 1899, 1915
- USGS Groundwater Data for Alameda County, California
- USDA Natural Resources Conservation Service, Soil Survey of Alameda County, California
- Sanborn Fire Insurance Maps are not available for the area of the Property
- Aerial Photographs and Satellite Images, dated 1949, 1958, 1966, 1975, 1980, 1993, 2002, 2008, 2012, 2018

User Supplied Information

Adanta supplied a questionnaire to Eden Housing asking for specialized knowledge concerning the Property. Mr. John Stefansky, Management Analyst with City of Hayward filled out the questionnaire on behalf of Eden Housing. This questionnaire can be found in Appendix E. It is our understanding that the price of the Property is not discounted due to known or suspect environmental conditions. In addition, it is our understanding that there are not current or known contingent environmental litigation issues, or intended environmental regulatory action concerning the Property.

5.0 PHYSICAL SETTING

Information sources were reviewed that would be thought to reveal the geographic situation of the Property that might suggest how surface and subsurface flows occur at the Property and in its general area. This information could help establish if the Property may have affected the environmental conditions of surrounding sites, or if surrounding sites may have affected the environmental condition of the Property.

5.1 SURFACE DESCRIPTION

Topography

The Property is located within the coastal range foothills to the east of Hayward. Elevation ranges from approximately 150 feet above mean sea level (AMSL) at the lowest point adjacent to 16th Street in Group 3, to approximately 450 feet AMSL at the highest point in the northeastern portion of Group 4. Due to it's location on the western face of the foothills, the property tends to slope in varying degrees to the west (USGS California 7.5 minute Quadrangle, Topographic Map).

Nearest Surface Water

The nearest perennial surface water is Ziele Creek, which flows in a westerly direction through the northern section of Group 4 of the Property.

5.2 SOIL AND GROUNDWATER

Soil Description

According to the USDA Natural Resources Conservation Service, Soil Survey of Alameda County, soil for the area of the Property consists of approximately 85% Altamont Clay, 8% Azule Clay Loam, and 7% Diablo Clay.

Groundwater Description

According to the USGS Groundwater Data for Alameda County, it is expected that groundwater will be encountered at approximately 20 feet below ground surface (BGS), and likely flows to the west.

First Aquifer Use

The local use of the first aquifer in the area of the Property is unknown

6.0 LIMITATIONS

This Phase I Environmental Site Assessment (ESA) was conducted according to industry standards and guidelines established under ASTM E1527-13 and the US EPA's All Appropriate Inquiry rule.

This assessment cannot fully eliminate the possibility that the Property has environmental impairments. Even with today's technology, no amount of assessment can certify that the Property is completely free of environmental concern. It is possible undocumented or concealed conditions of the Property could exist beyond what was found during this ESA. This report does not cover any Property conditions beyond the date the Property survey was conducted.

Physical setting information provided in this report is for drawing conclusions, by Adanta, within the context and timing of this report only. This information is preliminary and should not be used for any subsequent purposes.

Much of the information, upon which the conclusions and recommendations of this Phase I ESA are based, comes from data provided by others. Adanta is not responsible for the accuracy or completeness of this information. Inaccurate data, or information that was not found or made available to Adanta, may result in a modification of the stated conclusions and recommendations.

Any estimates of the scope of recommendations are based only on the information found during this assessment. Actual scope may vary upon refining data during proposal preparation, with changes in economic conditions, or as additional information becomes available.

6.1 ALL APPROPRIATE INQUIRY NOTICE

Since November 1, 2006, the US EPA has required individuals conduct "All Appropriate Inquiry" (AAI: Final Rule 40 CFR Part 312 or the equivalent ASTM E1527-13) to qualify as an innocent landowner, a contiguous property owner, or a bona fide prospective purchaser. The US EPA had declared that ASTM E1527-13 is sufficient for All Appropriate Inquiry.

The scope of work performed for the preparation of this report meets the AAI and the ASTM E1527-13 standard.

6.2 REPORT USE

This report was prepared for the sole use and benefit of Eden Housing and their lender and partners in this transaction. This report is not a legal opinion and does not offer warranties or guarantees.

PHOTOGRAPHS



Photo 1: View of Property, Group 3 from 16th Street, looking east.



Photo 2: View of Property, Group 3 unpaved access road running adjacent and parallel to 16th Street. Note equine husbandry and boarding structures in distance at right, and small debris pile with 4 inch steel pipe at center .



Photo 3: View of small debris pile within Group 3 containing burnt organic matter and 4 inch steel pipe.



Photo 4: View of brushland area at northern portion of Group 3. Note residences and gradual transition to riparian oak woodland in distance.



Photo 5: View of residential properties adjacent to northern boundary of Group 3.



Photo 6: View of fire hydrant and valve box in place at northern portion of Group 3, near transition from open grassland to brushland area.



Photo 7: View looking south across open grassland area from northern portion of Group 3.



Photo 8: View of equine husbandry and boarding area at eastern boundary of Group 3, looking south.



Photo 9: View of AST (center) in equine husbandry and boarding area at eastern boundary of Group 3.



Photo 10: View of equine husbandry and boarding area at eastern portion of Group 3 from terminus of access road.



Photo 11: View of equine stables and tractor at eastern portion of Group 3.



Photo 12: View of equine stable at eastern portion of Group 3.



Photo 13: View of equine transport trailers at equine husbandry and boarding area at eastern portion of Group 3.



Photo 14: View of Group 3 from southern portion, looking north.



Photo 15: View of southern boundary of Group 3, looking south.



Photo 16: View of Group 4 from California State University East Bay campus visitor kiosk on Harder Road, looking west.



Photo 17: View of Group 4 from northwest corner, looking south.



Photo 18: View of ephemeral creek and adjacent riparian vegetation within northern portion of Group 4.



Photo 19: View of open grassland transition to riparian oak woodland within northern portion of Group 4.



Photo 20: View of transient encampment within riparian oak woodland in northern portion of Group 4.



Photo 21: View of Group 4 looking west across Hayward, showing riparian oak woodland associated with Ziele Creek at left.



Photo 22: View of Group 4 at approximate center looking east, showing edge of riparian oak woodland associated with Ziele Creek.



Photo 23: View of riparian oak woodlands associated with Ziele Creek at approximate center of Group 4, looking east.



Photo 24: View of Ziele Creek at approximate center of Group 4, from within riparian oak woodland.



Photo 25: View of AST associated with water storage and former livestock water basin at approximate center of Group 4 near Ziele Creek, looking southwest.



Photo 26: View of residences and equine stables at terminus of Calhoun Street, adjacent to northeast portion of Group 4.



Photo 27: View of residence and piles of debris at northeast corner of Group 4.



Photo 28: View of debris pile near residence at northeast corner of Group 4. Note presence of items such as used automobile tires and propane canisters.



Photo 29: View of residences at terminus of Calhoun Street, adjacent to northeast boundary of Group 4.



Photo 30: View of Group 4 from southwest corner, looking northeast.

FIGURES

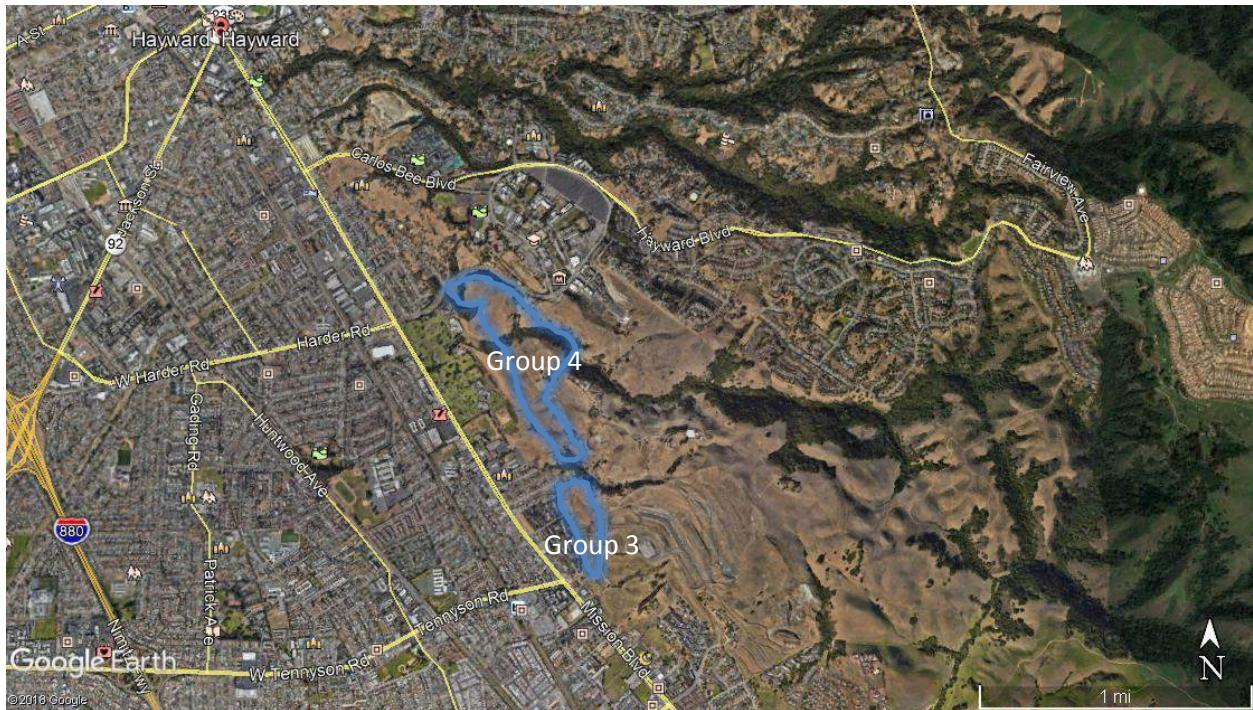


Figure 1: Property and surrounding area of Hayward

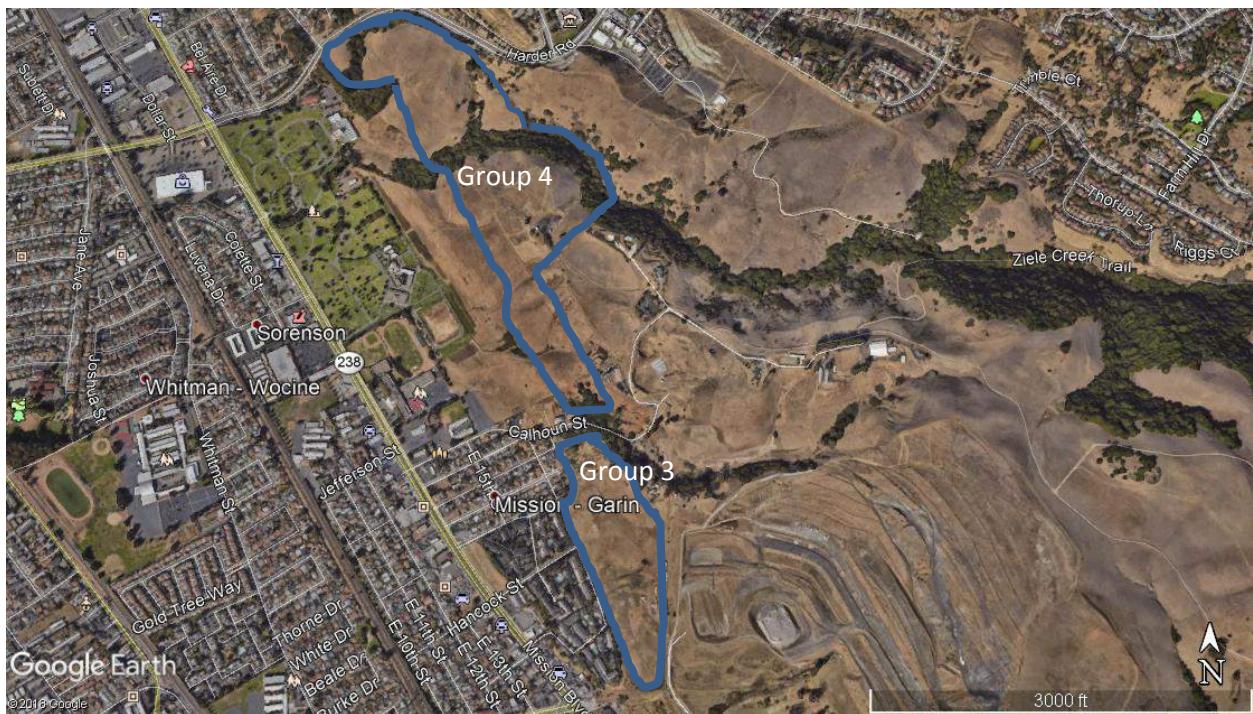


Figure 2: Property Map

APPENDIX A

QUALIFICATIONS

Nicholas A. Patz, Qualifications

Nicholas. Patz is a Program Manager at Adanta and has over 30 years of experience conducting and managing environmental and waste management projects at Adanta, Inc., Ceres Associates, Kleinfelder, Inc. D.A. Evans, Inc. and Fugro, Inc. He has conducted geotechnical studies for mass grading of large complex residential and commercial developments, and managed the precise geologic mapping necessary at nuclear generating stations. Mr. Patz has participated in terrain analyses and hydrogeologic studies for the U.S. Department of Defense. He has conducted and managed potentially responsible party searches and thousands of Phase I, II, and III Environmental Site Assessments (ESAs). Mr. Patz has managed and participated in groundwater assessments for potability, chemical characterization, and solid waste assessment tests, he has been engaged in risk assessments, remedial investigations and feasibility studies, remedial action, environmental impact studies and landfill sighting and monitoring studies.

Mr. Patz has provided program management for many large projects that have included numerous professional disciplines such as engineering, waste management, environmental science, geology, health science, chemists, and geotechnical engineering professionals.

Mr. Patz has instituted programs for concept integrated waste management programs to establish zero-waste initiatives for local governments, hotel chains, and industrial developments using a variety of available options from the simple such as composting to innovative waste to energy systems. Best waste handling practices, innovative and precise waste stream analysis as well as storage and disposal plans are incorporated into each project in different ways because each project has its own unique set of circumstances and challenges under which it operates.

In addition to the above Mr. Patz provides expert witness services for environmental and waste management litigation issues.

Education

B.A. Geography, California State University, Fullerton
Graduate Studies, Geography, Arizona State University

Registration

California Registered Environmental Assessor #00066 (discontinued)
Nevada Certified Environmental Manager #01274

Special Training

Brownfields Project Management, CCLR
40-hour OSHA Health & Safety Training and 8-hour updates
Hazardous Materials Management, University of California, Irvine

APPENDIX B

HISTORICAL DOCUMENTATION



Aerial view of Property, Groups 3 and 4, 1949



Aerial view of Group 3, 1958



Aerial view of Group 4, 1958



Aerial view of Group 3, 1966



Aerial view of Group 4, 1966



Aerial view of Group 3, 1975



Aerial view of Group 4, 1975



Aerial view of Group 3, 1980



Aerial view of Group 4, 1980



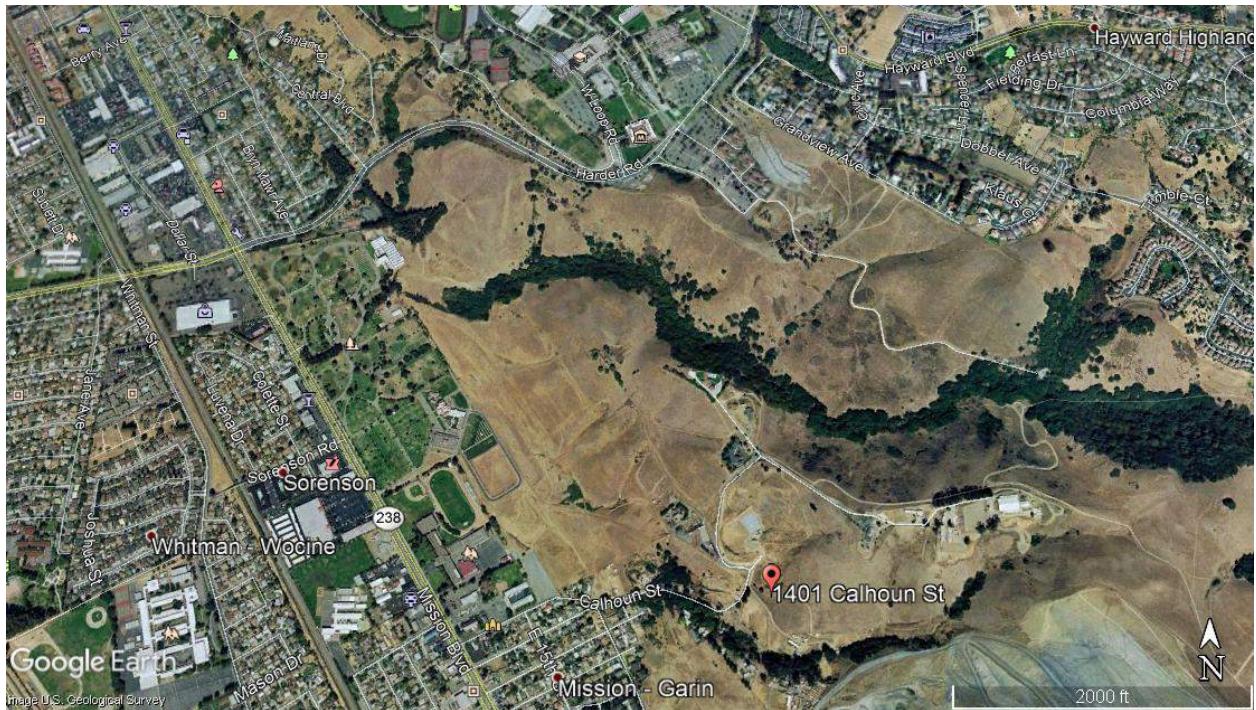
Aerial view of Group 3, 1993



Aerial view of Group 4, 1993



Aerial View of Group 3, 2002



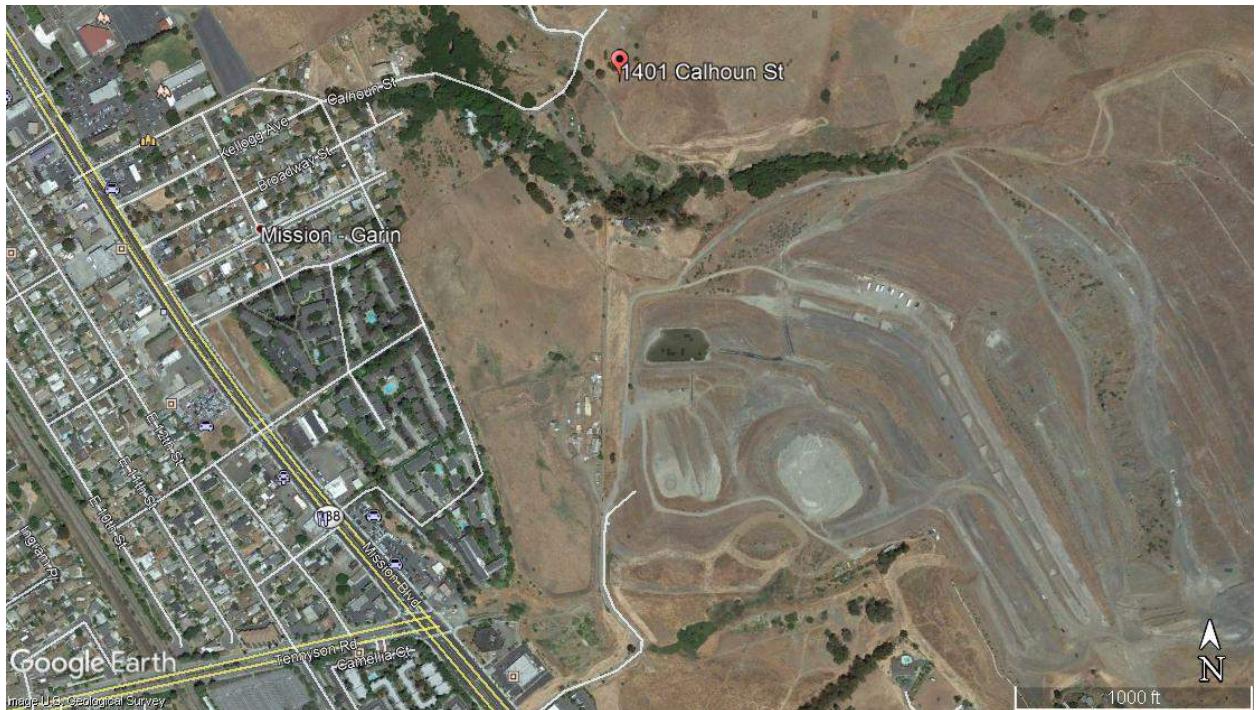
Aerial view of Group 4, 2002



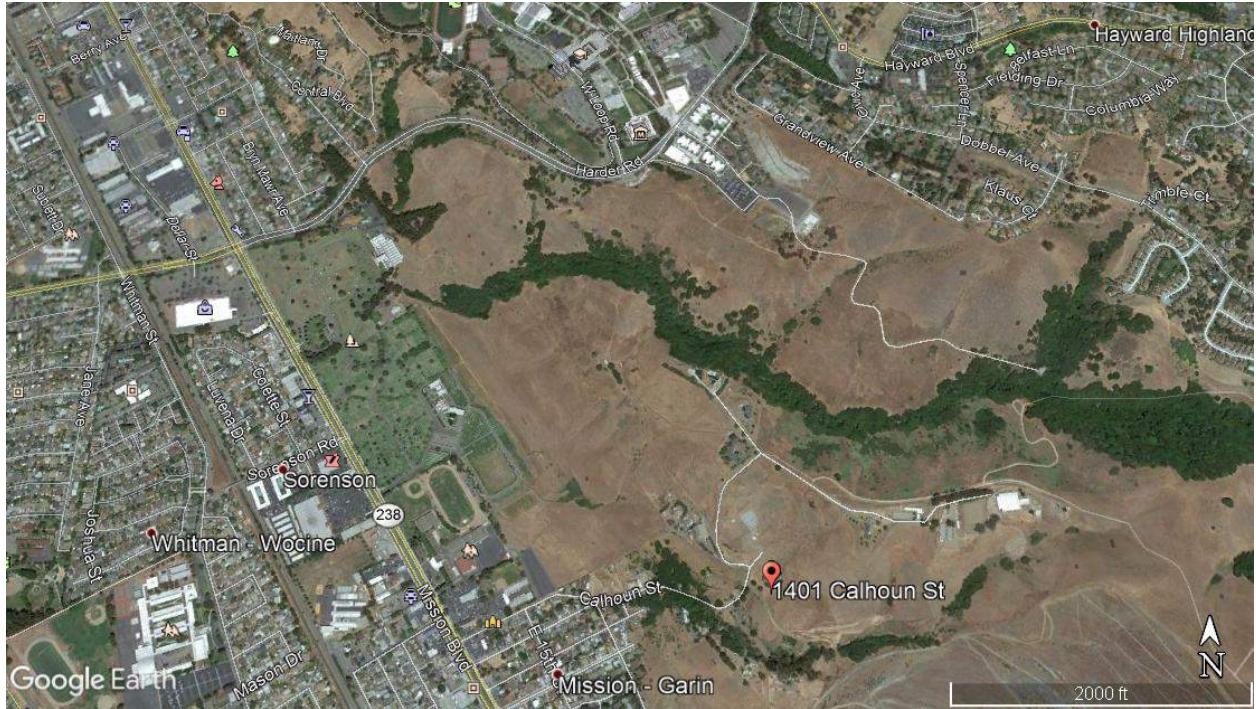
Aerial View of Group 3, 2008



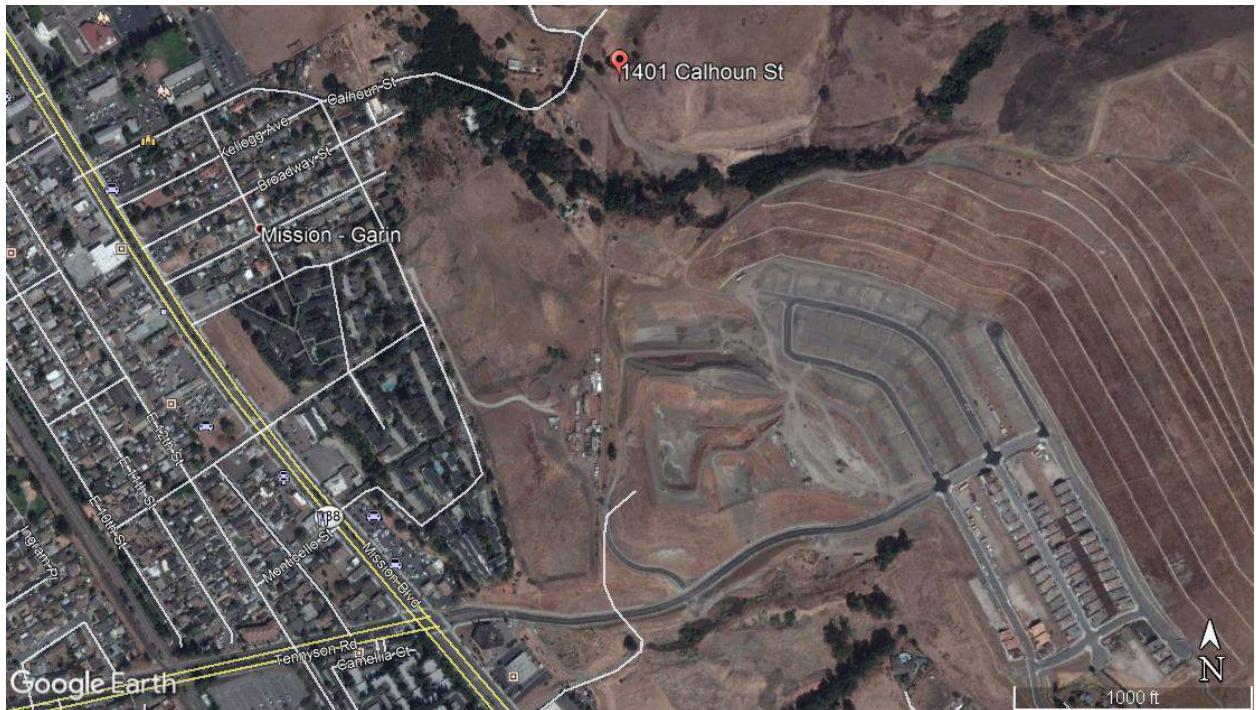
Aerial view of Group 4, 2008



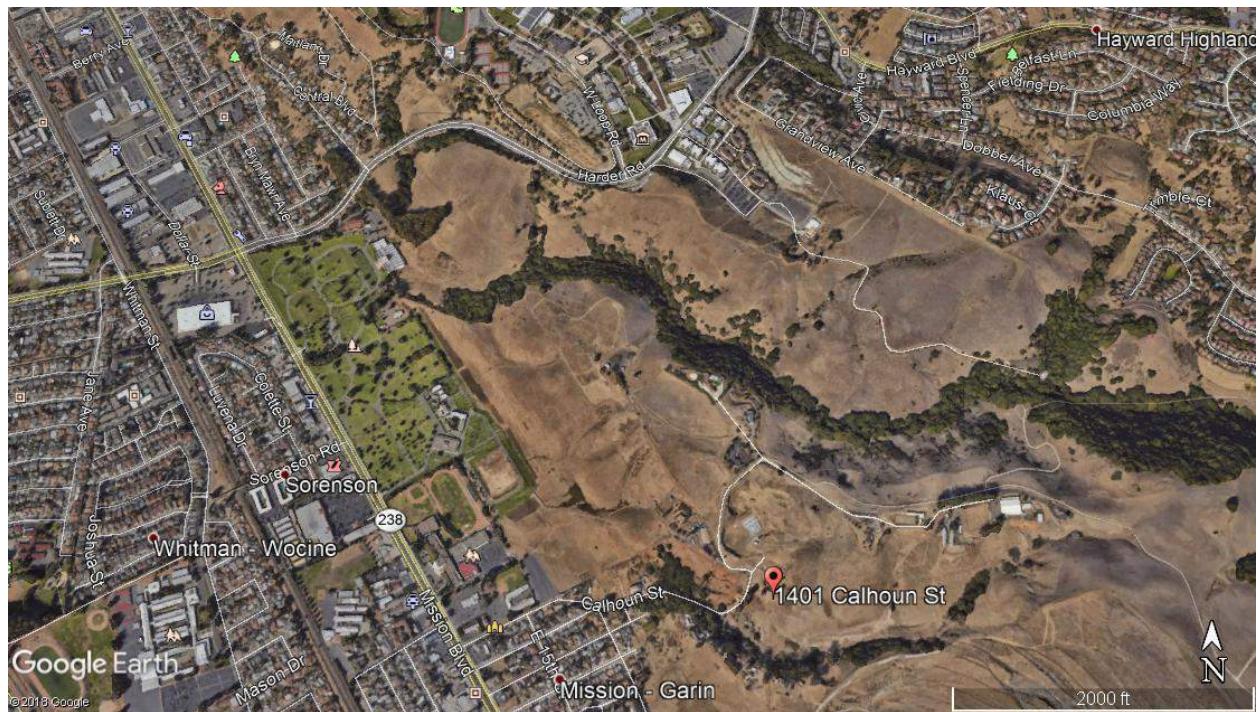
Aerial view of Group 3, 2013



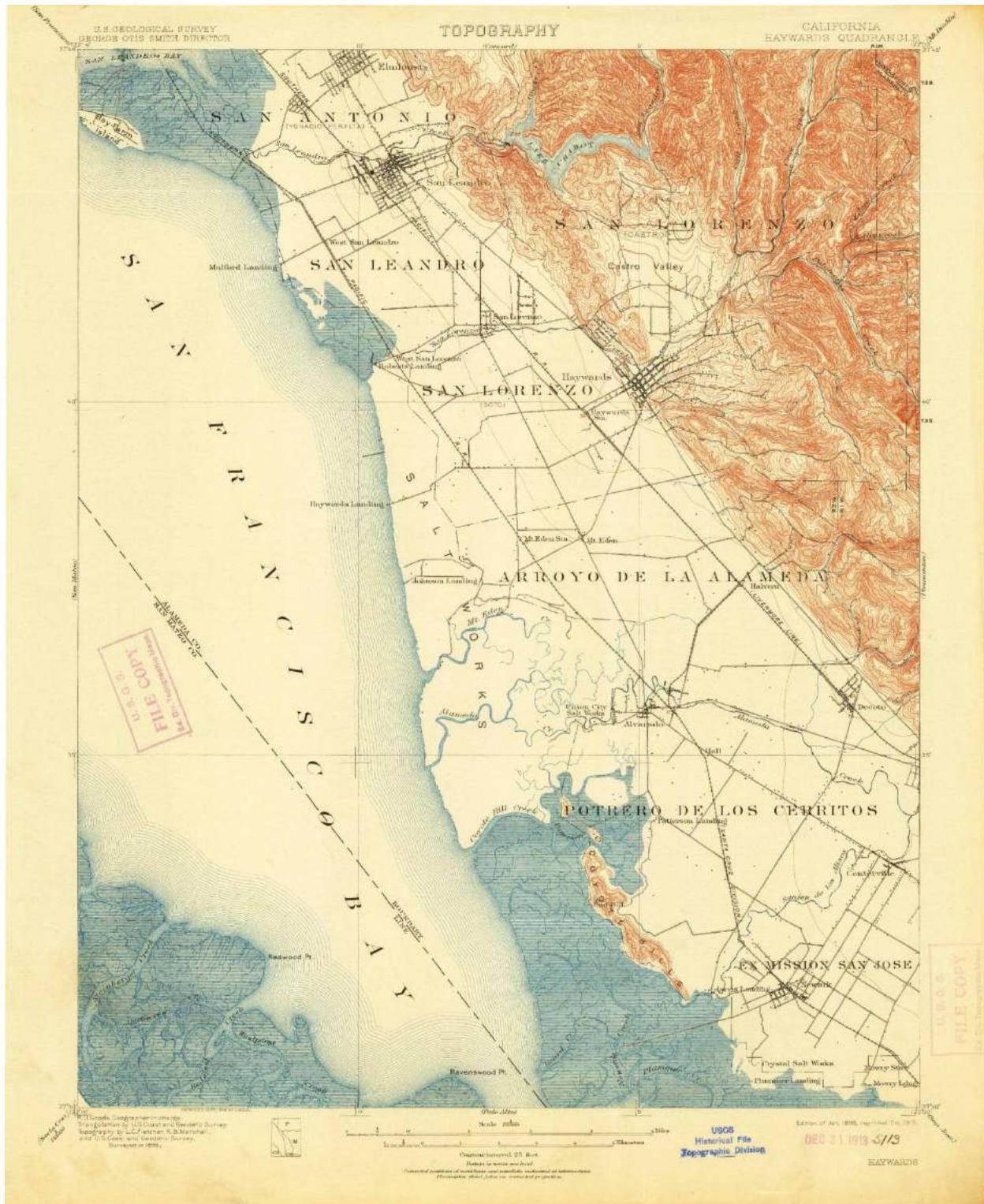
Aerial view of Group 4, 2013



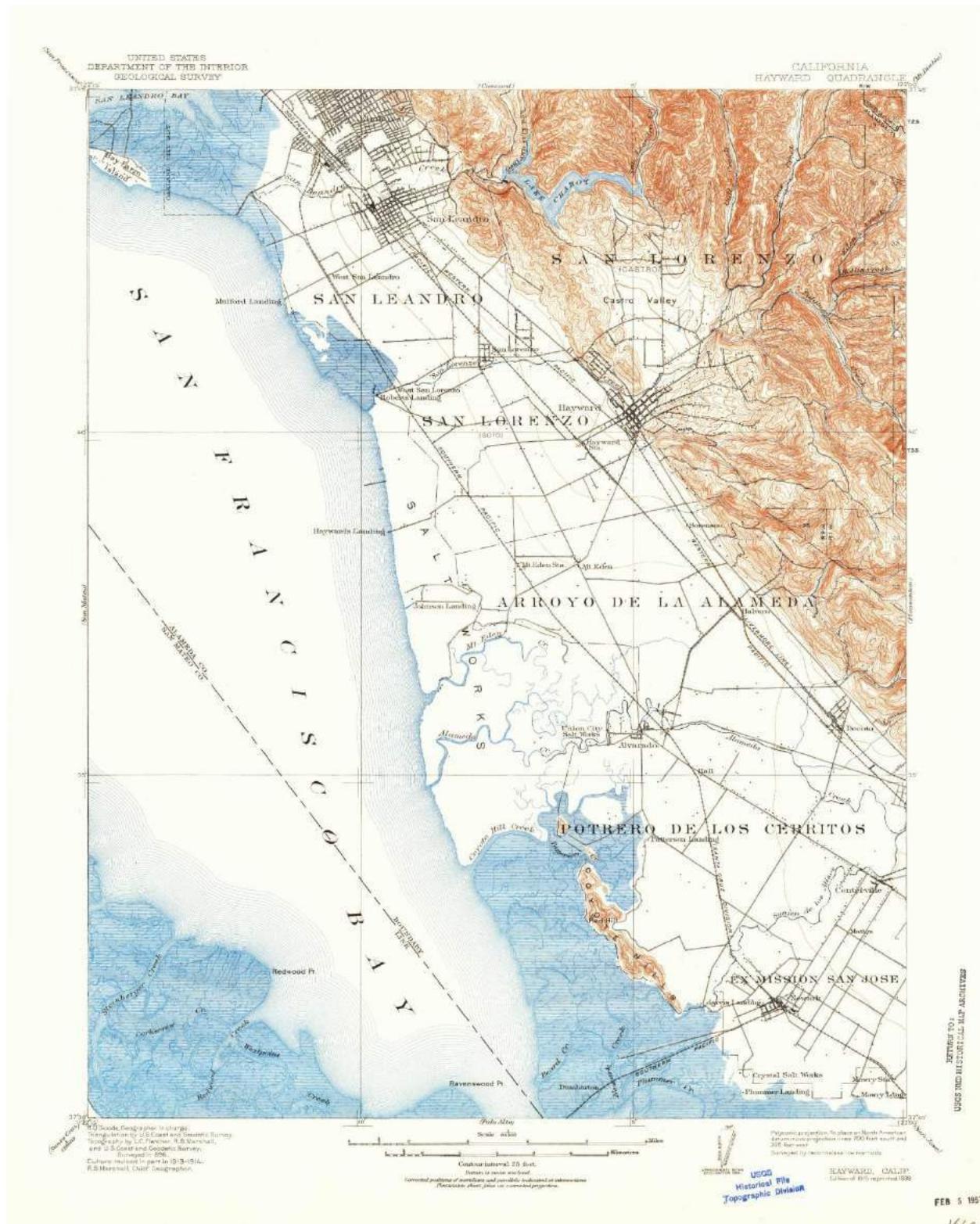
Aerial View of Group 3, 2018



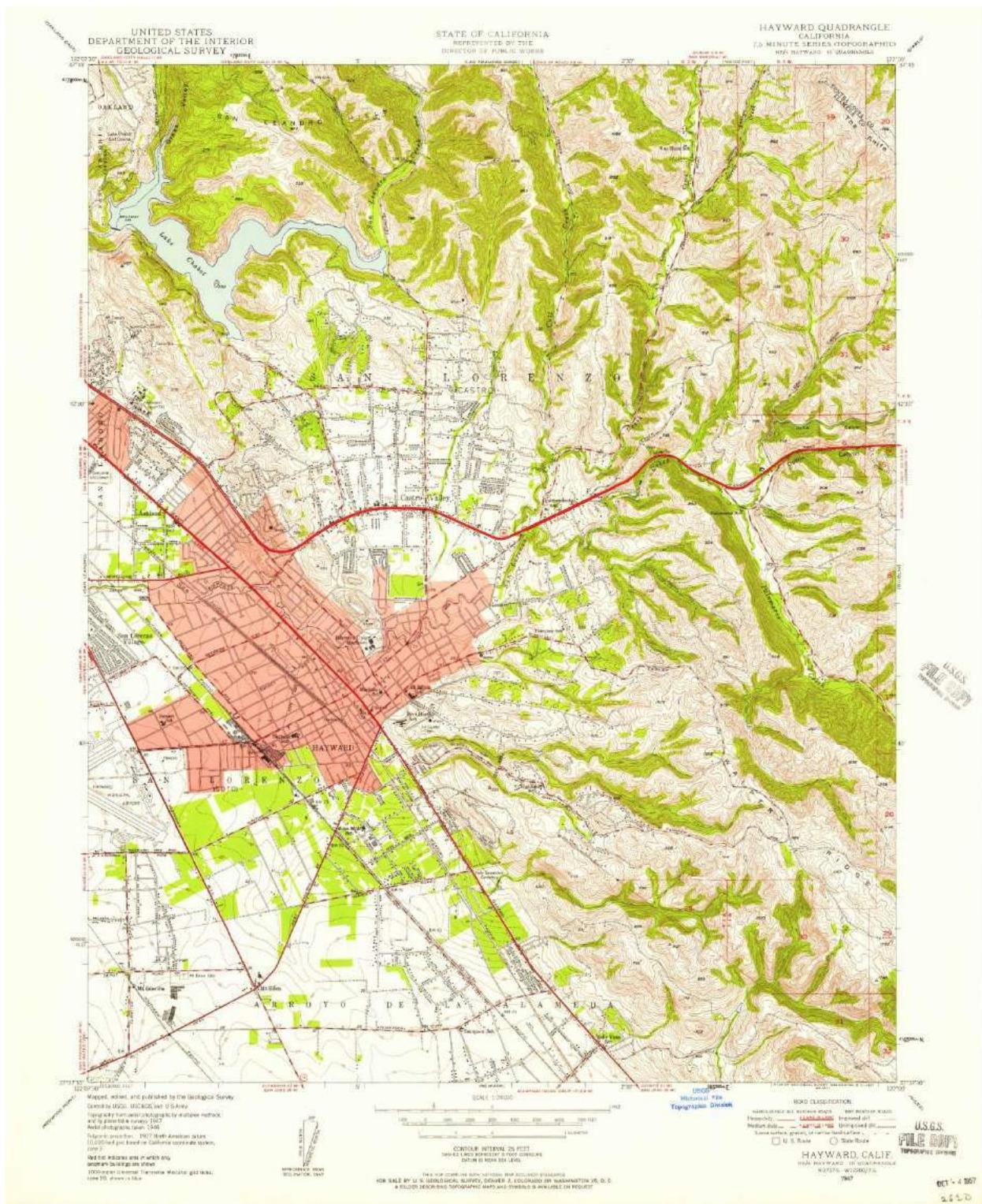
Aerial view of Group 4, 2018



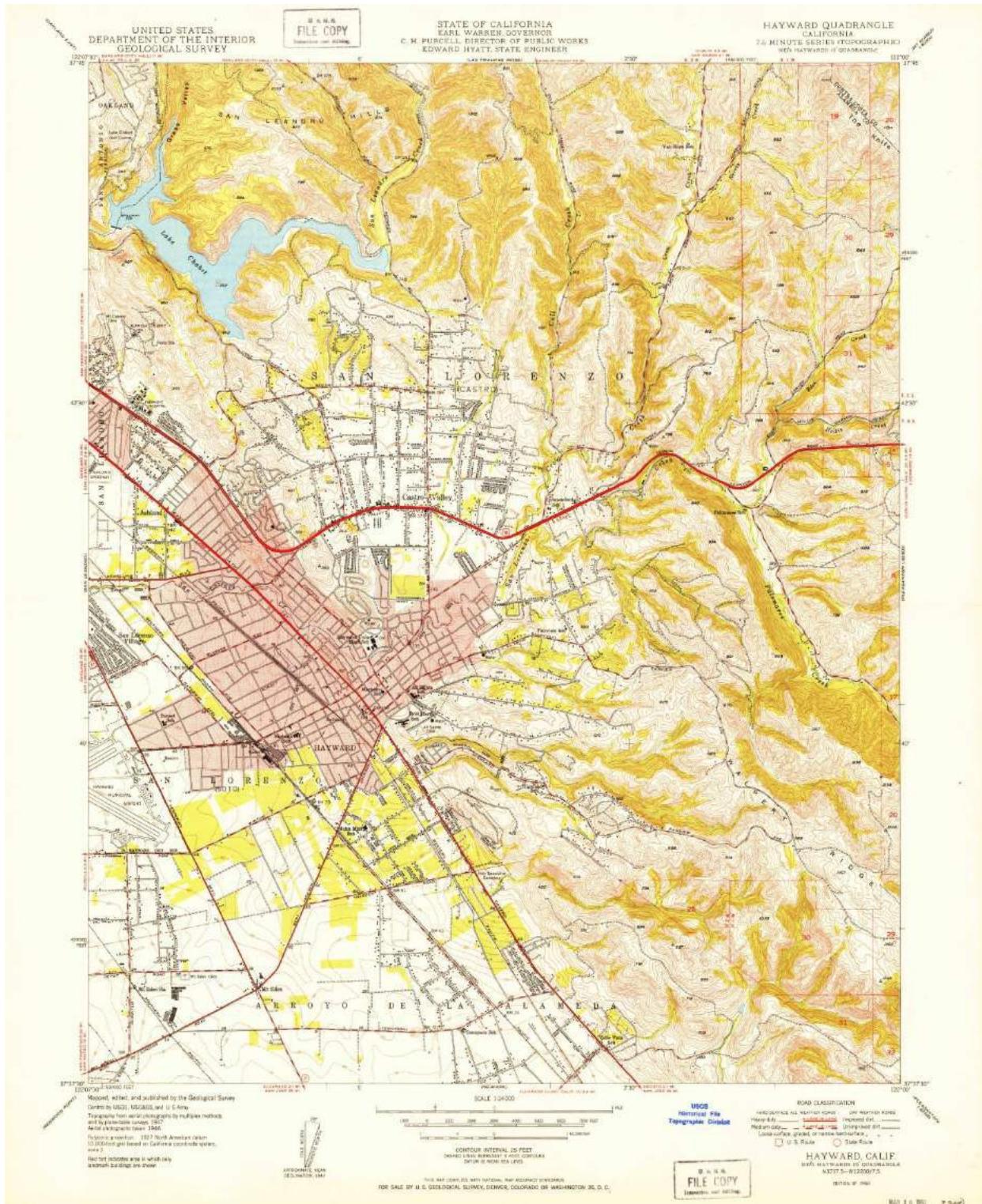
USGS Topographic Map, 1899



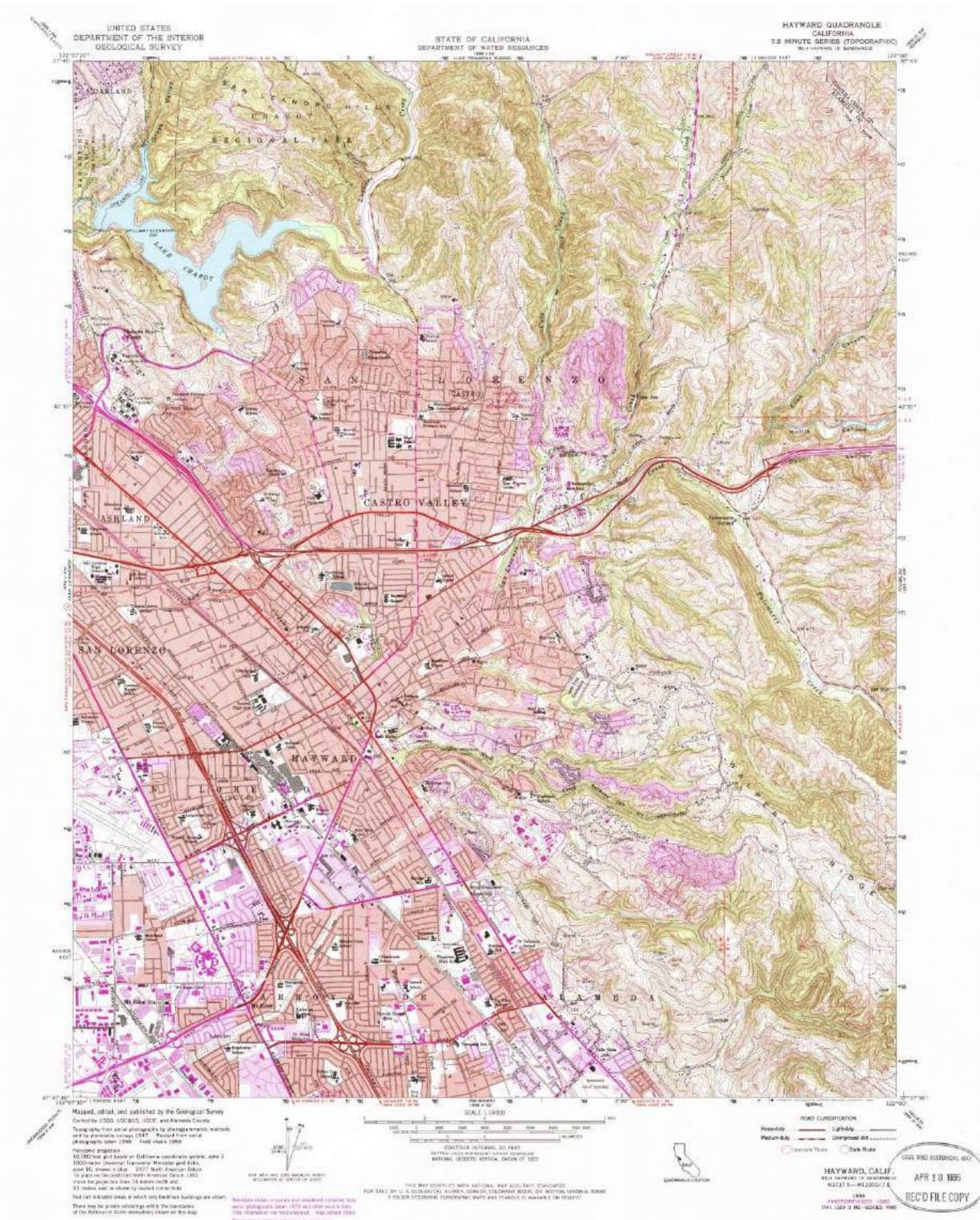
USGS Topographic Map, 1915



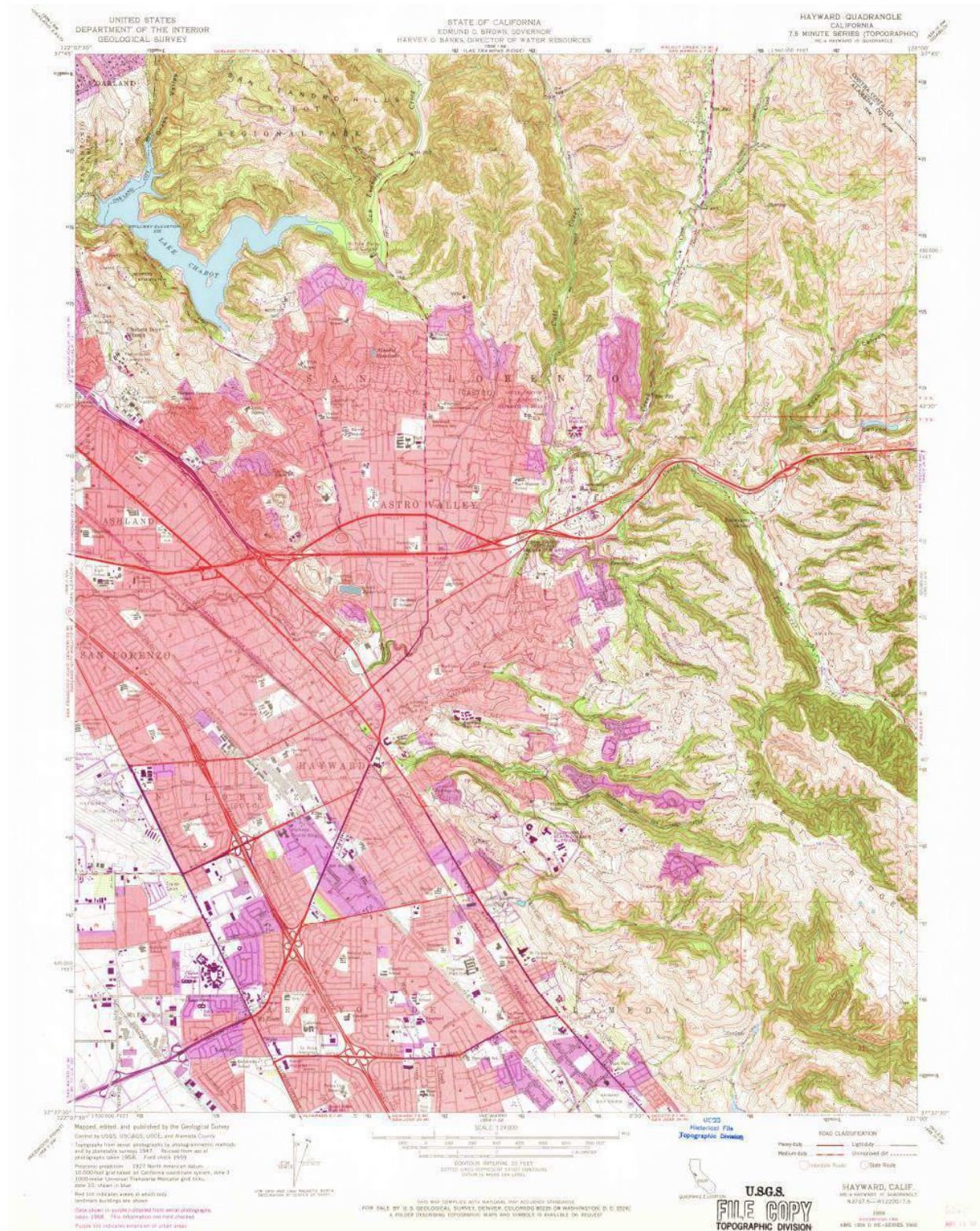
USGS Topographic Map, 1947



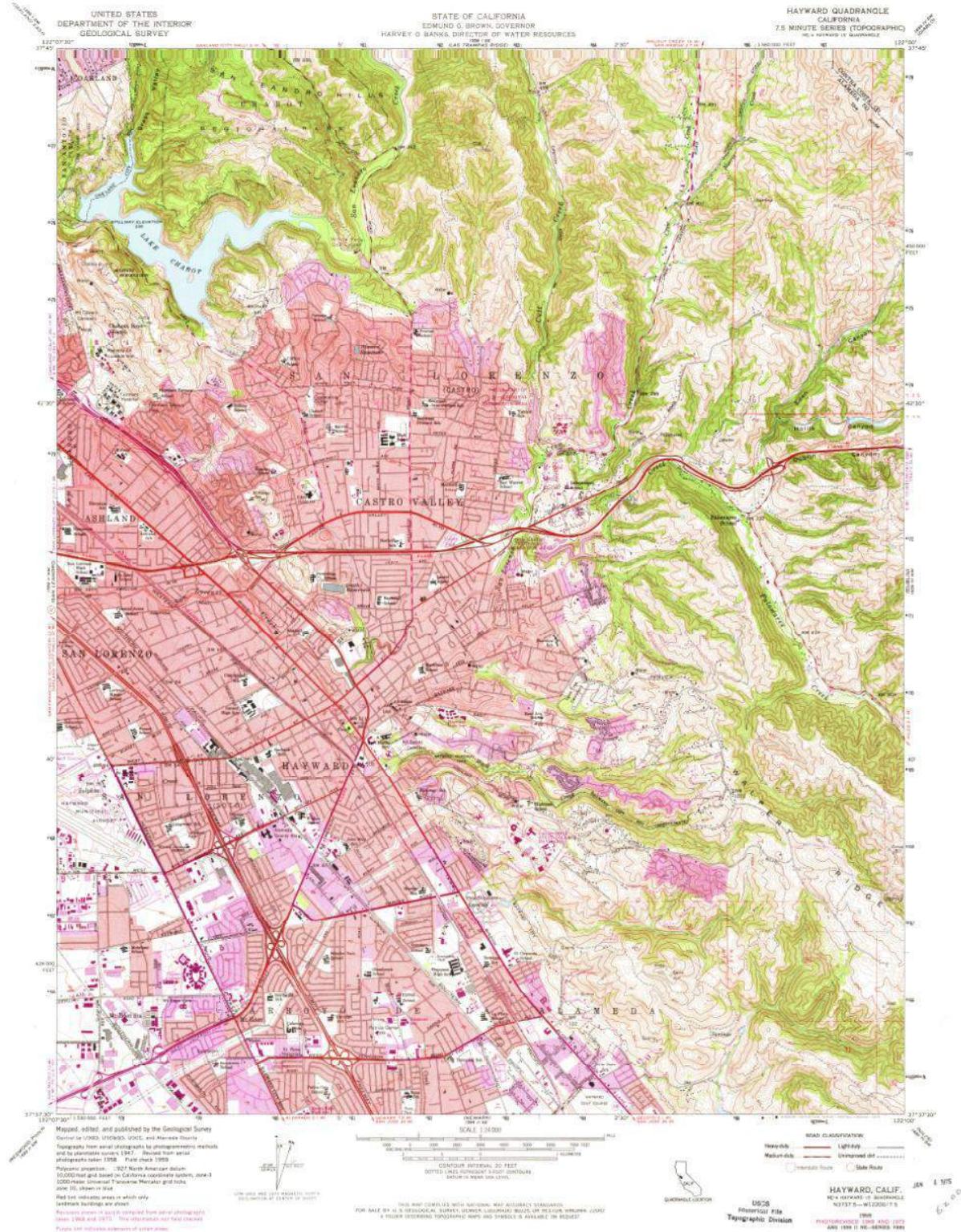
USGS Topographic Map, 1950



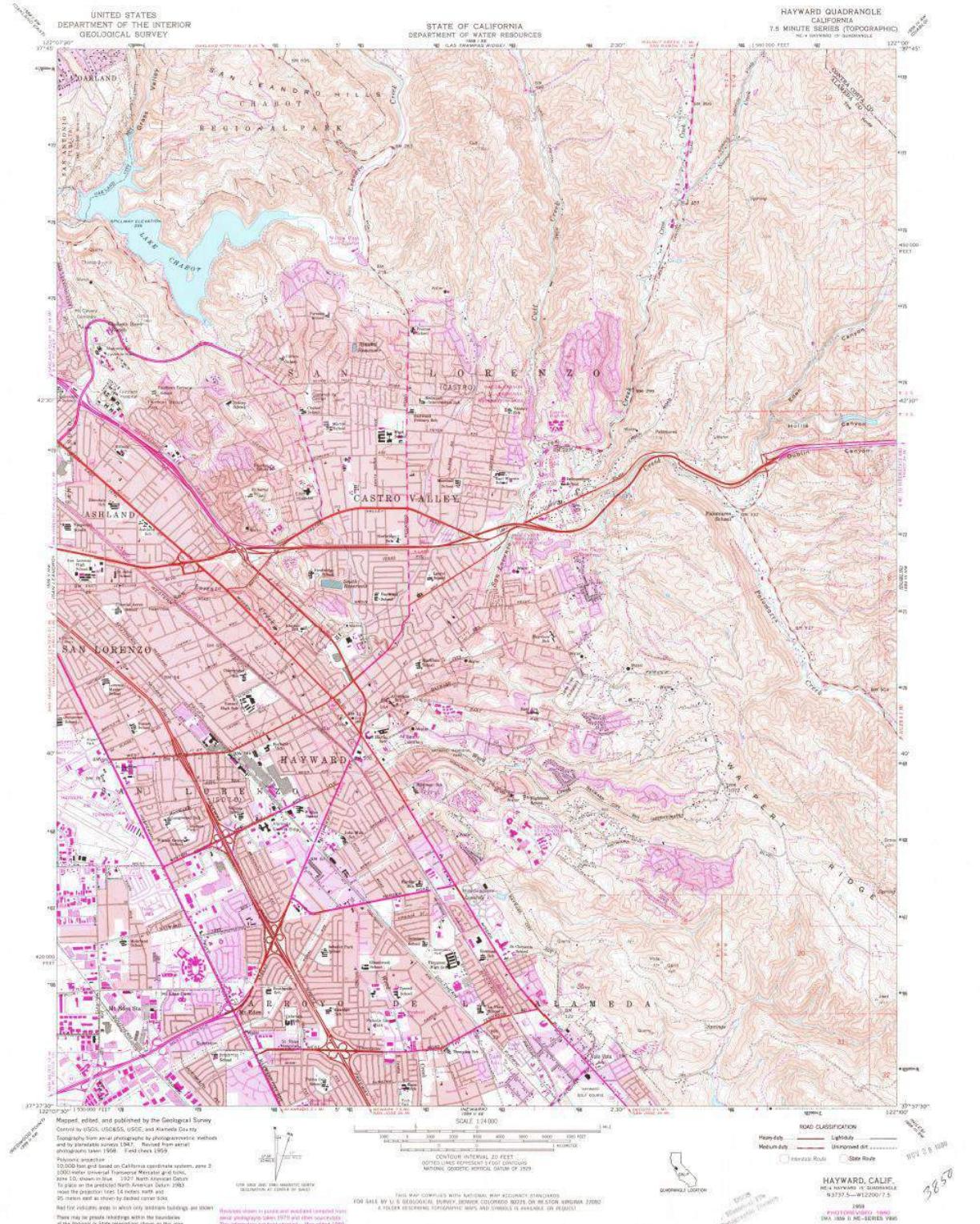
USGS Topographic Map, 1959



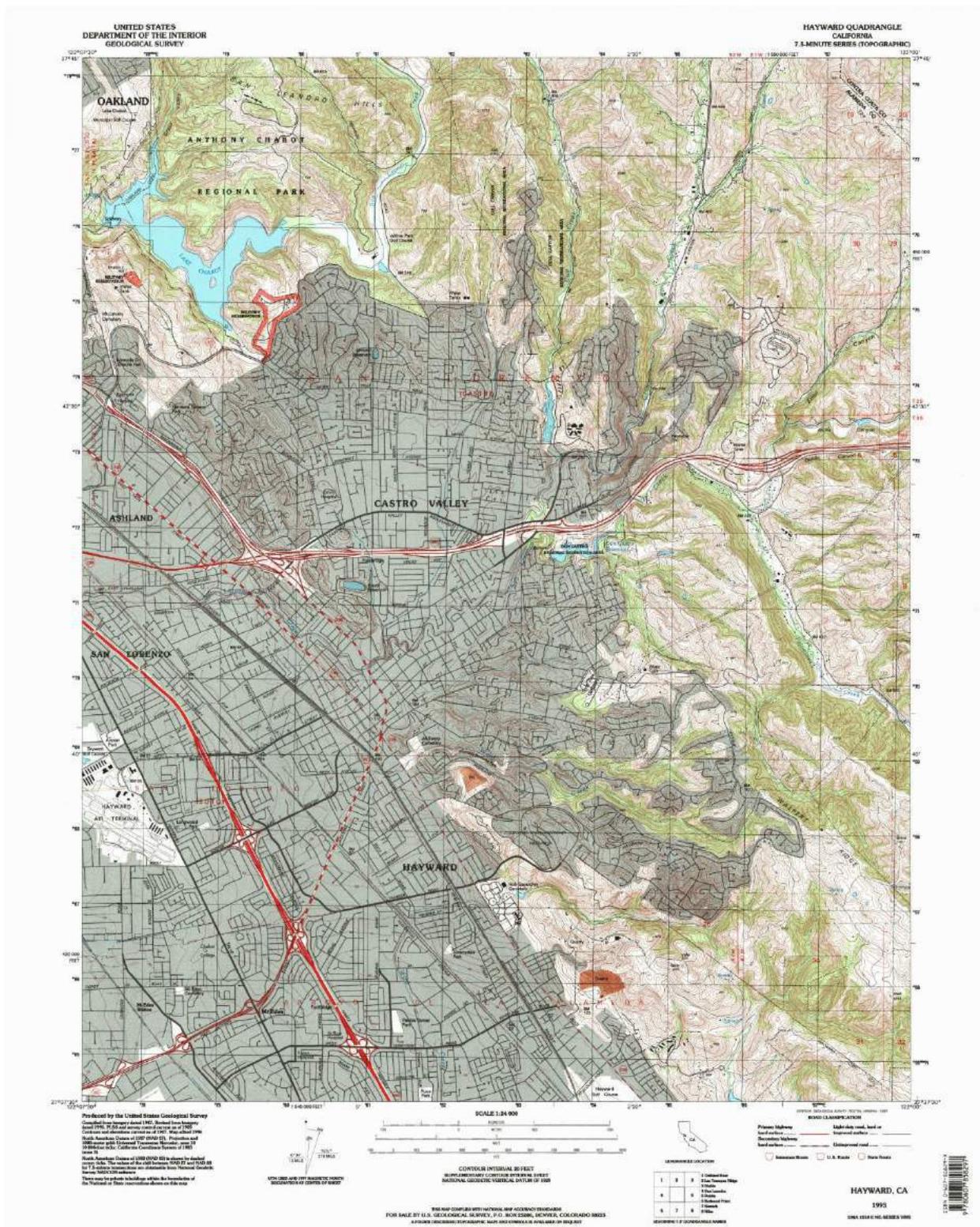
USGS Topographic Map, 1968



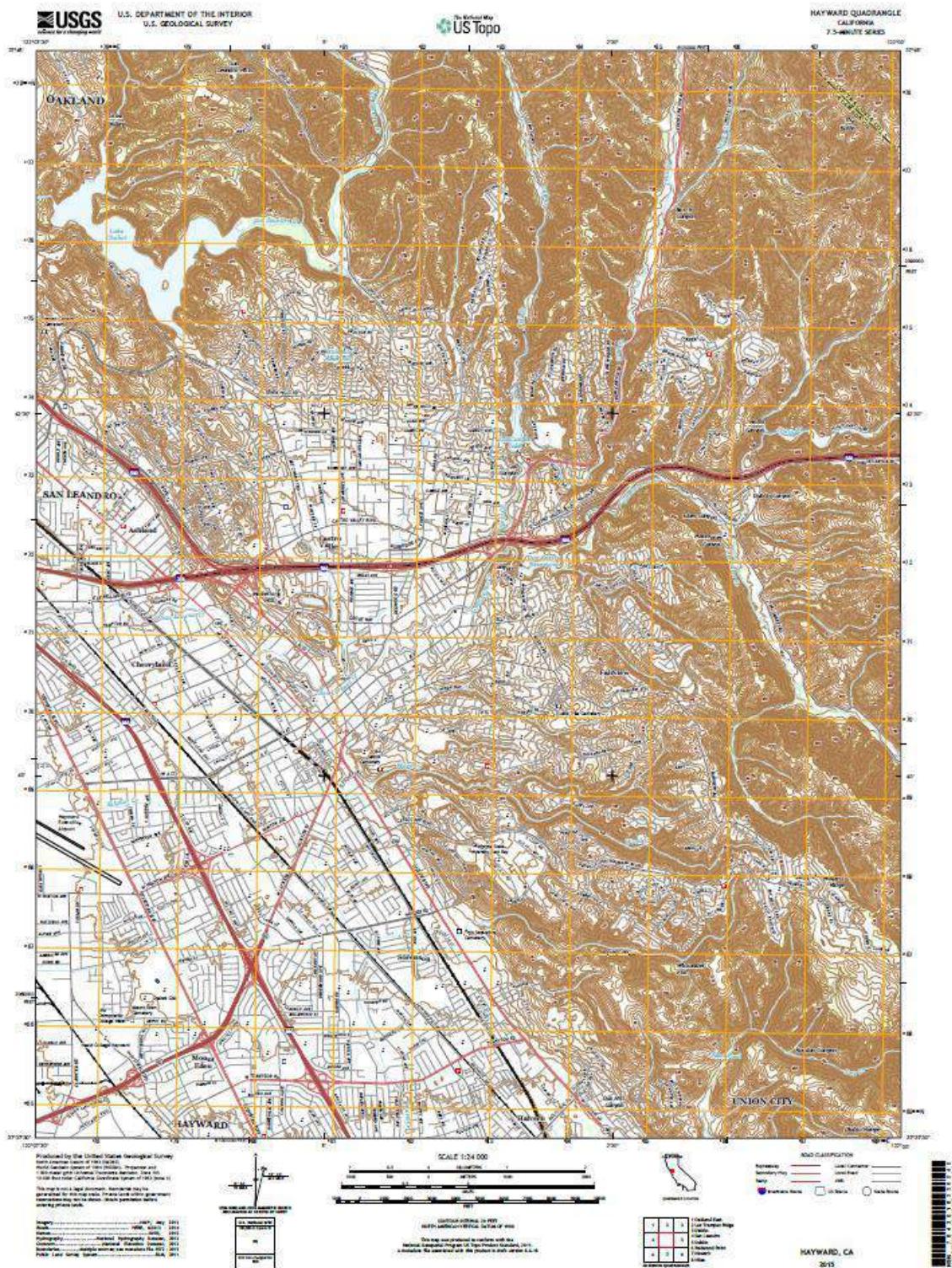
USGS Topographic Map, 1973



USGS Topographic Map, 1980



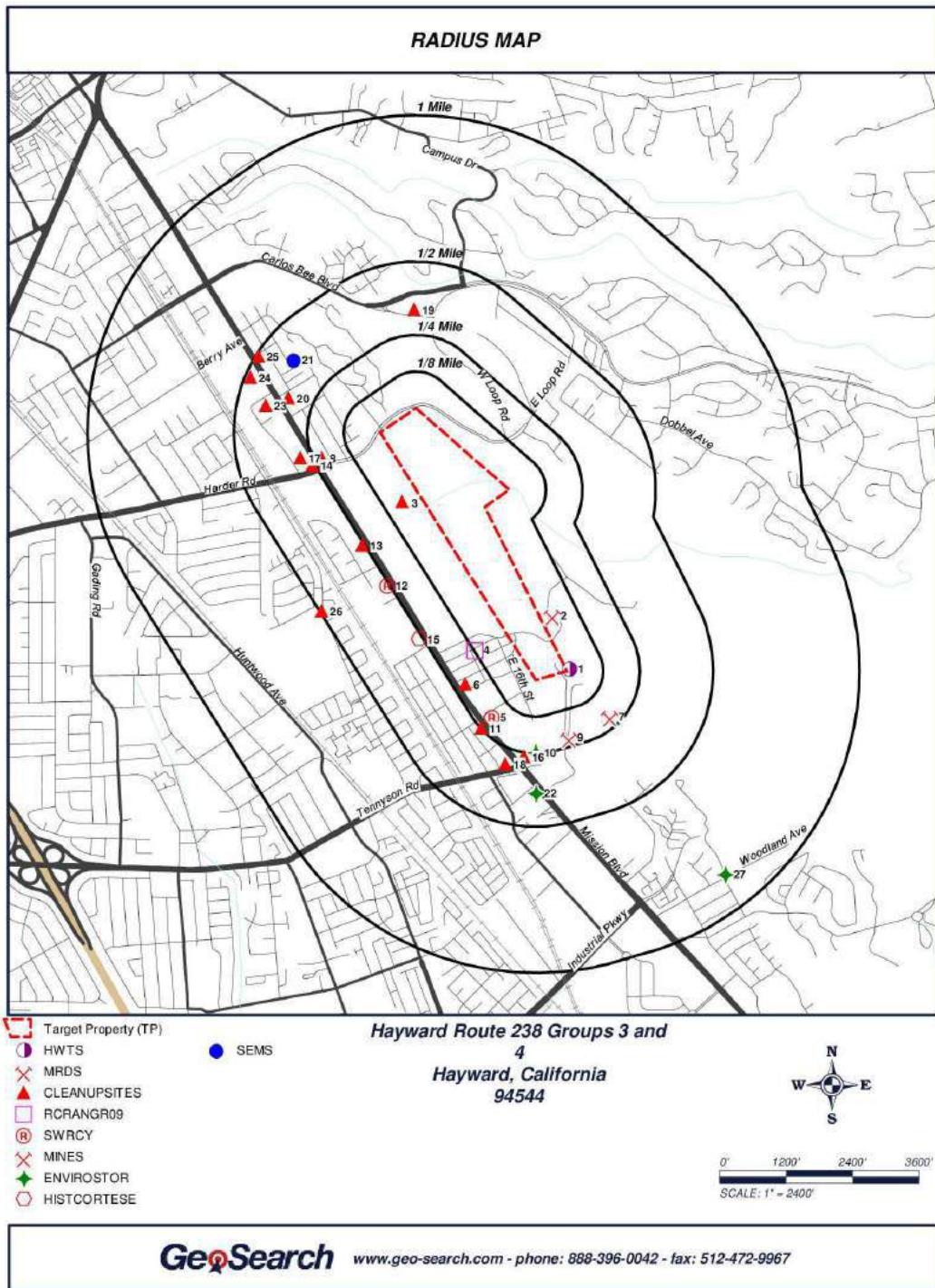
USGS Topographic Map, 1993



USGS Topographic Map, 2015

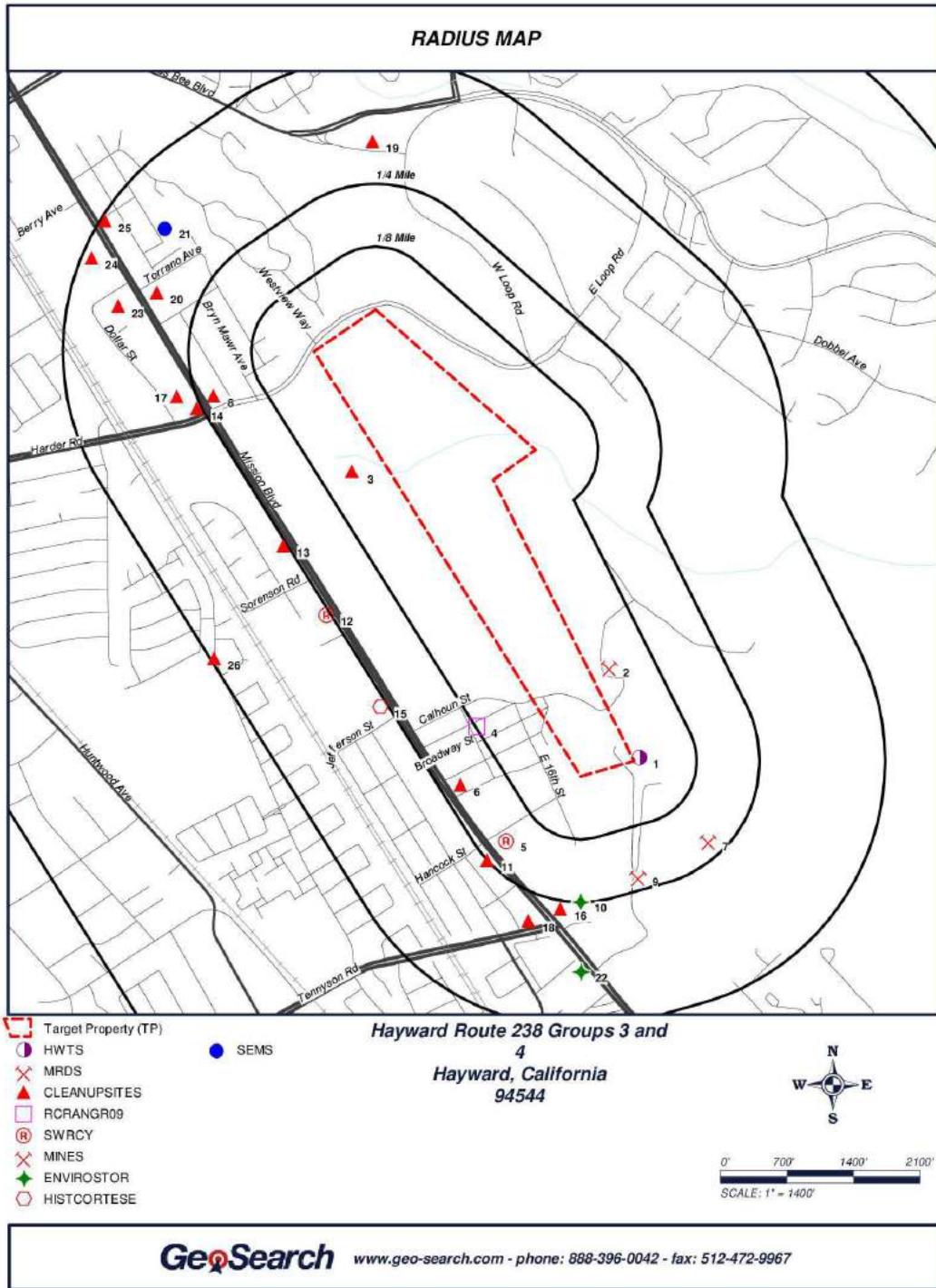
APPENDIX C

REGULATORY DATA AND OTHER REPORTS



JOB #: 257288 - 9/14/2016

Radius Map showing locations of current and/or historically contaminated sites within 1 mile of the Property. Due to their current status and distance from the Property, these sites are not believed to be a concern.

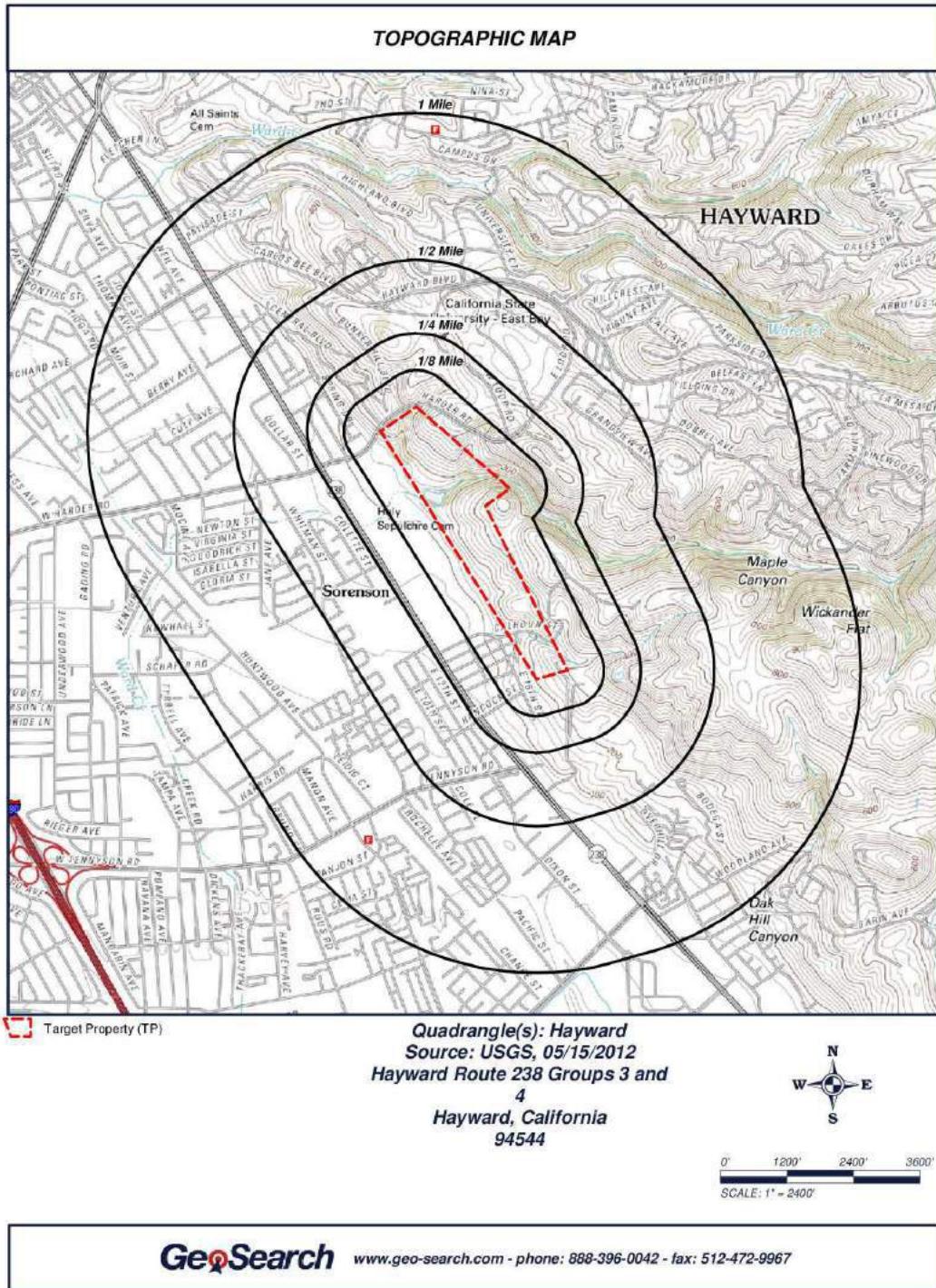


Radius Map showing locations of current and/or historically contaminated sites within 1 mile of the Property. Due to their current status and distance from the Property, these sites are not believed to be a concern.



JOB #: 257288 - 9/14/2016

Radius Map showing locations of current and/or historically contaminated sites within 1 mile of the Property. Due to their current status and distance from the Property, these sites are not believed to be a concern.



JOB #: 257288 - 9/14/2016

Radius Map showing locations of current and/or historically contaminated sites within 1 mile of the Property. Due to their current status and distance from the Property, these sites are not believed to be a concern.

APPENDIX D
ENVIRONMENTAL DATABASE REPORT

E RecSearch Report

NEW: GeoLens by Geosearch

Target Property:

Hayward Route 238 Groups 3 and 4

Hayward, Alameda County, California 94544

Prepared For:

Adanta Inc

Order #: 114755

Job #: 257288

Date: 09/14/2018

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Order# 114755 Job# 257288

[Target Property Summary 1](#)

[Database Summary 2](#)

[Database Radius Summary 8](#)

[Radius Map 14](#)

[Ortho Map 16](#)

[Topographic Map 17](#)

[Located Sites Summary 17](#)

[Elevation Summary 23](#)

[Unlocated Sites Summary 109](#)

[Environmental Records Definitions 111](#)

[Unlocatable Report](#) See Attachment

[Zip Report](#) See Attachment

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Table of Contents

This report was designed by GeoSearch to meet or exceed the records search requirements of the All Appropriate Inquiries Rule (40 CFR 1.132.26) and the current version of the ASTM International E1527, Standard Practice for Environmental Site Assessments:

Phase I

Environmental Site Assessment Process or, if applicable, the custom requirements requested by the entity that ordered this report.

The

records and databases of records used to compile this report were collected from various federal, state and local governmental entities. It is

the goal of GeoSearch to meet or exceed the 40 CFR 1.132.26 and E1527 requirements for updating records by using the best available

technology. GeoSearch contacts the appropriate governmental entities on a recurring basis. Depending on the frequency with which a

record source or database of records is updated by the governmental entity, the data used to prepare this report may be updated monthly,

quarterly, semi-annually, or annually.

The information provided in this report was obtained from a variety of public sources. GeoSearch cannot ensure and makes no warranty or representation as to the accuracy, reliability, quality, errors occurring from data conversion or the customer's interpretation of

this report. This report was made by GeoSearch for exclusive use by its clients only. Therefore, this report may not contain sufficient information for other purposes or parties. GeoSearch and its partners, employees, officers and independent contractors cannot be held

liable for actual, incidental, consequential, special or exemplary damages suffered by a customer resulting directly or indirectly from any

information provided by GeoSearch.

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Order# 114755 Job# 257288

Disclaimer

Target Property Information

Hayward Route 238 Groups 3 and 4

Hayward, California 94544

Coordinates

Area centroid (-122.05743, 37.6480448)

241 feet above sea level

USGS Quadrangle

Hayward, CA

Geographic Coverage Information

County/Parish: Alameda (CA)

ZipCode(s):

Hayward CA: 94541, 94542, 94544

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Target Property Summary

FEDERAL LISTING

Standard Environmental Records

Database Acronym Locatable Unlocatable

Search

Radius

(miles)

EMERGENCY RESPONSE NOTIFICATION SYSTEM [ERNSCA](#) 0 0 TP/AP

FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES [EC](#) 0 0 TP/AP

LAND USE CONTROL INFORMATION SYSTEM [LUCIS](#) 0 0 TP/AP

RCRA SITES WITH CONTROLS [RCRASC](#) 0 0 TP/AP

RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR [RCRAGR09](#) 0 0 0.1250

RESOURCE CONSERVATION & RECOVERY ACT - NONGENERATOR

[RCRANGR09](#) 1 0 0.1250

FEMA OWNED STORAGE TANKS [FEMAUST](#) 0 0 0.2500

BROWNFIELDS MANAGEMENT SYSTEM [BF](#) 0 0 0.5000

DELISTED NATIONAL PRIORITIES LIST [DNPL](#) 0 0 0.5000

NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES [NLRRCRAT](#) 0 0 0.5000

RESOURCE CONSERVATION & RECOVERY ACT - NON-CORRACTS

TREATMENT, STORAGE & DISPOSAL FACILITIES

[RCRAT](#) 0 0 0.5000

SUPERFUND ENTERPRISE MANAGEMENT SYSTEM [SEMS](#) 1 0 0.5000

SUPERFUND ENTERPRISE MANAGEMENT SYSTEM ARCHIVED

SITE INVENTORY

[SEMSARCH](#) 0 0 0.5000

NATIONAL PRIORITIES LIST [NPL](#) 0 0 1.0000

NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES [NLRRCRAC](#) 0 0 1.0000

PROPOSED NATIONAL PRIORITIES LIST [PNPL](#) 0 0 1.0000

RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE

ACTION FACILITIES

[RCRAC](#) 0 0 1.0000

RESOURCE CONSERVATION & RECOVERY ACT - SUBJECT TO

CORRECTIVE ACTION FACILITIES

[RCRASUBC](#) 0 0 1.0000

SUB-TOTAL 2 0

Additional Environmental Records

Database Acronym Locatable Unlocatable

Search

Radius

(miles)

AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY

SUBSYSTEM

[AIRSAFS](#) 0 0 TP/AP

BIENNIAL REPORTING SYSTEM [BRS](#) 0 0 TP/AP

CERCLIS LIENS [SFLIENS](#) 0 0 TP/AP

CLANDESTINE DRUG LABORATORY LOCATIONS [CDL](#) 0 0 TP/AP

EPA DOCKET DATA [DOCKETS](#) 0 0 TP/AP

ENFORCEMENT AND COMPLIANCE HISTORY INFORMATION [ECHOR09](#) 0 0 TP/AP

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Database Summary

Database Acronym Locatable Unlocatable**Search****Radius****(miles)**FACILITY REGISTRY SYSTEM [FRSCA](#) 0 0 TP/APHAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM [HMIRSR09](#) 0 0 TP/APINTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY
DOCKETS)[ICIS](#) 0 0 TP/APINTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL
POLLUTANT DISCHARGE ELIMINATION SYSTEM[ICISNPDES](#) 0 0 TP/APMATERIAL LICENSING TRACKING SYSTEM [MLTS](#) 0 0 TP/APNATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM [NPDESR09](#) 0 0 TP/APPCB ACTIVITY DATABASE SYSTEM [PADS](#) 0 0 TP/APPERMIT COMPLIANCE SYSTEM [PCSR09](#) 0 0 TP/APSEMS LIEN ON PROPERTY [SEMSLIENS](#) 0 0 TP/APSECTION SEVEN TRACKING SYSTEM [SSTS](#) 0 0 TP/APTOXIC SUBSTANCE CONTROL ACT INVENTORY [TSCA](#) 0 0 TP/APTOXICS RELEASE INVENTORY [TRI](#) 0 0 TP/APALTERNATIVE FUELING STATIONS [ALTFUELS](#) 0 0 0.2500HISTORICAL GAS STATIONS [HISTPST](#) 0 0 0.2500

INTEGRATED COMPLIANCE INFORMATION SYSTEM

DRYCLEANERS

[ICISCLEANERS](#) 0 0 0.2500MINE SAFETY AND HEALTH ADMINISTRATION MASTER INDEX FILE [MSHA](#) 0 0 0.2500MINERAL RESOURCE DATA SYSTEM [MRDS](#) 2 0 0.2500OPEN DUMP INVENTORY [ODI](#) 0 0 0.5000SURFACE MINING CONTROL AND RECLAMATION ACT SITES [SMCRA](#) 0 0 0.5000URANIUM MILL TAILINGS RADIATION CONTROL ACT SITES [USUMTRCA](#) 0 0 0.5000DEPARTMENT OF DEFENSE SITES [DOD](#) 0 0 1.0000FORMER MILITARY NIKE MISSILE SITES [NMS](#) 0 0 1.0000FORMERLY USED DEFENSE SITES [FUDS](#) 0 0 1.0000FORMERLY UTILIZED SITES REMEDIAL ACTION PROGRAM [FUSRAP](#) 0 0 1.0000RECORD OF DECISION SYSTEM [RODS](#) 0 0 1.0000

SUB-TOTAL 2 0

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Order# 114755 Job# 257288

Database Summary**STATE (CA) LISTING****Standard Environmental Records****Database Acronym Locatable Unlocatable****Search****Radius****(miles)**DTSC DEED RESTRICTIONS [DTSCDR](#) 0 0 TP/APABOVE GROUND STORAGE TANKS [ABST](#) 1 0 0.2500ABOVEGROUND STORAGE TANKS PRIOR TO JANUARY 2008 [AST2007](#) 0 0 0.2500HISTORICAL UNDERGROUND STORAGE TANKS [HISTUST](#) 2 0 0.2500

STATEWIDE ENVIRONMENTAL EVALUATION AND PLANNING

SYSTEM

[SWEEPS](#) 2 0 0.2500UNDERGROUND STORAGE TANKS [USTCUPA](#) 0 0 0.2500BROWNFIELD SITES [BF](#) 0 0 0.5000CALSITES DATABASE [CALSITES](#) 0 0 0.5000GEOTRACKER CLEANUP SITES [CLEANUPSITES](#) 17 0 0.5000LEAKING UNDERGROUND STORAGE TANKS [LUST](#) 16 0 0.5000SOLID WASTE INFORMATION SYSTEM SITES [SWIS](#) 0 0 0.5000VOLUNTARY CLEANUP PROGRAM [VCP](#) 2 0 0.5000ENVIROSTOR CLEANUP SITES [ENVIROSTOR](#) 3 0 1.0000ENVIROSTOR PERMITTED AND CORRECTIVE ACTION SITES [ENVIROSTORPCA](#) 0 0 1.0000

SUB-TOTAL 43 0

Additional Environmental Records**Database Acronym Locatable Unlocatable****Search****Radius****(miles)**CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM [CHMIRS](#) 0 0 TP/AP

CLANDESTINE DRUG LABS [CDL](#) 0 0 TP/AP
 EMISSIONS INVENTORY DATA [EMI](#) 0 0 TP/AP
 HAZARDOUS WASTE TANNER SUMMARY [HWTS](#) 1 0 TP/AP
 LAND DISPOSAL SITES [LDS](#) 0 0 TP/AP
 MILITARY CLEANUP SITES [MCS](#) 0 0 TP/AP
 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
 FACILITIES
[NPDES](#) 0 0 TP/AP
 RECORDED ENVIRONMENTAL CLEANUP LIENS [LIENS](#) 0 0 TP/AP
 REGISTERED WASTE TIRE HAULERS [WTHAULERS](#) 0 0 TP/AP
 CALIFORNIA MEDICAL WASTE MANAGEMENT PROGRAM FACILITY
 LIST
[MWMP](#) 0 0 0.2500
 DTSC REGISTERED HAZARDOUS WASTE TRANSPORTERS [DTSCHWT](#) 0 0 0.2500
 DRY CLEANER FACILITIES [CLEANER](#) 0 0 0.2500
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Database Summary

Database Acronym Locatable Unlocatable

Search
Radius
(miles)
 MINES LISTING [MINES](#) 1 0 0.2500
 SPILLS, LEAKS, INVESTIGATION & CLEANUP RECOVERY LISTING [SLIC](#) 0 0 0.2500
 CORTESE LIST [CORTESE](#) 0 0 0.5000
 EXPEDITED REMOVAL ACTION PROGRAM SITES [ERAP](#) 0 0 0.5000
 HISTORICAL CORTESE LIST [HISTCORTESE](#) 14 0 0.5000
 LISTING OF CERTIFIED DROPOFF, COLLECTION, AND
 COMMUNITY SERVICE PROGRAMS
[DROP](#) 0 0 0.5000
 LISTING OF CERTIFIED PROCESSORS [PROC](#) 0 0 0.5000
 NO FURTHER ACTION DETERMINATION [NFA](#) 0 0 0.5000
 RECYCLING CENTERS [SWRCY](#) 3 0 0.5000
 REFERRED TO ANOTHER LOCAL OR STATE AGENCY [REF](#) 0 0 0.5000
 SITES NEEDING FURTHER EVALUATION [NFE](#) 0 0 0.5000
 WASTE MANAGEMENT UNIT DATABASE [WMUDS](#) 0 0 0.5000
 TOXIC PITS CLEANUP ACT SITES [TOXPITS](#) 0 0 1.0000
 SUB-TOTAL 19 0
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Database Summary

LOCAL LISTING

Standard Environmental Records

Database Acronym Locatable Unlocatable

Search
Radius
(miles)
 ALAMEDA COUNTY UNDERGROUND STORAGE TANKS [ACUST](#) 0 0 0.2500
 SUB-TOTAL 0 0

Additional Environmental Records

Database Acronym Locatable Unlocatable

Search
Radius
(miles)
 ALAMEDA COUNTY ABOVEGROUND STORAGE TANKS [ACAST](#) 0 0 0.2500
 ALAMEDA COUNTY CONTAMINATED SITES [ACCS](#) 1 0 0.5000
 SUB-TOTAL 1 0

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Database Summary

TRIBAL LISTING

Standard Environmental Records

Database Acronym Locatable Unlocatable

Search

**Radius
(miles)**

UNDERGROUND STORAGE TANKS ON TRIBAL LANDS **USTR09** 0 0 0.2500
ILLEGAL DUMP SITES ON THE TORRES MARTINEZ RESERVATION **TORRESDUMPSITES**

0 0 0.5000

LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS **LUSTR09** 0 0 0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS **ODINDIAN** 0 0 0.5000

SUB-TOTAL 0 0

Additional Environmental Records

Database Acronym Locatable Unlocatable

Search

Radius

(miles)

INDIAN RESERVATIONS **INDIANRES** 0 0 1.0000

SUB-TOTAL 0 0

TOTAL 67 0

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Database Summary

FEDERAL LISTING

Standard environmental records are displayed in **bold**.

Acronym Search

Radius

(miles)

TP/AP

(0 - 0.02)

1/8 Mile

(> TP/AP)

1/4 Mile

(> 1/8)

1/2 Mile

(> 1/4)

1 Mile

(> 1/2) > 1 Mile

Total

AIRSAFS 0.0200 0 NS NS NS NS NS 0

BRS 0.0200 0 NS NS NS NS NS 0

CDL 0.0200 0 NS NS NS NS NS 0

DOCKETS 0.0200 0 NS NS NS NS NS 0

EC 0.0200 0 NS NS NS NS NS 0

ECHOR09 0.0200 0 NS NS NS NS NS 0

ERNSCA 0.0200 0 NS NS NS NS NS 0

FRSCA 0.0200 0 NS NS NS NS NS 0

HMIRSR09 0.0200 0 NS NS NS NS NS 0

ICIS 0.0200 0 NS NS NS NS NS 0

ICISNPDES 0.0200 0 NS NS NS NS NS 0

LUCIS 0.0200 0 NS NS NS NS NS 0

MLTS 0.0200 0 NS NS NS NS NS 0

NPDESR09 0.0200 0 NS NS NS NS NS 0

PADS 0.0200 0 NS NS NS NS NS 0

PCSR09 0.0200 0 NS NS NS NS NS 0

RCRASC 0.0200 0 NS NS NS NS NS 0

SEMSLIENS 0.0200 0 NS NS NS NS NS 0

SFLIENS 0.0200 0 NS NS NS NS NS 0

SSTS 0.0200 0 NS NS NS NS NS 0

TRI 0.0200 0 NS NS NS NS NS 0

TSCA 0.0200 0 NS NS NS NS NS 0

RCRAGR09 0.1250 0 0 NS NS NS NS 0

RCRANGR09 0.1250 0 1 NS NS NS NS 1

ALTFUELS 0.2500 0 0 0 NS NS NS 0

FEMAUST 0.2500 0 0 0 NS NS NS 0

HISTPST 0.2500 0 0 0 NS NS NS 0

ICISCLEANERS 0.2500 0 0 0 NS NS NS 0

MRDS 0.2500 0 1 1 NS NS NS 2

MSHA 0.2500 0 0 0 NS NS NS 0

BF 0.5000 0 0 0 NS NS 0

DNPL 0.5000 0 0 0 NS NS 0

NLRRCRAT 0.5000 0 0 0 0 NS NS 0
 ODI 0.5000 0 0 0 0 NS NS 0
RCRAT 0.5000 0 0 0 0 NS NS 0
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Database Radius Summary

Acronym Search

Radius
(miles)
TP/AP
(0 - 0.02)
1/8 Mile
(> TP/AP)
1/4 Mile
(> 1/8)
1/2 Mile
(> 1/4)
1 Mile
(> 1/2) > 1 Mile
Total
SEMS 0.5000 0 0 0 1 NS NS 1
SEMSARCH 0.5000 0 0 0 0 NS NS 0
SMCRA 0.5000 0 0 0 0 NS NS 0
USUMTRCA 0.5000 0 0 0 0 NS NS 0
DOD 1.0000 0 0 0 0 NS 0
FUDS 1.0000 0 0 0 0 NS 0
FUSRAP 1.0000 0 0 0 0 NS 0
NLRRCRAC 1.0000 0 0 0 0 NS 0
NMS 1.0000 0 0 0 0 NS 0
NPL 1.0000 0 0 0 0 NS 0
PNPL 1.0000 0 0 0 0 NS 0
RCRAC 1.0000 0 0 0 0 NS 0
RCRASUBC 1.0000 0 0 0 0 NS 0
RODS 1.0000 0 0 0 0 NS 0
SUB-TOTAL 0 2 1 1 0 0 4
 9 of 131
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Database Radius Summary

STATE (CA) LISTING

Standard environmental records are displayed in **bold**.

Acronym Search

Radius
(miles)
TP/AP
(0 - 0.02)
1/8 Mile
(> TP/AP)
1/4 Mile
(> 1/8)
1/2 Mile
(> 1/4)
1 Mile
(> 1/2) > 1 Mile
Total
CDL 0.0200 0 NS NS NS NS NS 0
CHMIRS 0.0200 0 NS NS NS NS NS 0
DTSCDR 0.0200 0 NS NS NS NS NS 0
EMI 0.0200 0 NS NS NS NS NS 0
HWTS 0.0200 1 NS NS NS NS NS 1
LDS 0.0200 0 NS NS NS NS NS 0
LIENS 0.0200 0 NS NS NS NS NS 0
MCS 0.0200 0 NS NS NS NS NS 0
NPDES 0.0200 0 NS NS NS NS NS 0
WTHAULERS 0.0200 0 NS NS NS NS NS 0
ABST 0.2500 0 0 1 NS NS NS 1
AST2007 0.2500 0 0 0 NS NS NS 0

CLEANER 0.2500 0 0 0 NS NS NS 0
 DT SCHWT 0.2500 0 0 0 NS NS NS 0
HISTUST 0.2500 0 1 1 NS NS NS 2
 MINES 0.2500 0 0 1 NS NS NS 1
 MWMP 0.2500 0 0 0 NS NS NS 0
 SLIC 0.2500 0 0 0 NS NS NS 0
SWEEPS 0.2500 0 1 1 NS NS NS 2
USTCUPA 0.2500 0 0 0 NS NS NS 0
BF 0.5000 0 0 0 NS NS 0
CALSITES 0.5000 0 0 0 NS NS 0
CLEANUPSITES 0.5000 0 1 2 14 NS NS 17
 CORTESE 0.5000 0 0 0 NS NS 0
 DROP 0.5000 0 0 0 NS NS 0
 ERAP 0.5000 0 0 0 NS NS 0
 HISTCORTESE 0.5000 0 1 2 11 NS NS 14
LUST 0.5000 0 1 2 13 NS NS 16
 NFA 0.5000 0 0 0 NS NS 0
 NFE 0.5000 0 0 0 NS NS 0
 PROC 0.5000 0 0 0 NS NS 0
 REF 0.5000 0 0 0 NS NS 0
SWIS 0.5000 0 0 0 NS NS 0
 SWRCY 0.5000 0 0 1 2 NS NS 3
VCP 0.5000 0 0 0 2 NS NS 2
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 Order# 114755 Job# 257288

Database Radius Summary

Acronym Search

Radius
 (miles)
TP/AP
 (0 - 0.02)
1/8 Mile
 (> TP/AP)
1/4 Mile
 (> 1/8)
1/2 Mile
 (> 1/4)
1 Mile
 (> 1/2) > 1 Mile
Total
 WMUDS 0.5000 0 0 0 0 NS NS 0
ENVIROSTOR 1.0000 0 0 0 2 1 NS 3
ENVIROSTORPCA 1.0000 0 0 0 0 0 NS 0
 TOXPITS 1.0000 0 0 0 0 0 NS 0
SUB-TOTAL 1 5 11 44 1 0 62
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www.geo-search.com 888-396-0042
 Order# 114755 Job# 257288

Database Radius Summary

LOCAL LISTING

Standard environmental records are displayed in **bold**.

Acronym Search

Radius
 (miles)
TP/AP
 (0 - 0.02)
1/8 Mile
 (> TP/AP)
1/4 Mile
 (> 1/8)
1/2 Mile
 (> 1/4)
1 Mile
 (> 1/2) > 1 Mile
Total
 ACAST 0.2500 0 0 0 NS NS NS 0
ACUST 0.2500 0 0 0 NS NS NS 0

ACCS 0.5000 0 0 0 1 NS NS 1
 SUB-TOTAL 0 0 0 1 0 0 1
 12 of 131
www.geo-search.com 888-396-0042
 Order# 114755 Job# 257288

Database Radius Summary

TRIBAL LISTING

Standard environmental records are displayed in **bold**.

Acronym Search

Radius
 (miles)
TP/AP
 (0 - 0.02)
1/8 Mile
 (> TP/AP)
1/4 Mile
 (> 1/8)
1/2 Mile
 (> 1/4)
1 Mile
 (> 1/2) > 1 Mile
Total
USTR09 0.2500 0 0 0 NS NS NS 0
LUSTR09 0.5000 0 0 0 0 NS NS 0
ODINDIAN 0.5000 0 0 0 0 NS NS 0
TORRESDUMPSITES 0.5000 0 0 0 0 NS NS 0
 INDIANRES 1.0000 0 0 0 0 NS 0
 SUB-TOTAL 0 0 0 0 0 0 0
 TOTAL 1 7 12 46 1 0 67

NOTES:

NS = NOT SEARCHED

TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

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Database Radius Summary

[Click here to access Satellite view](#)

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[Click here to access Satellite view](#)

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Radius Map 12

[Click here to access Satellite view](#)

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ROartdhiou sM Mapap 2

[Click here to access Satellite view](#)

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ToOportghroa pMhaipc Map

1 HWTS CAC002814272 Higher
 (304 ft.)
 0.012 mi.
 ENE
 (63 ft.)
 LA VISTA,L.P. 28812 MISSION BLVD., HAYWARD,
 CA 94544

25

2 MRDS 10186856 Higher
(314 ft.)
0.041 mi.
ENE
(216 ft.)
EAST BAY
EXCAVATION CO
ALAMEDA COUNTY, HAYWARD,
CA 94544

26

3 CLEANUP SITE
S
T0600100713 Lower
(112 ft.)
0.064 mi.
WSW
(338 ft.)
HOLY SEPULCHRE
CEMETERY
26320 MISSION BLVD, HAYWARD,
CA 94544

27

3 HISTCORTESE 01-0776COR Lower
(112 ft.)
0.062 mi.
WSW
(327 ft.)
HOLY SEPULCHRE
CEMETERY
26320 MISSION, HAYWARD, CA **29**
3 HISTUST 000363D2 Lower
(112 ft.)
0.064 mi.
WSW
(338 ft.)
HOLY SPEULCHRE
CEMETERY
26320 MISSION BLVD, HAYWARD,
CA 94544

30

3 LUST T0600100713 Lower
(112 ft.)
0.064 mi.
WSW
(338 ft.)
HOLY SEPULCHRE
CEMETERY
26320 MISSION BLVD, HAYWARD,
CA 94544

31

3 SWEEPS A01-003-59283 Lower
(112 ft.)
0.064 mi.
WSW
(338 ft.)
HOLY SEPULCHRE
CEMETERY STEVE
SILVA
26320 MISSION BLVD, HAYWARD,
CA 94544

32

4 RCRANGR09 CAD983620089 Lower
(90 ft.)
0.123 mi.
WSW
(649 ft.)
R AND D HEIN
TRUCKING
27640 E 15TH ST, HAYWARD, CA

94544

33

5 SWRCY RC12672 Lower
(50 ft.)
0.197 mi. SW
(1040 ft.)
MARIO'S RECYCLING 28150 MISSION BLVD, HAYWARD,
CA 94544

34

6 CLEANUP SITE

S

T0600100730 Lower
(63 ft.)
0.214 mi.
WSW
(1130 ft.)
QUIK STOP #81 27826 MISSION BLVD, HAYWARD,
CA 94544

35

6 HISTCORTESE 01-0794COR Lower
(63 ft.)
0.214 mi.
WSW
(1130 ft.)
QUIK STOP #81 27826 MISSION, HAYWARD, CA **37**

6 HISTUST 0003627C Lower

(63 ft.)
0.214 mi.
WSW
(1130 ft.)
QUIK STOP 81 27826 MISSION BLVD, HAYWARD,
CA 94544

38

6 LUST T0600100730 Lower
(63 ft.)
0.214 mi.
WSW
(1130 ft.)
QUIK STOP #81 27826 MISSION BLVD, HAYWARD,
CA 94544

40

6 SWEEPS I01-003-6244 Lower
(63 ft.)
0.214 mi.
WSW
(1130 ft.)
QUIK STOP #81 27826 MISSION BLVD, HAYWARD,
CA 94544

41

7 MRDS 10138088 Lower
(213 ft.)
0.217 mi. SE
(1146 ft.)
LA VISTA QUARRY
AND MILL
ALAMEDA COUNTY, HAYWARD,
CA 94544

42

8 ABST 139732 Lower
(89 ft.)
0.22 mi.
WSW
(1162 ft.)
OIL CHANGER #302 26070 MISSION BLVD.,
HAYWARD, CA 94544

43

8 CLEANUP SITE

S

T0600101003 Lower
(89 ft.)

0.22 mi.
 WSW
 (1162 ft.)
OIL CHANGER NO.
 302
26070 MISSION BLVD, HAYWARD,
CA 94544
44
8 HISTCORTESE 01-1087COR Lower
 (89 ft.)
 0.22 mi.
 WSW
 (1162 ft.)
OIL CHANGERS 26070 MISSION, HAYWARD, CA 46
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Located Sites Summary

NOTE: Standard environmental records are displayed in **bold**.

Map

ID#

Database

Name

Site ID# Relative

Elevation

Distance

From Site

Site Name Address PAGE

#

8 LUST T0600101003 Lower

(89 ft.)

0.22 mi.

WSW

(1162 ft.)

OIL CHANGER NO.

302

26070 MISSION BLVD, HAYWARD,

CA 94544

47

9 MINES 91-01-0006 Lower

(181 ft.)

0.223 mi.

SSE

(1177 ft.)

LA VISTA QUARRY ALAMEDA COUNTY, HAYWARD,
CA 94544

48

10 CLEANUP SITE

S

T10000008301 Lower

(91 ft.)

0.25 mi. S

(1320 ft.)

LA VISTA QUARRY 28806 MISSION BOULEVARD,
HAYWARD, CA 94545

49

10 ENVIROSTOR 60000198 Lower

(91 ft.)

0.25 mi. S

(1320 ft.)

LA VISTA 28806 MISSION BLVD, HAYWARD,
CA 94544

51

10 LUST T10000008301 Lower

(91 ft.)

0.25 mi. S

(1320 ft.)

LA VISTA QUARRY 28806 MISSION BOULEVARD,
HAYWARD, CA 94545

52

10 VCP 60000198VCP Lower
(91 ft.)
0.25 mi. S
(1320 ft.)
LA VISTA 28806 MISSION BLVD, HAYWARD,
CA 94544

53

11 CLEANUP SITE
S
T0600102006 Lower
(50 ft.)
0.251 mi. SW
(1325 ft.)
MISSION TIRE 28149 MISSION BLVD, HAYWARD,
CA 94544

54

11 HISTCORTESE 01-2183COR Lower
(50 ft.)
0.251 mi. SW
(1325 ft.)
MISSION TIRE 28149 MISSION, HAYWARD, CA
94544

56

11 LUST T0600102006 Lower
(50 ft.)
0.251 mi. SW
(1325 ft.)
MISSION TIRE 28149 MISSION BLVD, HAYWARD,
CA 94544

57

12 SWRCY RC11808 Lower
(81 ft.)
0.258 mi.
WSW
(1362 ft.)
NEXCYCLE 26905 MISSION BLVD, HAYWARD,
CA 94544

58

12 SWRCY RC168908.001 Lower
(81 ft.)
0.258 mi.
WSW
(1362 ft.)
REPLANET LLC 26905 MISSION BLVD, HAYWARD,
CA 94544

59

13 CLEANUP SITE
S
T0600100786 Lower
(90 ft.)
0.259 mi.
WSW
(1368 ft.)
FORMER SERVICE
STATION - HAYMONT
VILLAGE SHOPPING
CENTER
26699 MISSION BLVD, HAYWARD,
CA 94544

60

13 HISTCORTESE 01-0852COR Lower
(90 ft.)
0.259 mi.
WSW
(1368 ft.)
HAYMONT VILLAGE
SHOPPING
26699 MISSION, HAYWARD, CA
94544

62

13 LUST T0600100786 Lower
(90 ft.)
0.259 mi.
WSW
(1368 ft.)
FORMER SERVICE
STATION - HAYMONT
VILLAGE SHOPPING
CENTER
26699 MISSION BLVD, HAYWARD,
CA 94544

63

14 CLEANUP SITE
S
T0600101799 Lower
(89 ft.)
0.261 mi.
WSW
(1378 ft.)
UNOCAL 26091 MISSION BLVD, HAYWARD,
CA 94544

64

14 HISTCORTESE 01-1946COR Lower
(89 ft.)
0.261 mi.
WSW
(1378 ft.)
UNOCAL 26091 MISSION, HAYWARD, CA
94544

66

14 LUST T0600101799 Lower
(89 ft.)
0.261 mi.
WSW
(1378 ft.)
UNOCAL 26091 MISSION BLVD, HAYWARD,
CA 94544

67

15 HISTCORTESE 2927COR Lower
(65 ft.)
0.266 mi.
WSW
(1404 ft.)
FACILITY 10600
(BXSS)
27369 MISSION, HAYWARD, CA
94544

68

16 CLEANUP SITE
S
T0600100069 Lower
(91 ft.)
0.269 mi. S
(1420 ft.)
FORMER BP
STATION #11130
28590 MISSION BLVD, HAYWARD,
CA 94544

69

16 HISTCORTESE 01-0075COR Lower
(91 ft.)
0.269 mi. S
(1420 ft.)
BP 28590 MISSION, HAYWARD, CA
94544

71

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Located Sites Summary

NOTE: Standard environmental records are displayed in **bold**.

Map

ID#

Database

Name

Site ID# Relative

Elevation

Distance

From Site

Site Name Address PAGE

#

16 LUST T0600100069 Lower

(91 ft.)

0.269 mi. S

(1420 ft.)

FORMER BP

STATION #11130

28590 MISSION BLVD, HAYWARD,

CA 94544

72

17 CLEANUP SITE

S

T0600101460 Lower

(76 ft.)

0.288 mi.

WSW

(1521 ft.)

FORMER HAYWARD

NISSAN PROPERTY

25995 MISSION BLVD, HAYWARD,

CA 94544

73

17 HISTCORTESE 01-1585COR Lower

(76 ft.)

0.288 mi.

WSW

(1521 ft.)

UNOCAL 25995 MISSION, HAYWARD, CA **75**

17 LUST T0600101460 Lower

(76 ft.)

0.288 mi.

WSW

(1521 ft.)

FORMER HAYWARD

NISSAN PROPERTY

25995 MISSION BLVD, HAYWARD,

CA 94544

76

18 CLEANUP SITE

S

T0600100550 Lower

(32 ft.)

0.309 mi.

SSW

(1632 ft.)

FORMER EXXON 7-

2555

650 TENNYSON RD, HAYWARD,

CA 94544

77

18 HISTCORTESE 01-0597COR Lower

(32 ft.)

0.309 mi.

SSW

(1632 ft.)

EXXON 650 TENNYSON, HAYWARD, CA **79**

18 LUST T0600100550 Lower

(32 ft.)

0.309 mi.
SSW
(1632 ft.)
FORMER EXXON 7-
2555
650 TENNYSON RD, HAYWARD,
CA 94544
80
19 ACCS SD0002543 Higher
(463 ft.)
0.331 mi. N
(1748 ft.)
CSU HAYWARD 25800 CARLOS BEE BLVD,
HAYWARD, CA 94542

81
19 CLEANUP SITE
S
T0600100243 Higher
(463 ft.)
0.331 mi. N
(1748 ft.)
CAL STATE UNIV
HAYWARD
25800 CARLOS BEE BLVD,
HAYWARD, CA 94542
82

19 LUST T0600100243 Higher
(463 ft.)
0.331 mi. N
(1748 ft.)
CAL STATE UNIV
HAYWARD
25800 CARLOS BEE BLVD,
HAYWARD, CA 94542
84
20 CLEANUP SITE
S
T0600100874 Lower
(68 ft.)
0.333 mi.
WNW
(1758 ft.)
MAURY COX VANS 25700 MISSION BLVD, HAYWARD,
CA 94544
85

20 HISTCORTESE 01-0949COR Lower
(68 ft.)
0.333 mi.
WNW
(1758 ft.)
MAURY COX VANS 25700 MISSION, HAYWARD, CA 87
20 LUST T0600100874 Lower
(68 ft.)
0.333 mi.
WNW
(1758 ft.)
MAURY COX VANS 25700 MISSION BLVD, HAYWARD,
CA 94544
88

21 SEMS CAN000908818 Lower
(78 ft.)
0.384 mi.
WNW
(2028 ft.)
ALAMEDA COUNTY
MERCURY MYSTERY
25514 DEL MAR AVENUE,
HAYWARD, CA
89
22 CLEANUP SITE

S
T0600101018 Lower
 (41 ft.)
 0.39 mi. S
 (2059 ft.)
**PK AUTO CENTER 28953 MISSION BLVD, HAYWARD,
 CA 94544**

90
22 ENVIROSTOR 60000919 Lower

(41 ft.)
 0.39 mi. S
 (2059 ft.)

**PERRY & KEY BODY
 SHOP**

**28901, 28937, AND 28953 MISSION
 BLVD, HAYWARD, CA 94544**

92
22 HISTCORTESE 01-1107COR Lower

(41 ft.)
 0.39 mi. S
 (2059 ft.)
**PK AUTO CENTER 28953 MISSION, HAYWARD, CA
 94544**

93
22 LUST T0600101018 Lower

(41 ft.)
 0.39 mi. S
 (2059 ft.)
**PK AUTO CENTER 28953 MISSION BLVD, HAYWARD,
 CA 94544**

94
22 VCP 60000919VCP Lower

(41 ft.)
 0.39 mi. S
 (2059 ft.)
**PERRY & KEY BODY
 SHOP**

**28901, 28937, AND 28953 MISSION
 BLVD, HAYWARD, CA 94544**

95
23 CLEANUPSITE

S
T0600101683 Lower

(62 ft.)
 0.4 mi. W
 (2112 ft.)

**HAYWARD DODGE
 INC**

**25601 MISSION BLVD, HAYWARD,
 CA 94544**

96
23 LUST T0600101683 Lower

(62 ft.)
 0.4 mi. W
 (2112 ft.)

**HAYWARD DODGE
 INC**

**25601 MISSION BLVD, HAYWARD,
 CA 94544**

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Located Sites Summary

NOTE: Standard environmental records are displayed in **bold**.

Map

ID#

Database

Name

Site ID# Relative

Elevation

Distance

From Site

Site Name Address PAGE

#

24 CLEANUPSITE

S

T0600101040 Lower

(67 ft.)

0.479 mi.

WNW

(2529 ft.)

FORMER HAYWARD

FORD

25501 MISSION BLVD, HAYWARD,

CA 94544

99

24 HISTCORTESE 01-1817COR Lower

(67 ft.)

0.479 mi.

WNW

(2529 ft.)

HAYWARD DODGE

INC

25501 MISSION, HAYWARD, CA 101

24 LUST T0600101040 Lower

(67 ft.)

0.479 mi.

WNW

(2529 ft.)

FORMER HAYWARD

FORD

25501 MISSION BLVD, HAYWARD,

CA 94544

102

25 CLEANUPSITE

S

T0600101717 Lower

(67 ft.)

0.489 mi.

WNW

(2582 ft.)

MENEZE PROPERTY 25336 MISSION BLVD, HAYWARD,

CA 94544

103

25 HISTCORTESE 01-1851COR Lower

(67 ft.)

0.489 mi.

WNW

(2582 ft.)

MENEZE PROPERTY 25336 MISSION, HAYWARD, CA

94544

105

25 LUST T0600101717 Lower

(67 ft.)

0.489 mi.

WNW

(2582 ft.)

MENEZE PROPERTY 25336 MISSION BLVD, HAYWARD,

CA 94544

106

26 CLEANUPSITE

S

SLT2008490 Lower

(68 ft.)

0.495 mi.

WSW

(2614 ft.)

LINCOLN PROPERTY

COMPANY
EICHLER STREET/HAYWARD
INDUSTRIAL PARK, HAYWARD,
CA 94545
107
27 ENVIROSTOR 60000199 Lower
 (122 ft.)
0.884 mi. SE
 (4668 ft.)
GARIN VISTA INTERSECTION OF BODEGA ST
AND WOODLAND AVE,
HAYWARD, CA 94544
109
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Located Sites Summary

NOTE: Standard environmental records are displayed in **bold**.

Map

ID#

Database

Name

Site ID# Relative

Elevation

Distance

From Site

Site Name Address PAGE

#

Elevations are collected from the USGS 3D Elevation Program 1/3 arc-second (approximately 10 meters) layer hosted at the NGTOC. .

Target Property Elevation: 241 ft.

NOTE: Standard environmental records are displayed in **bold**.

EQUAL/HIGHER ELEVATION

Map

ID#

Database Name Elevation Site Name Address Page

#

1 HWTS 304 ft. LA VISTA,L.P. 28812 MISSION BLVD., HAYWARD, CA 94544

25

2 MRDS 314 ft. EAST BAY EXCAVATION CO ALAMEDA COUNTY, HAYWARD, CA 94544

26

19 ACCS 463 ft. CSU HAYWARD 25800 CARLOS BEE BLVD, HAYWARD, CA 94542

81

19 CLEANUPITES 463 ft. CAL STATE UNIV HAYWARD 25800 CARLOS BEE BLVD, HAYWARD, CA 94542

82

19 LUST 463 ft. CAL STATE UNIV HAYWARD 25800 CARLOS BEE BLVD, HAYWARD, CA 94542

84

LOWER ELEVATION

Map

ID#

Database Name Elevation Site Name Address Page

#

3 CLEANUPITES 112 ft. HOLY SEPULCHRE CEMETERY 26320 MISSION BLVD, HAYWARD, CA 94544

27

3 HISTCORTESE 112 ft. HOLY SEPULCHRE CEMETERY 26320 MISSION, HAYWARD, CA **29**

3 HISTUST 112 ft. HOLY SPEULCHRE CEMETERY 26320 MISSION BLVD, HAYWARD, CA 94544

30

3 LUST 112 ft. HOLY SEPULCHRE CEMETERY 26320 MISSION BLVD, HAYWARD, CA 94544

31

3 SWEEPS 112 ft. HOLY SEPULCHRE CEMETERY

STEVE SILVA
26320 MISSION BLVD, HAYWARD, CA
94544
32
4 RCRANGR09 90 ft. R AND D HEIN TRUCKING 27640 E 15TH ST, HAYWARD, CA 94544 33
5 SWRCY 50 ft. MARIO'S RECYCLING 28150 MISSION BLVD, HAYWARD, CA
94544
34
6 CLEANUPSITES 63 ft. QUIK STOP #81 27826 MISSION BLVD, HAYWARD, CA
94544
35
6 HISTCORTESE 63 ft. QUIK STOP #81 27826 MISSION, HAYWARD, CA 37
6 HISTUST 63 ft. QUIK STOP 81 27826 MISSION BLVD, HAYWARD, CA
94544
38
6 LUST 63 ft. QUIK STOP #81 27826 MISSION BLVD, HAYWARD, CA
94544
40
6 SWEEPS 63 ft. QUIK STOP #81 27826 MISSION BLVD, HAYWARD, CA
94544
41
7 MRDS 213 ft. LA VISTA QUARRY AND MILL ALAMEDA COUNTY, HAYWARD, CA
94544
42
8 ABST 89 ft. OIL CHANGER #302 26070 MISSION BLVD., HAYWARD, CA
94544
43
8 CLEANUPSITES 89 ft. OIL CHANGER NO. 302 26070 MISSION BLVD, HAYWARD, CA
94544
44
8 HISTCORTESE 89 ft. OIL CHANGERS 26070 MISSION, HAYWARD, CA 46
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Elevation Summary

8 LUST 89 ft. OIL CHANGER NO. 302 26070 MISSION BLVD, HAYWARD, CA
94544
47
9 MINES 181 ft. LA VISTA QUARRY ALAMEDA COUNTY, HAYWARD, CA
94544
48
10 CLEANUPSITES 91 ft. LAVISTA QUARRY 28806 MISSION BOULEVARD,
HAYWARD, CA 94545
49
10 ENVIROSTOR 91 ft. LA VISTA 28806 MISSION BLVD, HAYWARD, CA
94544
51
10 LUST 91 ft. LAVISTA QUARRY 28806 MISSION BOULEVARD,
HAYWARD, CA 94545
52
10 VCP 91 ft. LA VISTA 28806 MISSION BLVD, HAYWARD, CA
94544
53
11 CLEANUPSITES 50 ft. MISSION TIRE 28149 MISSION BLVD, HAYWARD, CA
94544
54
11 HISTCORTESE 50 ft. MISSION TIRE 28149 MISSION, HAYWARD, CA 94544 56
11 LUST 50 ft. MISSION TIRE 28149 MISSION BLVD, HAYWARD, CA
94544
57
12 SWRCY 81 ft. NEXCYCLE 26905 MISSION BLVD, HAYWARD, CA
94544
58
12 SWRCY 81 ft. REPLANET LLC 26905 MISSION BLVD, HAYWARD, CA
94544
59
13 CLEANUPSITES 90 ft. FORMER SERVICE STATION -
HAYMONT VILLAGE SHOPPING
CENTER

26699 MISSION BLVD, HAYWARD, CA
94544
60
13 HISTCORTESE 90 ft. HAYMONT VILLAGE SHOPPING 26699 MISSION, HAYWARD, CA 94544 62
13 LUST 90 ft. FORMER SERVICE STATION -
HAYMONT VILLAGE SHOPPING
CENTER
26699 MISSION BLVD, HAYWARD, CA
94544
63
14 CLEANUPSITES 89 ft. UNOCAL 26091 MISSION BLVD, HAYWARD, CA
94544
64
14 HISTCORTESE 89 ft. UNOCAL 26091 MISSION, HAYWARD, CA 94544 66
14 LUST 89 ft. UNOCAL 26091 MISSION BLVD, HAYWARD, CA
94544
67
15 HISTCORTESE 65 ft. FACILITY 10600 (BXSS) 27369 MISSION, HAYWARD, CA 94544 68
16 CLEANUPSITES 91 ft. FORMER BP STATION #11130 28590 MISSION BLVD, HAYWARD, CA
94544
69
16 HISTCORTESE 91 ft. BP 28590 MISSION, HAYWARD, CA 94544 71
16 LUST 91 ft. FORMER BP STATION #11130 28590 MISSION BLVD, HAYWARD, CA
94544
72
17 CLEANUPSITES 76 ft. FORMER HAYWARD NISSAN
PROPERTY
25995 MISSION BLVD, HAYWARD, CA
94544
73
17 HISTCORTESE 76 ft. UNOCAL 25995 MISSION, HAYWARD, CA 75
17 LUST 76 ft. FORMER HAYWARD NISSAN
PROPERTY
25995 MISSION BLVD, HAYWARD, CA
94544
76
18 CLEANUPSITES 32 ft. FORMER EXXON 7-2555 650 TENNYSON RD, HAYWARD, CA
94544
77
18 HISTCORTESE 32 ft. EXXON 650 TENNYSON, HAYWARD, CA 79
18 LUST 32 ft. FORMER EXXON 7-2555 650 TENNYSON RD, HAYWARD, CA
94544
80
20 CLEANUPSITES 68 ft. MAURY COX VANS 25700 MISSION BLVD, HAYWARD, CA
94544
85
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Elevation Summary

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ID#
Database Name Elevation Site Name Address Page
#
20 HISTCORTESE 68 ft. MAURY COX VANS 25700 MISSION, HAYWARD, CA 87
20 LUST 68 ft. MAURY COX VANS 25700 MISSION BLVD, HAYWARD, CA
94544
88
21 SEMS 78 ft. ALAMEDA COUNTY MERCURY
MYSTERY
25514 DEL MAR AVENUE, HAYWARD,
CA
89
22 CLEANUPSITES 41 ft. PK AUTO CENTER 28953 MISSION BLVD, HAYWARD, CA
94544
90
22 ENVIROSTOR 41 ft. PERRY & KEY BODY SHOP 28901, 28937, AND 28953 MISSION
BLVD, HAYWARD, CA 94544
92

22 HISTCORTES 41 ft. PK AUTO CENTER 28953 MISSION, HAYWARD, CA 94544 93
22 LUST 41 ft. PK AUTO CENTER 28953 MISSION BLVD, HAYWARD, CA
94544
94
22 VCP 41 ft. PERRY & KEY BODY SHOP 28901, 28937, AND 28953 MISSION
BLVD, HAYWARD, CA 94544
95
23 CLEANUPITES 62 ft. HAYWARD DODGE INC 25601 MISSION BLVD, HAYWARD, CA
94544
96
23 LUST 62 ft. HAYWARD DODGE INC 25601 MISSION BLVD, HAYWARD, CA
94544
98
24 CLEANUPITES 67 ft. FORMER HAYWARD FORD 25501 MISSION BLVD, HAYWARD, CA
94544
99
24 HISTCORTES 67 ft. HAYWARD DODGE INC 25501 MISSION, HAYWARD, CA 101
24 LUST 67 ft. FORMER HAYWARD FORD 25501 MISSION BLVD, HAYWARD, CA
94544
102
25 CLEANUPITES 67 ft. MENEZE PROPERTY 25336 MISSION BLVD, HAYWARD, CA
94544
103
25 HISTCORTES 67 ft. MENEZE PROPERTY 25336 MISSION, HAYWARD, CA 94544 105
25 LUST 67 ft. MENEZE PROPERTY 25336 MISSION BLVD, HAYWARD, CA
94544
106
26 CLEANUPITES 68 ft. LINCOLN PROPERTY COMPANY EICHLER STREET/HAYWARD
INDUSTRIAL PARK, HAYWARD, CA
94545
107
27 ENVIROSTOR 122 ft. GARIN VISTA INTERSECTION OF BODEGA ST AND
WOODLAND AVE, HAYWARD, CA 94544
109
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Elevation Summary

Map

ID#

Database Name Elevation Site Name Address Page

#

MAP ID# 1

Distance from Property: 0.012 mi. (63 ft.) ENE
Elevation: 304 ft. (Higher than TP)
SITE INFORMATION CONTACT INFORMATION
EPA ID: CAC002814272 CONTACT: JIM SUMMERS
NAME: LA VISTA,L.P. PHONE: 925-828-7999
COUNTY: NOT REPORTED ADDRESS: PO BOX 2922
ADDRESS: 28812 MISSION BLVD. DUBLIN CA 945680922
HAYWARD, CA 94544
FACILITY LINK: Department of Toxic Substances Control

MANIFEST SUMMARY INFORMATION

YEAR: 2015

TSD ID: CAD982042475

GENERATOR COUNTY: NOT REPORTED

DISPOSAL COUNTY: SOLANO

WASTE CATEGORY: ASBESTOS CONTAINING WASTE

AMOUNT DISPOSED(TONS): 5.75

DISPOSAL METHOD: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE)

TREATMENT AND/OR STABILIZATION

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Order# 114755 Job# 257288

Hazardous Waste Tanner Summary (HWTS)

MAP ID# 2

Distance from Property: 0.041 mi. (216 ft.) ENE

Elevation: 314 ft. (Higher than TP)

FACILITY INFORMATION

GEOSEARCH ID: 10186856

DEP ID: 10186856

MINE NAME: EAST BAY EXCAVATION CO

ADDRESS: ALAMEDA COUNTY

HAYWARD, CA 94544

DEVELOPMENT STATUS: PRODUCER

COMMODITY DETAILS

COMMODITY: STONE, CRUSHED/BROKEN

COMMODITY TYPE: NON-METALLIC

COMMODITY GROUP: STONE, CRUSHED

IMPORTANCE: PRIMARY

MATERIAL DETAILS NO MATERIAL DETAILS REPORTED

NAME DETAILS

SITE NAME: EAST BAY EXCAVATION CO

STATUS: CURRENT

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Order# 114755 Job# 257288

Mineral Resource Data System (MRDS)

MAP ID# 3

Distance from Property: 0.064 mi. (338 ft.) WSW

Elevation: 112 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100713

URL LINK: [CLICK HERE](#)

BUSINESS NAME: HOLY SEPULCHRE CEMETERY

ADDRESS: 26320 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0776

STATUS: COMPLETED - CASE CLOSED 04/14/2004

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

UNDER INVESTIGATION

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 04/29/2004 CLOSURE/NO FURTHER ACTION LETTER

ENFORCEMENT 04/16/2004 REFERRAL TO REGIONAL BOARD

OTHER 12/15/1986 LEAK DISCOVERY

OTHER 12/15/1986 LEAK STOPPED

OTHER 12/15/1986 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 04/14/2004

OPEN - SITE ASSESSMENT 08/30/1996

OPEN - CASE BEGIN DATE 12/15/1986

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST SUITE 1400
 CITY: OAKLAND
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 Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT NAME: REGIONAL WATER BOARD
 CONTACT TYPE: REGIONAL BOARD CASEWORKER
 CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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 Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 3

Distance from Property: 0.062 mi. (327 ft.) WSW
 Elevation: 112 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-0776COR
 ID#: 01-0776
 NAME: HOLY SEPULCHRE CEMETERY
 ADDRESS: 26320 MISSION
 HAYWARD, CA
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 Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 3

Distance from Property: 0.064 mi. (338 ft.) WSW
 Elevation: 112 ft. (Lower than TP)
 HOLY SPEULCHRE CEMETERY, 26320 MISSION BLVD, HAYWARD, CA 94544
 UNIQUE ID: 000363D2
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Historical Underground Storage Tanks (HISTUST)

MAP ID# 3

Distance from Property: 0.064 mi. (338 ft.) WSW
 Elevation: 112 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100713
 URL LINK: [CLICK HERE](#)
 BUSINESS NAME: HOLY SEPULCHRE CEMETERY
 ADDRESS: 26320 MISSION BLVD
 HAYWARD, CA 94544
 COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE
 CASE NUMBER: 01-0776

STATUS: 04/14/2004

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

UNDER INVESTIGATION

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)**MAP ID# 3**

Distance from Property: 0.064 mi. (338 ft.) WSW

Elevation: 112 ft. (Lower than TP)

FACILITY INFORMATION

FACILITY #: 59283 STATUS: ACTIVE

BOE: 44-000941 JURISDICTION: CITY OF HAYWORD

NAME: HOLY SEPULCHRE CEMETERY

STEVE SILVA

AGENCY: FIRE DEPARTMENT

ADDRESS: 26320 MISSION BLVD

HAYWORD, CA 94544

TANK INFORMATION

TANK #: 000001 CAPACITY: 550

INSTALLED: NOT REPORTED REMOVED: NOT REPORTED

TANK USE: M.V. FUEL STORAGE TYPE: PRODUCT

CONTENT: DIESEL CONTAINMENT: NOT REPORTED

TANK #: 000002 CAPACITY: 550

INSTALLED: NOT REPORTED REMOVED: NOT REPORTED

TANK USE: M.V. FUEL STORAGE TYPE: PRODUCT

CONTENT: REG UNLEADED CONTAINMENT: NOT REPORTED

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Order# 114755 Job# 257288

Statewide Environmental Evaluation and Planning System (SWEEPS)**MAP ID# 4**

Distance from Property: 0.123 mi. (649 ft.) WSW

Elevation: 90 ft. (Lower than TP)

FACILITY INFORMATION

EPA ID#: CAD983620089 OWNER TYPE: PRIVATE

NAME: R AND D HEIN TRUCKING OWNER NAME: RONALD R HEIN JR

ADDRESS: 27640 E 15TH ST OPERATOR TYPE: NOT REPORTED

HAYWORD, CA 94544 OPERATOR NAME: NOT REPORTED

CONTACT NAME: RONALD JR HEIN

CONTACT ADDRESS: 27640 E 15TH ST

HAYWORD CA 94544

CONTACT PHONE: 510-581-2113

NON-NOTIFIER: NOT A NON-NOTIFIER

DATE RECEIVED BY AGENCY: 02/21/1992

CERTIFICATION - NO CERTIFICATION REPORTED -

INDUSTRY CLASSIFICATION (NAICS) - NO NAICS INFORMATION REPORTED -

CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: NON-GENERATOR LAST UPDATED DATE: 09/15/2000

SUBJECT TO CORRECTIVE ACTION UNIVERSE: NO

TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: NO

TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: NO

NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: NO

CORRECTIVE ACTION WORKLOAD UNIVERSE: NO

IMPORTER: NO UNDERGROUND INJECTION: NO

MIXED WASTE GENERATOR: NO UNIVERSAL WASTE DESTINATION FACILITY: NO

RECYCLER: NO TRANSFER FACILITY: NO

TRANSPORTER: YES USED OIL FUEL BURNER: NO

ONSITE BURNER EXEMPTION: NO USED OIL PROCESSOR: NO

FURNACE EXEMPTION: NO USED OIL FUEL MARKETER TO BURNER: NO

USED OIL REFINER: NO SPECIFICATION USED OIL MARKETER: NO

USED OIL TRANSFER FACILITY: NO USED OIL TRANSPORTER: NO

COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS - NO EVALUATIONS REPORTED -

VIOLATIONS - NO VIOLATIONS REPORTED -

ENFORCEMENTS - NO ENFORCEMENTS REPORTED -

HAZARDOUS WASTE

- NO HAZARDOUS WASTE INFORMATION REPORTED -

UNIVERSAL WASTE - NO UNIVERSAL WASTE REPORTED -

CORRECTIVE ACTION AREA - NO CORRECTIVE ACTION AREA INFORMATION REPORTED -

CORRECTIVE ACTION EVENT

NO CORRECTIVE ACTION EVENT(S) REPORTED[Back to Report Summary](#)

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Order# 114755 Job# 257288

**Resource Conservation & Recovery Act - Non-Generator
(RCRANGR09)****MAP ID# 5**

Distance from Property: 0.197 mi. (1,040 ft.) SW

Elevation: 50 ft. (Lower than TP)

SITE INFORMATION

ID #: RC12672

NAME: MARIO'S RECYCLING

ADDRESS: 28150 MISSION BLVD

CITY: HAYWARD

STATE: CA

ZIP: 94544

COUNTY: ALAMEDA

SITE DETAILS

OPERATION BEGIN DATE: 05/23/05

OPERATION END DATE: 08/08/05

PROGRAM PHONE: (510) 862-6210

ORGANIZATION NAME: NOT REPORTED

ADDRESS: STREET NOT REPORTED

CITY NOT REPORTED

GLASS: NOT ACCEPTED

ALUMINUM: NOT ACCEPTED

PLASTIC: NOT ACCEPTED

BIMETAL: NOT ACCEPTED

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Order# 114755 Job# 257288

Recycling Centers (SWRCY)**MAP ID# 6**

Distance from Property: 0.214 mi. (1,130 ft.) WSW

Elevation: 63 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100730

URL LINK: [CLICK HERE](#)

BUSINESS NAME: QUIK STOP #81

ADDRESS: 27826 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0794

STATUS: COMPLETED - CASE CLOSED 11/30/1998

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

OTHER 07/11/1991 LEAK STOPPED

OTHER 06/01/1991 LEAK DISCOVERY

OTHER 06/01/1991 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 11/30/1998

OPEN - SITE ASSESSMENT 10/13/1992

OPEN - SITE ASSESSMENT 10/07/1992

OPEN - CASE BEGIN DATE 06/01/1991

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST SUITE 1400

CITY: OAKLAND

CONTACT NAME: REGIONAL WATER BOARD

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 6

Distance from Property: 0.214 mi. (1,130 ft.) WSW

Elevation: 63 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-0794COR

ID#: 01-0794

NAME: QUIK STOP #81

ADDRESS: 27826 MISSION

HAYWARD, CA

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTESE)

MAP ID# 6

Distance from Property: 0.214 mi. (1,130 ft.) WSW

Elevation: 63 ft. (Lower than TP)

QUIK STOP 81, 27826 MISSION BLVD, HAYWARD, CA 94544

UNIQUE ID: 0003627C

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Historical Underground Storage Tanks (HISTUST)

QUIK STOP 81, 27826 MISSION BLVD, HAYWARD, CA 94544

UNIQUE ID: 0003627C

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Order# 114755 Job# 257288

HISTUST (HISTUST)

MAP ID# 6

Distance from Property: 0.214 mi. (1,130 ft.) WSW

Elevation: 63 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100730

URL LINK: [CLICK HERE](#)

BUSINESS NAME: QUIK STOP #81
 ADDRESS: 27826 MISSION BLVD
 HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0794

STATUS: 11/30/1998

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 6

Distance from Property: 0.214 mi. (1,130 ft.) WSW

Elevation: 63 ft. (Lower than TP)

FACILITY INFORMATION

FACILITY #: 6244 STATUS: INACTIVE

BOE: 44-000804 JURISDICTION: CITY OF HAYWARD

NAME: QUIK STOP #81 AGENCY: FIRE DEPARTMENT

ADDRESS: 27826 MISSION BLVD

HAYWARD, CA 94544

TANK INFORMATION

TANK #: 000001 CAPACITY: 10000

INSTALLED: 01-01-73 REMOVED: 05-06-93

TANK USE: M.V. FUEL STORAGE TYPE: PRODUCT

CONTENT: REG UNLEADED CONTAINMENT: BARE STEEL

TANK #: 000002 CAPACITY: 10000

INSTALLED: 01-01-73 REMOVED: 05-06-93

TANK USE: M.V. FUEL STORAGE TYPE: PRODUCT

CONTENT: REG UNLEADED CONTAINMENT: BARE STEEL

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Order# 114755 Job# 257288

Statewide Environmental Evaluation and Planning System (SWEEPS)

MAP ID# 7

Distance from Property: 0.217 mi. (1,146 ft.) SE

Elevation: 213 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 10138088

DEP ID: 10138088

MINE NAME: LA VISTA QUARRY AND MILL

ADDRESS: ALAMEDA COUNTY

HAYWARD, CA 94544

DEVELOPMENT STATUS: PRODUCER

COMMODITY DETAILS

COMMODITY: STONE

COMMODITY TYPE: NON-METALLIC

COMMODITY GROUP: STONE

IMPORTANCE: PRIMARY

MATERIAL DETAILS NO MATERIAL DETAILS REPORTED

NAME DETAILS

SITE NAME: LA VISTA QUARRY AND MILL

STATUS: CURRENT

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Order# 114755 Job# 257288

Mineral Resource Data System (MRDS)

MAP ID# 8

Distance from Property: 0.22 mi. (1,162 ft.) WSW

Elevation: 89 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 139732

SITE ID: 139732

FACILITY NAME: OIL CHANGER #302

ADDRESS: 26070 MISSION BLVD.

HAYWARD, CA 94544

COUNTY: NOT REPORTED

FACILITY DETAILS

EI ID: 10002313

EI DESCRIPTION: ABOVEGROUND PETROLEUM STORAGE

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Order# 114755 Job# 257288

Above Ground Storage Tanks (ABST)

MAP ID# 8

Distance from Property: 0.22 mi. (1,162 ft.) WSW

Elevation: 89 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101003

URL LINK: [CLICK HERE](#)

BUSINESS NAME: OIL CHANGER NO. 302

ADDRESS: 26070 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1087

STATUS: COMPLETED - CASE CLOSED 12/17/2008

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 12/17/2008 CLOSURE/NO FURTHER ACTION LETTER

ENFORCEMENT 12/12/2008 FILE REVIEW

ENFORCEMENT 11/10/2008 REFERRAL TO REGIONAL BOARD

ENFORCEMENT 06/24/2008 FILE REVIEW

OTHER 04/25/1989 LEAK DISCOVERY

OTHER 04/25/1989 LEAK STOPPED

OTHER 04/25/1989 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 12/17/2008

OPEN - VERIFICATION

MONITORING

12/19/1990

OPEN - SITE ASSESSMENT 07/24/1989

OPEN - SITE ASSESSMENT 05/26/1989

OPEN - CASE BEGIN DATE 04/25/1989

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 8

Distance from Property: 0.22 mi. (1,162 ft.) WSW

Elevation: 89 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-1087COR

ID#: 01-1087

NAME: OIL CHANGERS

ADDRESS: 26070 MISSION

HAYWARD, CA

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTESE)

MAP ID# 8

Distance from Property: 0.22 mi. (1,162 ft.) WSW

Elevation: 89 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101003

URL LINK: [CLICK HERE](#)

BUSINESS NAME: OIL CHANGER NO. 302

ADDRESS: 26070 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1087

STATUS: 12/17/2008

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 9

Distance from Property: 0.223 mi. (1,177 ft.) SSE

Elevation: 181 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 91-01-0006

MINE ID: 91-01-0006

FACILITY NAME: LA VISTA QUARRY

ADDRESS: ALAMEDA COUNTY

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

OPERATION TYPE: QUARRY

MINE STATUS: RECLAIMED

PRIMARY PRODUCT: STONE
 OTHER PRODUCTS: NOT REPORTED
 OWNER: DUMBARTON QUARRY ASSOCIATES
 OPERATOR: DUMBARTON QUARRY ASSOCIATES
 LEAD AGENCY: CITY OF HAYWARD
 REPORT YEAR: 2014
 ACRES DISTURBED: 129
 RECLAMATION STATUS: RECLAMATION IN PROGRESS
 PERMIT NUMBER: SMP 37
 PERMIT ACRES: 133
 FINANCIAL ASSURANCE MECHANISM TOTAL: 426000
 FINANCIAL ASSURANCE COST ESTIMATE: NOT REPORTED

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

Mines Listing (MINES)

MAP ID# 10

Distance from Property: 0.25 mi. (1,320 ft.) S

Elevation: 91 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T10000008301

URL LINK: [CLICK HERE](#)

BUSINESS NAME: LAVISTA QUARRY

ADDRESS: 28806 MISSION BOULEVARD

HAYWARD, CA 94545

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-3639

STATUS: COMPLETED - CASE CLOSED 11/22/2016

POTENTIAL CONTAMINATION:

TOTAL PETROLEUM HYDROCARBONS (TPH)

POTENTIAL MEDIA AFFECTED:

SOIL

SITE HISTORY:

THE APPROXIMATELY 160-ACRE FACILITY OPERATED BETWEEN THE 1950S AND 2006 WAS LOCATED ON THE SOUTHWESTFACING

SLOPE OF THE EAST BAY HILLS IN HAYWARD, CALIFORNIA. PRIOR TO THE 1950S, THE AREA WAS CULTIVATED FOR AGRICULTURAL USE. SINCE THE 1950S, THE NORTHERN AND CENTRAL PORTIONS OF FACILITY WERE USED FOR AGGREGATE MINING AND PROCESSING. THE QUARRY PRIMARILY PRODUCED ROAD BASE MATERIAL BY MINING AND CRUSHING NATIVE GEOLOGIC MATERIALS. IN THE 1960S, AN ASPHALT PLANT WAS CONSTRUCTED ON THE NORTHWEST

PORTION OF THE FACILITY. THE PLANT PRODUCED HOT-MIX ASPHALT CONCRETE PAVEMENT MIXES. SUPPORT FACILITIES INCLUDED: STORAGE AREA, MAINTENANCE SHOP; SIX FORMER DIESEL AND GASOLINE USTS; ABOVE GROUND

TANKS; SEPTIC SYSTEM; WATER SUPPLY WELL; STORM WATER DETENTION POND; SURFACE WATER PONDS; AGGREGATE AND ASPHALT MATERIAL STORAGE STOCKPILES; TRUCK SCALES; ELECTRICAL TRANSFORMERS; AND OFFICES. IN THE 1970S, THE SIX FORMER DIESEL AND GASOLINE USTS WERE REMOVED FROM THE FORMER STORAGE

AREA PRIOR TO THE REGULATORY OVERSIGHT. INVESTIGATIONS IN 1996, 2001 AND 2006 REVEALED THE PRESENCE OF

TOTAL PETROLEUM HYDROCARBONS IN SOIL AND GROUNDWATER NEAR THE FORMER STORAGE AREA USTS.

(12/01/2015

NO FURTHER ACTION REQUIRED REQUEST)

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

ENFORCEMENT 11/22/2016 CLOSURE/NO FURTHER ACTION LETTER

ENFORCEMENT 08/26/2016 LETTER - NOTICE

ENFORCEMENT 07/14/2016 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

ENFORCEMENT 06/28/2016 FILE REVIEW - CLOSURE

RESPONSE 04/11/2016 REQUEST FOR CLOSURE - REGULATOR RESPONDED

ENFORCEMENT 04/08/2016 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

RESPONSE 01/08/2016 OTHER REPORT / DOCUMENT

OTHER 07/01/2006 LEAK REPORTED

OTHER 01/01/1970 LEAK BEGAN

OTHER 01/01/1970 LEAK DISCOVERY

OTHER 01/01/1970 LEAK STOPPED

STATUS HISTORY

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

STATUS: DATE:

COMPLETED - CASE CLOSED 11/22/2016

OPEN - ELIGIBLE FOR

CLOSURE

07/01/2016

OPEN - ELIGIBLE FOR

CLOSURE

06/30/2016

OPEN - ELIGIBLE FOR

CLOSURE

06/30/2016

OPEN - SITE ASSESSMENT 01/12/2016

OPEN - CASE BEGIN DATE 07/01/2006

CONTACT DETAILS

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY STREET, SUITE 1400

CITY: OAKLAND

CONTACT NAME: KEVIN BROWN

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: KEBROWN@WATERBOARDS.CA.GOV[Back to Report Summary](#)

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)**MAP ID# 10**

Distance from Property: 0.25 mi. (1,320 ft.) S

Elevation: 91 ft. (Lower than TP)

SITE INFORMATION

ID #: 60000198 ASSESSOR'S PARCEL #: 083 007500207, 083 010000202, 083 012500114, 083 026500600, 83-100-2-1, 83-100-2-2, 83-12-1-14, 83-265-6, 83-75-2-7, 83-75-2-9

URL LINK: [CLICK HERE](#)

NAME: LA VISTA

ADDRESS: 28806 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

SITE SIZE (ACRES): 162

LEAD AGENCY: SMBRP

DTSC PROJECT MANAGER: TOM PRICE

DTSC SUPERVISOR: KAREN TOTH

DTSC DIVISION BRANCH: CLEANUP BERKELEY

NPL LISTED: NO RESTRICTED LAND USE: NO

SITE TYPE: VOLUNTARY CLEANUP

SITE TYPE DESCRIPTION

VOLUNTARY CLEANUP: IDENTIFIES SITES WITH EITHER CONFIRMED OR UNCONFIRMED RELEASES, AND THE

PROJECT

PROONENTS HAVE REQUESTED THAT DTSC OVERSEE EVALUATION, INVESTIGATION, AND/OR CLEANUP ACTIVITIES

AND

HAVE AGREED TO PROVIDE COVERAGE FOR DTSC'S COSTS.

DTSC's CURRENT INVOLVEMENT AT SITE (as of 01/09/2017)

NO FURTHER ACTION - IDENTIFIES COMPLETED SITES WHERE DTSC DETERMINED AFTER INVESTIGATION, GENERALLY A PEA (AN INITIAL ASSESSMENT), THAT THE PROPERTY DOES NOT

POSE A PROBLEM TO PUBLIC HEALTH OR THE ENVIRONMENT

PAST USE/S THAT CAUSED THE CONTAMINATION

MANUFACTURING - OTHER, MINE, RECYCLING - OTHER

CONFIRMED CONTAMINANTS OF CONCERN

30013 - LEAD

30024 - TPH-DIESEL

30025 - TPH-GAS

3002502 - TPH-MOTOR OIL

30156 - COPPER AND COMPOUNDS

30272 - ETHYLBENZENE

30468 - POLYCHLORINATED BIPHENYLS (PCBS, SEE IRIS)
 30472 - POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS)
 30593 - XYLENES
 40002 - NATURALLY OCCURRING ASBESTOS (NOA)

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 Order# 114755 Job# 257288

EnviroStor Cleanup Sites (ENVIROSTOR)

MAP ID# 10

Distance from Property: 0.25 mi. (1,320 ft.) S

Elevation: 91 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T10000008301

URL LINK: [CLICK HERE](#)

BUSINESS NAME: LAVISTA QUARRY

ADDRESS: 28806 MISSION BOULEVARD

HAYWARD, CA 94545

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-3639

STATUS: 11/22/2016

POTENTIAL CONTAMINATION:

TOTAL PETROLEUM HYDROCARBONS (TPH)

POTENTIAL MEDIA AFFECTED:

SOIL

SITE HISTORY:

THE APPROXIMATELY 160-ACRE FACILITY OPERATED BETWEEN THE 1950S AND 2006 WAS LOCATED ON THE SOUTHWESTFACING

SLOPE OF THE EAST BAY HILLS IN HAYWARD, CALIFORNIA. PRIOR TO THE 1950S, THE AREA WAS CULTIVATED FOR AGRICULTURAL USE. SINCE THE 1950S, THE NORTHERN AND CENTRAL PORTIONS OF FACILITY WERE USED FOR AGGREGATE MINING AND PROCESSING. THE QUARRY PRIMARILY PRODUCED ROAD BASE MATERIAL BY MINING AND CRUSHING NATIVE GEOLOGIC MATERIALS. IN THE 1960S, AN ASPHALT PLANT WAS CONSTRUCTED ON THE NORTHWEST

PORTION OF THE FACILITY. THE PLANT PRODUCED HOT-MIX ASPHALT CONCRETE PAVEMENT MIXES. SUPPORT FACILITIES INCLUDED: STORAGE AREA, MAINTENANCE SHOP; SIX FORMER DIESEL AND GASOLINE USTS; ABOVE GROUND

TANKS; SEPTIC SYSTEM; WATER SUPPLY WELL; STORM WATER DETENTION POND; SURFACE WATER PONDS; AGGREGATE AND ASPHALT MATERIAL STORAGE STOCKPILES; TRUCK SCALES; ELECTRICAL TRANSFORMERS; AND OFFICES. IN THE 1970S, THE SIX FORMER DIESEL AND GASOLINE USTS WERE REMOVED FROM THE FORMER STORAGE

ARA PRIOR TO THE REGULATORY OVERSIGHT. INVESTIGATIONS IN 1996, 2001 AND 2006 REVEALED THE PRESENCE OF

TOTAL PETROLEUM HYDROCARBONS IN SOIL AND GROUNDWATER NEAR THE FORMER STORAGE AREA USTS.

(12/01/2015

NO FURTHER ACTION REQUIRED REQUEST)

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 10

Distance from Property: 0.25 mi. (1,320 ft.) S

Elevation: 91 ft. (Lower than TP)

SITE INFORMATION

ID #: 60000198 ASSESSOR'S PARCEL #: 083 007500207, 083 010000202, 083 012500114, 083 026500600, 83-100-2-1, 83-100-2-2, 83-12-1-14, 83-265-6, 83-75-2-7, 83-75-2-9

URL LINK: [CLICK HERE](#)

NAME: LA VISTA

ADDRESS: 28806 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

SITE SIZE (ACRES): 162

LEAD AGENCY: SMBRP

DTSC PROJECT MANAGER: **TOM PRICE**

DTSC SUPERVISOR: **KAREN TOTH**

DTSC DIVISION BRANCH: **CLEANUP BERKELEY**

NPL LISTED: **NO RESTRICTED LAND USE: NO**

SITE TYPE: **VOLUNTARY CLEANUP**

SITE TYPE DESCRIPTION

VOLUNTARY CLEANUP: IDENTIFIES SITES WITH EITHER CONFIRMED OR UNCONFIRMED RELEASES, AND THE PROJECT

PROONENTS HAVE REQUESTED THAT DTSC OVERSEE EVALUATION, INVESTIGATION, AND/OR CLEANUP ACTIVITIES AND

HAVE AGREED TO PROVIDE COVERAGE FOR DTSC'S COSTS.

DTSC's CURRENT INVOLVEMENT AT SITE (as of 01/09/2017)

NO FURTHER ACTION - IDENTIFIES COMPLETED SITES WHERE DTSC DETERMINED AFTER INVESTIGATION, GENERALLY A PEA (AN INITIAL ASSESSMENT), THAT THE PROPERTY DOES NOT POSE A PROBLEM TO PUBLIC HEALTH OR THE ENVIRONMENT

PAST USE/S THAT CAUSED THE CONTAMINATION

MANUFACTURING - OTHER, MINE, RECYCLING - OTHER

CONFIRMED CONTAMINANTS OF CONCERN

30013 - LEAD

30024 - TPH-DIESEL

30025 - TPH-GAS

3002502 - TPH-MOTOR OIL

30156 - COPPER AND COMPOUNDS

30272 - ETHYLBENZENE

30468 - POLYCHLORINATED BIPHENYLS (PCBS, SEE IRIS)

30472 - POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS)

30593 - XYLENES

40002 - NATURALLY OCCURRING ASBESTOS (NOA)

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Order# 114755 Job# 257288

Voluntary Cleanup Program (VCP)

MAP ID# 11

Distance from Property: 0.251 mi. (1,325 ft.) SW

Elevation: 50 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: **T0600102006**

URL LINK: [CLICK HERE](#)

BUSINESS NAME: **MISSION TIRE**

ADDRESS: **28149 MISSION BLVD**

HAYWARD, CA 94544

COUNTY: **ALAMEDA**

FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**

CASE NUMBER: **01-2183**

STATUS: **COMPLETED - CASE CLOSED 11/12/1996**

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

SOIL

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

OTHER 12/11/1995 LEAK REPORTED

OTHER 11/30/1995 LEAK DISCOVERY

OTHER 11/30/1995 LEAK STOPPED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 11/12/1996

OPEN - SITE ASSESSMENT 09/04/1996

OPEN - CASE BEGIN DATE 11/30/1995

CONTACT DETAILS

ORGANIZATION: **HAYWARD, CITY OF**

ADDRESS: 777 B STREET
CITY: HAYWARD
CONTACT NAME: DANIEL M. GALANG
CONTACT TYPE: LOCAL AGENCY CASEWORKER
CONTACT PHONE: NOT REPORTED
EMAIL: DANNY.GALANG@HAYWARD-CA.GOV
ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)
ADDRESS: 1515 CLAY ST SUITE 1400
CITY: OAKLAND
CONTACT NAME: REGIONAL WATER BOARD
CONTACT TYPE: REGIONAL BOARD CASEWORKER
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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 11

Distance from Property: 0.251 mi. (1,325 ft.) SW

Elevation: 50 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-2183COR

ID#: 01-2183

NAME: MISSION TIRE

ADDRESS: 28149 MISSION

HAYWARD, CA 94544

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 11

Distance from Property: 0.251 mi. (1,325 ft.) SW

Elevation: 50 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600102006

URL LINK: [CLICK HERE](#)

BUSINESS NAME: MISSION TIRE

ADDRESS: 28149 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-2183

STATUS: 11/12/1996

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

SOIL

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 12

Distance from Property: 0.258 mi. (1,362 ft.) WSW

Elevation: 81 ft. (Lower than TP)

SITE INFORMATION

ID #: RC11808

NAME: NEXCYCLE

ADDRESS: 26905 MISSION BLVD

CITY: HAYWARD

STATE: CA

ZIP: 94544

COUNTY: ALAMEDA

SITE DETAILS

OPERATION BEGIN DATE: 09/05/03

OPERATION END DATE: NOT REPORTED

PROGRAM PHONE: (909) 796-2210

ORGANIZATION NAME: NOT REPORTED

ADDRESS: STREET NOT REPORTED

CITY NOT REPORTED

GLASS: NOT ACCEPTED

ALUMINUM: NOT ACCEPTED

PLASTIC: NOT ACCEPTED

BIMETAL: NOT ACCEPTED

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Order# 114755 Job# 257288

Recycling Centers (SWRCY)

MAP ID# 12

Distance from Property: 0.258 mi. (1,362 ft.) WSW

Elevation: 81 ft. (Lower than TP)

SITE INFORMATION

ID #: RC168908.001

NAME: REPLANET LLC

ADDRESS: 26905 MISSION BLVD

CITY: HAYWARD

STATE: CA

ZIP: 94544

COUNTY: ALAMEDA

SITE DETAILS

OPERATION BEGIN DATE: 09/07/2012

OPERATION END DATE: NOT REPORTED

PROGRAM PHONE: (877) 737-5263

ORGANIZATION NAME: REPLANET LLC

ADDRESS: 800 N HAVEN AVE SUITE 120

ONTARIO CA 91764

GLASS: ACCEPTED

ALUMINUM: ACCEPTED

PLASTIC: ACCEPTED

BIMETAL: ACCEPTED

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Order# 114755 Job# 257288

Recycling Centers (SWRCY)

MAP ID# 13

Distance from Property: 0.259 mi. (1,368 ft.) WSW

Elevation: 90 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100786

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER SERVICE STATION - HAYMONT VILLAGE SHOPPING CENTER

ADDRESS: 26699 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0852

STATUS: OPEN - SITE ASSESSMENT 09/12/2017

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

TRANSFER OF OVERSIGHT FROM THE HAYWARD FIRE DEPARTMENT TO THE REGIONAL BOARD ON 12/30/2013.

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY**OTHER 01/01/50 LEAK REPORTED****OTHER 01/01/50 LEAK STOPPED**

RESPONSE 06/27/2017 CLEAN UP FUND - 5-YEAR REVIEW SUMMARY

RESPONSE 01/20/2017 REQUEST FOR CLOSURE - REGULATOR RESPONDED

ENFORCEMENT 01/20/2017 NOTICE OF VIOLATION

ENFORCEMENT 10/28/2016 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

RESPONSE 07/16/2016 CORRESPONDENCE

RESPONSE 07/12/2016 EMAIL CORRESPONDENCE

ENFORCEMENT 06/28/2016 FILE REVIEW - CLOSURE

ENFORCEMENT 06/27/2016 EMAIL CORRESPONDENCE

ENFORCEMENT 03/02/2016 STAFF LETTER

ENFORCEMENT 12/11/2015 STAFF LETTER

ENFORCEMENT 12/08/2015 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

RESPONSE 11/24/2015 OTHER WORKPLAN - REGULATOR RESPONDED

ENFORCEMENT 07/30/2015 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

ENFORCEMENT 07/15/2015 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

ENFORCEMENT 06/23/2015 FILE REVIEW - CLOSURE

ENFORCEMENT 03/19/2015 MEETING

RESPONSE 03/19/2015 OTHER REPORT / DOCUMENT

ENFORCEMENT 12/05/2014 SITE VISIT / INSPECTION / SAMPLING

ENFORCEMENT 12/30/2013 REFERRAL TO REGIONAL BOARD

ENFORCEMENT 02/16/2012 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

RESPONSE 12/30/2011 MONITORING REPORT - QUARTERLY

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

TYPE OF ACTION: DATE: ACTION:

RESPONSE 12/30/2011 MONITORING REPORT - QUARTERLY**RESPONSE 10/31/2011 SOIL AND WATER INVESTIGATION WORKPLAN****RESPONSE 10/31/2011 SOIL AND WATER INVESTIGATION WORKPLAN - ADDENDUM****ENFORCEMENT 07/28/2011 STAFF LETTER****ENFORCEMENT 07/28/2011 NOTICE OF RESPONSIBILITY****RESPONSE 11/05/2008 MONITORING REPORT - QUARTERLY****RESPONSE 10/29/2008 MONITORING REPORT - QUARTERLY****RESPONSE 04/21/2008 MONITORING REPORT - QUARTERLY****RESPONSE 07/28/1999 SOIL AND WATER INVESTIGATION REPORT****ENFORCEMENT 05/04/1998 CLEAN UP FUND - LETTER TO RP****RESPONSE 03/24/1998 MONITORING REPORT - QUARTERLY****ENFORCEMENT 07/28/1995 STAFF LETTER****RESPONSE 11/29/1994 SOIL AND WATER INVESTIGATION REPORT****ENFORCEMENT 05/24/1991 UNAUTHORIZED RELEASE FORM****OTHER 11/20/1989 LEAK DISCOVERY****OTHER 11/20/1989 LEAK STOPPED****OTHER 11/20/1989 LEAK REPORTED****STATUS HISTORY**

STATUS: DATE:

OPEN - SITE ASSESSMENT 09/12/2017**OPEN - VERIFICATION****MONITORING****10/17/1997****OPEN - SITE ASSESSMENT 04/15/1994****OPEN - SITE ASSESSMENT 10/24/1990****OPEN - CASE BEGIN DATE 11/20/1989****CONTACT DETAILS**

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV
 ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)
 ADDRESS: 1515 CLAY STREET, SUITE 1400
 CITY: OAKLAND
 CONTACT NAME: KEVIN BROWN
 CONTACT TYPE: REGIONAL BOARD CASEWORKER
 CONTACT PHONE: NOT REPORTED
 EMAIL: KEBROWN@WATERBOARDS.CA.GOV

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 13

Distance from Property: 0.259 mi. (1,368 ft.) WSW

Elevation: 90 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-0852COR

ID#: 01-0852

NAME: HAYMONT VILLAGE SHOPPING

ADDRESS: 26699 MISSION

HAYWARD, CA 94544

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 13

Distance from Property: 0.259 mi. (1,368 ft.) WSW

Elevation: 90 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100786

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER SERVICE STATION - HAYMONT VILLAGE SHOPPING CENTER

ADDRESS: 26699 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0852

STATUS: 09/12/2017

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

TRANSFER OF OVERSIGHT FROM THE HAYWARD FIRE DEPARTMENT TO THE REGIONAL BOARD ON 12/30/2013.

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 14

Distance from Property: 0.261 mi. (1,378 ft.) WSW

Elevation: 89 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101799

URL LINK: [CLICK HERE](#)

BUSINESS NAME: UNOCAL

ADDRESS: 26091 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE
CASE NUMBER: 01-1946
STATUS: COMPLETED - CASE CLOSED 02/18/2000
POTENTIAL CONTAMINATION:
GASOLINE
POTENTIAL MEDIA AFFECTED:
OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)
SITE HISTORY:
NOT REPORTED
REGULATORY ACTIVITIES
TYPE OF ACTION: DATE: ACTION:
OTHER 01/01/50 LEAK DISCOVERY
OTHER 01/01/50 LEAK REPORTED
OTHER 01/01/50 LEAK STOPPED
ENFORCEMENT 02/18/2000 CLOSURE/NO FURTHER ACTION LETTER
OTHER 08/11/1994 LEAK DISCOVERY
OTHER 08/11/1994 LEAK STOPPED
OTHER 08/11/1994 LEAK REPORTED
STATUS HISTORY
STATUS: DATE:
COMPLETED - CASE CLOSED 02/18/2000
OPEN - SITE ASSESSMENT 01/25/1996
OPEN - CASE BEGIN DATE 08/11/1994
OPEN - SITE ASSESSMENT 08/11/1994
CONTACT DETAILS
ORGANIZATION: HAYWARD, CITY OF
ADDRESS: 777 B STREET
CITY: HAYWARD
CONTACT NAME: DANILO M. GALANG
CONTACT TYPE: LOCAL AGENCY CASEWORKER
CONTACT PHONE: NOT REPORTED
EMAIL: DANNY.GALANG@HAYWARD-CA.GOV
ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)
ADDRESS: 1515 CLAY ST SUITE 1400
CITY: OAKLAND
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www.geo-search.com 888-396-0042
Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT NAME: REGIONAL WATER BOARD
CONTACT TYPE: REGIONAL BOARD CASEWORKER
CONTACT PHONE: NOT REPORTED
EMAIL: NOT REPORTED
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www.geo-search.com 888-396-0042
Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 14
Distance from Property: 0.261 mi. (1,378 ft.) WSW
Elevation: 89 ft. (Lower than TP)
FACILITY INFORMATION
GEOSEARCH ID: 01-1946COR
ID#: 01-1946
NAME: UNOCAL
ADDRESS: 26091 MISSION
HAYWARD, CA 94544
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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 14
Distance from Property: 0.261 mi. (1,378 ft.) WSW
Elevation: 89 ft. (Lower than TP)
FACILITY INFORMATION

GLOBAL ID: **T0600101799**
 URL LINK: [CLICK HERE](#)
 BUSINESS NAME: UNOCAL
 ADDRESS: 26091 MISSION BLVD
 HAYWARD, CA 94544

COUNTY: ALAMEDA
FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE
 CASE NUMBER: 01-1946
 STATUS: 02/18/2000

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 15

Distance from Property: 0.266 mi. (1,404 ft.) WSW
 Elevation: 65 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 2927COR

ID#: 2927

NAME: FACILITY 10600 (BXSS)

ADDRESS: 27369 MISSION

HAYWARD, CA 94544

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTESE)

MAP ID# 16

Distance from Property: 0.269 mi. (1,420 ft.) S
 Elevation: 91 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100069

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER BP STATION #11130

ADDRESS: 28590 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0075

STATUS: **COMPLETED - CASE CLOSED 12/31/2010**

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 12/31/2010 CLOSURE/NO FURTHER ACTION LETTER

ENFORCEMENT 09/07/2010 REFERRAL TO REGIONAL BOARD

OTHER 01/28/1993 LEAK DISCOVERY

OTHER 01/28/1993 LEAK STOPPED

OTHER 01/28/1993 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:
COMPLETED - CASE CLOSED 12/31/2010
OPEN - VERIFICATION
MONITORING
09/07/2010
OPEN - SITE ASSESSMENT 10/15/2004
OPEN - VERIFICATION
MONITORING
07/01/2003
OPEN - VERIFICATION
MONITORING
03/28/1995
OPEN - SITE ASSESSMENT 07/15/1993
OPEN - CASE BEGIN DATE 09/15/1992
OPEN - SITE ASSESSMENT 09/15/1992

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF
 ADDRESS: **777 B STREET**
 CITY: HAYWARD
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www.geo-search.com 888-396-0042
 Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT NAME: DANIEL M. GALANG
 CONTACT TYPE: LOCAL AGENCY CASEWORKER
 CONTACT PHONE: NOT REPORTED
 EMAIL: **DANNY.GALANG@HAYWARD-CA.GOV**

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 Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)**MAP ID# 16**

Distance from Property: 0.269 mi. (1,420 ft.) S
 Elevation: 91 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: **01-0075COR**
 ID#: **01-0075**
 NAME: **BP**
 ADDRESS: **28590 MISSION**
HAYWARD, CA 94544
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www.geo-search.com 888-396-0042
 Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)**MAP ID# 16**

Distance from Property: 0.269 mi. (1,420 ft.) S
 Elevation: 91 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: **T0600100069**
 URL LINK: [CLICK HERE](#)
 BUSINESS NAME: **FORMER BP STATION #11130**
 ADDRESS: **28590 MISSION BLVD**
HAYWARD, CA 94544

COUNTY: **ALAMEDA**

FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**
 CASE NUMBER: **01-0075**
 STATUS: **12/31/2010**
 POTENTIAL CONTAMINATION:
GASOLINE
 POTENTIAL MEDIA AFFECTED:
OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)
 SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)**MAP ID# 17**

Distance from Property: 0.288 mi. (1,521 ft.) WSW

Elevation: 76 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101460

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER HAYWARD NISSAN PROPERTY

ADDRESS: 25995 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1585

STATUS: COMPLETED - CASE CLOSED 09/30/2013

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

REMEDIATION 01/01/50 MONITORED NATURAL ATTENUATION

REMEDIATION 01/01/50 OTHER (USE DESCRIPTION FIELD)

ENFORCEMENT 09/30/2013 CLOSURE/NO FURTHER ACTION LETTER

RESPONSE 06/19/2013 WELL DESTRUCTION REPORT

RESPONSE 03/07/2013 REQUEST FOR CLOSURE - REGULATOR RESPONDED

RESPONSE 02/18/2013 REQUEST FOR CLOSURE - REGULATOR RESPONDED

RESPONSE 10/25/2012 INTERIM REMEDIAL ACTION PLAN - REGULATOR RESPONDED

REMEDIATION 02/26/2007 MONITORED NATURAL ATTENUATION

REMEDIATION 01/29/2007 OTHER (USE DESCRIPTION FIELD)

REMEDIATION 10/12/2005 OTHER (USE DESCRIPTION FIELD)

REMEDIATION 06/28/1990 OTHER (USE DESCRIPTION FIELD)

OTHER 08/07/1987 LEAK DISCOVERY

OTHER 08/07/1987 LEAK STOPPED

OTHER 08/07/1987 LEAK REPORTED

REMEDIATION 10/24/1985 MONITORED NATURAL ATTENUATION

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 09/30/2013

OPEN - ELIGIBLE FOR

CLOSURE

02/20/2013

OPEN - VERIFICATION

MONITORING

02/19/2007

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

STATUS: DATE:

OPEN - SITE ASSESSMENT 05/22/2006

OPEN - SITE ASSESSMENT 11/05/2005

OPEN - REMEDIATION 05/18/1994

OPEN - SITE ASSESSMENT 03/14/1990

OPEN - CASE BEGIN DATE 11/30/1986

OPEN - SITE ASSESSMENT 11/30/1986

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST SUITE 1400

CITY: OAKLAND

CONTACT NAME: REGIONAL WATER BOARD

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 17

Distance from Property: 0.288 mi. (1,521 ft.) WSW

Elevation: 76 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-1585COR

ID#: 01-1585

NAME: UNOCAL

ADDRESS: 25995 MISSION

HAYWARD, CA

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 17

Distance from Property: 0.288 mi. (1,521 ft.) WSW

Elevation: 76 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101460

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER HAYWARD NISSAN PROPERTY

ADDRESS: 25995 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1585

STATUS: 09/30/2013

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 18

Distance from Property: 0.309 mi. (1,632 ft.) SSW

Elevation: 32 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100550

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER EXXON 7-2555

ADDRESS: 650 TENNYSON RD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0597

STATUS: COMPLETED - CASE CLOSED 07/03/2001

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED**REGULATORY ACTIVITIES**

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 07/03/2001 CLOSURE/NO FURTHER ACTION LETTER

OTHER 12/31/1989 LEAK DISCOVERY

OTHER 12/31/1989 LEAK STOPPED

OTHER 12/31/1989 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 07/03/2001

OPEN - SITE ASSESSMENT 06/19/1992

OPEN - SITE ASSESSMENT 02/27/1990

OPEN - CASE BEGIN DATE 12/15/1989

OPEN - SITE ASSESSMENT 12/15/1989

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST SUITE 1400

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CITY: OAKLAND

CONTACT NAME: REGIONAL WATER BOARD

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)**MAP ID# 18**

Distance from Property: 0.309 mi. (1,632 ft.) SSW

Elevation: 32 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-0597COR

ID#: 01-0597

NAME: EXXON

ADDRESS: 650 TENNYSON

HAYWARD, CA

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 Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 18

Distance from Property: 0.309 mi. (1,632 ft.) SSW

Elevation: 32 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100550

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER EXXON 7-2555

ADDRESS: 650 TENNYSON RD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0597

STATUS: 07/03/2001

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 19

Distance from Property: 0.331 mi. (1,748 ft.) N

Elevation: 463 ft. (Higher than TP)

FACILITY INFORMATION

FACILITY ID#: SD0002543

NAME: CSU HAYWARD

ADDRESS: 25800 CARLOS BEE BLVD

HAYWARD, CA 94542

COUNTY: ALAMEDA

FACILITY DETAILS

INVOLVED PARTY: HFD

INVOLVED PARTY TYPE: NOT APPLICABLE

DESCRIPTION: CASE TRANSFERRED

SUBSTANCE RELEASED: GASOLINE-AUTOMOTIVE (MOTOR GASOLINE AND ADDITIVES), LEADED & UNLEADED

RELEASED TYPE: UST

RELEASED TYPE DESCRIPTION: SUBSTANCE RELEASED FROM UNDERGROUND STORAGE TANK SYSTEM

PROGRAM: LUST

IDENTIFICATION TYPE: RP IDENTIFIED & SOLVENT

IDENTIFICATION DATE: 6/4/2003 12:00:00 AM

CASE DESCRIPTION: SOIL ONLY AFFECTED

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Order# 114755 Job# 257288

Alameda County Contaminated Sites (ACCS)

MAP ID# 19

Distance from Property: 0.331 mi. (1,748 ft.) N

Elevation: 463 ft. (Higher than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100243

URL LINK: [CLICK HERE](#)

BUSINESS NAME: CAL STATE UNIV HAYWARD

ADDRESS: 25800 CARLOS BEE BLVD

HAYWARD, CA 94542

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0260

STATUS: COMPLETED - CASE CLOSED 05/21/2012

POTENTIAL CONTAMINATION:

DIESEL

POTENTIAL MEDIA AFFECTED:

UNDER INVESTIGATION

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 05/21/2012 CLOSURE/NO FURTHER ACTION LETTER

RESPONSE 04/19/2012 WELL DESTRUCTION REPORT

ENFORCEMENT 12/05/2011 FILE REVIEW - CLOSURE

RESPONSE 12/02/2011 REQUEST FOR CLOSURE

OTHER 01/20/1988 LEAK DISCOVERY

OTHER 01/20/1988 LEAK STOPPED

OTHER 01/20/1988 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 05/21/2012

OPEN - VERIFICATION

MONITORING

06/05/2009

OPEN - VERIFICATION

MONITORING

01/30/2008

OPEN - SITE ASSESSMENT 08/30/1996

OPEN - CASE BEGIN DATE 01/20/1988

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANIL M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 19

Distance from Property: 0.331 mi. (1,748 ft.) N

Elevation: 463 ft. (Higher than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100243

URL LINK: [CLICK HERE](#)

BUSINESS NAME: CAL STATE UNIV HAYWARD

ADDRESS: 25800 CARLOS BEE BLVD

HAYWARD, CA 94542

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0260

STATUS: 05/21/2012

POTENTIAL CONTAMINATION:

DIESEL

POTENTIAL MEDIA AFFECTED:

UNDER INVESTIGATION

SITE HISTORY:

NOT REPORTED**HISTORICAL FACILITY DETAILS**

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)**MAP ID# 20**

Distance from Property: 0.333 mi. (1,758 ft.) WNW

Elevation: 68 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100874

URL LINK: [CLICK HERE](#)

BUSINESS NAME: MAURY COX VANS

ADDRESS: 25700 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0949

STATUS: **COMPLETED - CASE CLOSED 06/16/2008**

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER), SOIL

SITE HISTORY:

NOT REPORTED**REGULATORY ACTIVITIES**

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

OTHER 06/11/1987 LEAK DISCOVERY

OTHER 06/11/1987 LEAK STOPPED

OTHER 06/11/1987 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 06/16/2008

OPEN - REOPEN CASE 06/09/2008

COMPLETED - CASE CLOSED 12/26/2007

OPEN - CASE BEGIN DATE 03/12/1985

OPEN - SITE ASSESSMENT 03/12/1985

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST SUITE 1400

CITY: OAKLAND

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT NAME: REGIONAL WATER BOARD

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 20

Distance from Property: 0.333 mi. (1,758 ft.) WNW

Elevation: 68 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-0949COR

ID#: 01-0949

NAME: MAURY COX VANS

ADDRESS: 25700 MISSION

HAYWARD, CA

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTESE)

MAP ID# 20

Distance from Property: 0.333 mi. (1,758 ft.) WNW

Elevation: 68 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600100874

URL LINK: [CLICK HERE](#)

BUSINESS NAME: MAURY COX VANS

ADDRESS: 25700 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-0949

STATUS: 06/16/2008

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER), SOIL

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 21

Distance from Property: 0.384 mi. (2,028 ft.) WNW

Elevation: 78 ft. (Lower than TP)

FACILITY INFORMATION

EPA ID#: CAN000908818

SITE ID#: 0908818

NAME: ALAMEDA COUNTY MERCURY MYSTERY

ADDRESS: 25514 DEL MAR AVENUE

HAYWARD, CA NOT REPORTED

COUNTY: ALAMEDA

FEDERAL FACILITY: NO - NOT A FEDERAL FACILITY

NPL: NOT ON THE NPL

NON NPL STATUS: REMOVAL ONLY SITE (NO SITE ASSESSMENT WORK NEEDED)

Below information was gathered from the prior CERCLIS update completed in 10/2013 update:

NON-NPL STATUS DATE: 03/30/10

PHYSICAL CLASSIFICATION OF SITE / INCIDENT: NO INFORMATION AVAILABLE

SITE DESCRIPTION - NO SITE DESCRIPTION INFORMATION AVAILABLE -

SITE HISTORY - NO SITE HISTORY INFORMATION AVAILABLE -

ACTIONS

TYPE: PJ - POTENTIALLY RESPONSIBLE PARTY EMERGENCY REMOVAL - EMERGENCY

START DATE: 03/26/2010

COMPLETION DATE: 05/12/2010

ACTION TYPE DEFINITION:

THE PRP OR THEIR CONTRACTORS HAVE BEGUN CONSTRUCTION WORK ON-SITE IN RESPONSE TO AN EMERGENCY INCIDENT, AND EPA PROVIDES ON-SITE TECHNICAL OVERSIGHT AND/OR IS PART OF AN INCIDENT COMMAND SYSTEM/UNIFIED COMMAND. THE DATE OF CONSTRUCTION IS REPORTED IN WASTELAN AS THE PRP EMERGENCY REMOVAL ACTUAL START DATE.

TYPE: RS - REMOVAL ASSESSMENT

START DATE: 03/26/2010

COMPLETION DATE: 05/13/2010

ACTION TYPE DEFINITION:

COLLECTING SITE CHARACTERISTICS TO DETERMINE WHETHER OR NOT A REMOVAL MUST BE PERFORMED.

CONTAMINANTS - NO CONTAMINATION INFORMATION AVAILABLE -

LISTING OF PUBLISHED INSTITUTIONAL CONTROL SITE REPORT - NOT AN INSTITUTIONAL CONTROL SITE -

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Order# 114755 Job# 257288

Superfund Enterprise Management System (SEMS)

MAP ID# 22

Distance from Property: 0.39 mi. (2,059 ft.) S

Elevation: 41 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T06000101018

URL LINK: [CLICK HERE](#)

BUSINESS NAME: PK AUTO CENTER

ADDRESS: 28953 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1107

STATUS: COMPLETED - CASE CLOSED 07/11/1995

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 02/21/2013 STAFF LETTER

RESPONSE 11/02/2012 OTHER WORKPLAN - REGULATOR RESPONDED

RESPONSE 07/20/2012 RISK ASSESSMENT REPORT

OTHER 08/20/1990 LEAK DISCOVERY

OTHER 08/20/1990 LEAK STOPPED

OTHER 08/20/1990 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 07/11/1995

OPEN - SITE ASSESSMENT 02/06/1991

OPEN - SITE ASSESSMENT 10/19/1990

OPEN - CASE BEGIN DATE 08/20/1990

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANIEL M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

ADDRESS: 1515 CLAY ST SUITE 1400

CITY: OAKLAND
 CONTACT NAME: REGIONAL WATER BOARD
 CONTACT TYPE: REGIONAL BOARD CASEWORKER
 CONTACT PHONE: NOT REPORTED
 EMAIL: NOT REPORTED

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 22

Distance from Property: 0.39 mi. (2,059 ft.) S

Elevation: 41 ft. (Lower than TP)

SITE INFORMATION

ID #: 60000919 ASSESSOR'S PARCEL #: 78C-441-1-16, 78C-441-1-17, 78C-441-1-28

URL LINK: [CLICK HERE](#)

NAME: PERRY & KEY BODY SHOP

ADDRESS: 28901, 28937, AND 28953 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

SITE SIZE (ACRES): 2.75

LEAD AGENCY: SMBRP

DTSC PROJECT MANAGER: TOM PRICE

DTSC SUPERVISOR: KAREN TOTH

DTSC DIVISION BRANCH: CLEANUP BERKELEY

NPL LISTED: NO RESTRICTED LAND USE: NO

SITE TYPE: VOLUNTARY CLEANUP

SITE TYPE DESCRIPTION

VOLUNTARY CLEANUP: IDENTIFIES SITES WITH EITHER CONFIRMED OR UNCONFIRMED RELEASES, AND THE PROJECT

PROPONENTS HAVE REQUESTED THAT DTSC OVERSEE EVALUATION, INVESTIGATION, AND/OR CLEANUP ACTIVITIES AND HAVE AGREED TO PROVIDE COVERAGE FOR DTSC'S COSTS.

DTSC's CURRENT INVOLVEMENT AT SITE (as of 11/29/2012)

NO FURTHER ACTION - IDENTIFIES COMPLETED SITES WHERE DTSC DETERMINED AFTER INVESTIGATION, GENERALLY A PEA (AN INITIAL ASSESSMENT), THAT THE PROPERTY DOES NOT POSE A PROBLEM TO PUBLIC HEALTH OR THE ENVIRONMENT

PAST USE/S THAT CAUSED THE CONTAMINATION

PAINT/DEPAINT FACILITY, VEHICLE MAINTENANCE

CONFIRMED CONTAMINANTS OF CONCERN

NONE SPECIFIED

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

EnviroStor Cleanup Sites (ENVIROSTOR)

MAP ID# 22

Distance from Property: 0.39 mi. (2,059 ft.) S

Elevation: 41 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-1107COR

ID#: 01-1107

NAME: PK AUTO CENTER

ADDRESS: 28953 MISSION

HAYWARD, CA 94544

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 22

Distance from Property: 0.39 mi. (2,059 ft.) S

Elevation: 41 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101018

URL LINK: [CLICK HERE](#)

BUSINESS NAME: PK AUTO CENTER
 ADDRESS: 28953 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1107

STATUS: 07/11/1995

POTENTIAL CONTAMINATION:

GASOLINE

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 22

Distance from Property: 0.39 mi. (2,059 ft.) S

Elevation: 41 ft. (Lower than TP)

SITE INFORMATION

ID #: 60000919 ASSESSOR'S PARCEL #: 78C-441-1-16, 78C-441-1-17, 78C-441-1-28

URL LINK: [CLICK HERE](#)

NAME: PERRY & KEY BODY SHOP

ADDRESS: 28901, 28937, AND 28953 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

SITE SIZE (ACRES): 2.75

LEAD AGENCY: SMBRP

DTSC PROJECT MANAGER: TOM PRICE

DTSC SUPERVISOR: KAREN TOTH

DTSC DIVISION BRANCH: CLEANUP BERKELEY

NPL LISTED: NO RESTRICTED LAND USE: NO

SITE TYPE: VOLUNTARY CLEANUP

SITE TYPE DESCRIPTION

VOLUNTARY CLEANUP: IDENTIFIES SITES WITH EITHER CONFIRMED OR UNCONFIRMED RELEASES, AND THE PROJECT

PROPONENTS HAVE REQUESTED THAT DTSC OVERSEE EVALUATION, INVESTIGATION, AND/OR CLEANUP ACTIVITIES AND

HAVE AGREED TO PROVIDE COVERAGE FOR DTSC'S COSTS.

DTSC's CURRENT INVOLVEMENT AT SITE (as of 11/29/2012)

NO FURTHER ACTION - IDENTIFIES COMPLETED SITES WHERE DTSC DETERMINED AFTER INVESTIGATION, GENERALLY A PEA (AN INITIAL ASSESSMENT), THAT THE PROPERTY DOES NOT POSE A PROBLEM TO PUBLIC HEALTH OR THE ENVIRONMENT

PAST USE/S THAT CAUSED THE CONTAMINATION

PAINT/DEPAINT FACILITY, VEHICLE MAINTENANCE

CONFIRMED CONTAMINANTS OF CONCERN

NONE SPECIFIED

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Order# 114755 Job# 257288

Voluntary Cleanup Program (VCP)

MAP ID# 23

Distance from Property: 0.4 mi. (2,112 ft.) W

Elevation: 62 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101683

URL LINK: [CLICK HERE](#)

BUSINESS NAME: HAYWARD DODGE INC

ADDRESS: 25601 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1817

STATUS: COMPLETED - CASE CLOSED 07/03/2014

POTENTIAL CONTAMINATION:

WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING

POTENTIAL MEDIA AFFECTED:

SOIL

SITE HISTORY:

TRANSFER OF OVERSIGHT FROM THE HAYWARD FIRE DEPARTMENT TO THE REGIONAL BOARD ON 12/30/2013

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 07/03/2014 CLOSURE/NO FURTHER ACTION LETTER

ENFORCEMENT 05/29/2014 FILE REVIEW

RESPONSE 05/27/2014 WELL DESTRUCTION REPORT

ENFORCEMENT 04/24/2014 VERBAL ENFORCEMENT

ENFORCEMENT 03/24/2014 SITE VISIT / INSPECTION / SAMPLING

ENFORCEMENT 12/30/2013 REFERRAL TO REGIONAL BOARD

RESPONSE 09/26/2013 REQUEST FOR CLOSURE - REGULATOR RESPONDED

RESPONSE 01/29/2013 REQUEST FOR CLOSURE - REGULATOR RESPONDED

ENFORCEMENT 03/25/2011 FILE REVIEW

ENFORCEMENT 07/18/2008 NOTICE TO COMPLY

OTHER 06/14/1993 LEAK REPORTED

OTHER 04/20/1993 LEAK DISCOVERY

OTHER 04/20/1993 LEAK STOPPED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 07/03/2014

OPEN - ELIGIBLE FOR

CLOSURE

03/05/2013

OPEN - SITE ASSESSMENT 12/21/2010

OPEN - INACTIVE 09/15/2009

OPEN - SITE ASSESSMENT 08/17/1993

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

STATUS: DATE:

OPEN - CASE BEGIN DATE 01/22/1993

CONTACT DETAILS

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY STREET, SUITE 1400

CITY: OAKLAND

CONTACT NAME: BARBARA SIEMINSKI

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: BSIEMINSKI@WATERBOARDS.CA.GOV

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANILO M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV[Back to Report Summary](#)

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)**MAP ID# 23**

Distance from Property: 0.4 mi. (2,112 ft.) W

Elevation: 62 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101683

URL LINK: [CLICK HERE](#)

BUSINESS NAME: HAYWARD DODGE INC

ADDRESS: 25601 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1817

STATUS: 07/03/2014

POTENTIAL CONTAMINATION:

WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING

POTENTIAL MEDIA AFFECTED:

SOIL

SITE HISTORY:

TRANSFER OF OVERSIGHT FROM THE HAYWARD FIRE DEPARTMENT TO THE REGIONAL BOARD ON 12/30/2013

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 24

Distance from Property: 0.479 mi. (2,529 ft.) WNW

Elevation: 67 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101040

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER HAYWARD FORD

ADDRESS: 25501 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1130

STATUS: COMPLETED - CASE CLOSED 11/12/2013

POTENTIAL CONTAMINATION:

DIESEL, GASOLINE, WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER), SOIL

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

RESPONSE 09/17/2015 SITE ASSESSMENT REPORT

ENFORCEMENT 11/12/2013 CLOSURE/NO FURTHER ACTION LETTER

RESPONSE 09/11/2013 REQUEST FOR CLOSURE

RESPONSE 03/11/2013 REQUEST FOR CLOSURE - REGULATOR RESPONDED

RESPONSE 02/18/2013 REQUEST FOR CLOSURE - REGULATOR RESPONDED

RESPONSE 10/05/2012 REQUEST FOR CLOSURE - REGULATOR RESPONDED

ENFORCEMENT 07/18/2008 NOTICE TO COMPLY

RESPONSE 04/18/1994 CORRESPONDENCE

OTHER 12/21/1992 LEAK DISCOVERY

RESPONSE 11/22/1992 OTHER REPORT / DOCUMENT

RESPONSE 11/17/1992 OTHER REPORT / DOCUMENT

OTHER 11/17/1992 LEAK STOPPED

OTHER 02/05/1991 LEAK REPORTED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 11/12/2013

OPEN - ELIGIBLE FOR

CLOSURE

11/04/2013

OPEN - ELIGIBLE FOR

CLOSURE
03/05/2013
OPEN - INACTIVE 03/26/2012
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www.geo-search.com 888-396-0042
Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

STATUS: DATE:
OPEN - VERIFICATION
MONITORING
04/09/2008

OPEN - SITE ASSESSMENT 08/07/1996
OPEN - CASE BEGIN DATE 10/06/1992

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF
ADDRESS: 777 B STREET
CITY: HAYWARD
CONTACT NAME: DANIL M. GALANG
CONTACT TYPE: LOCAL AGENCY CASEWORKER
CONTACT PHONE: NOT REPORTED
EMAIL: DANNY.GALANG@HAYWARD-CA.GOV
ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)
ADDRESS: 1515 CLAY ST SUITE 1400
CITY: OAKLAND
CONTACT NAME: REGIONAL WATER BOARD
CONTACT TYPE: REGIONAL BOARD CASEWORKER
CONTACT PHONE: NOT REPORTED
EMAIL: NOT REPORTED

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www.geo-search.com 888-396-0042
Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 24

Distance from Property: 0.479 mi. (2,529 ft.) WNW

Elevation: 67 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-1817COR

ID#: 01-1817

NAME: HAYWARD DODGE INC

ADDRESS: 25501 MISSION

HAYWARD, CA

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 24

Distance from Property: 0.479 mi. (2,529 ft.) WNW

Elevation: 67 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T06000101040

URL LINK: [CLICK HERE](#)

BUSINESS NAME: FORMER HAYWARD FORD

ADDRESS: 25501 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1130

STATUS: 11/12/2013

POTENTIAL CONTAMINATION:

DIESEL, GASOLINE, WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER), SOIL

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 25

Distance from Property: 0.489 mi. (2,582 ft.) WNW

Elevation: 67 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101717

URL LINK: [CLICK HERE](#)

BUSINESS NAME: MENEZE PROPERTY

ADDRESS: 25336 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1851

STATUS: COMPLETED - CASE CLOSED 05/11/1998

POTENTIAL CONTAMINATION:

STODDARD SOLVENT / MINERAL SPIRITS / DISTILLATES

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

OTHER 01/01/50 LEAK DISCOVERY

OTHER 01/01/50 LEAK REPORTED

OTHER 01/01/50 LEAK STOPPED

ENFORCEMENT 05/11/1998 CLOSURE/NO FURTHER ACTION LETTER - #2198.17

OTHER 01/26/1994 LEAK REPORTED

OTHER 12/20/1993 LEAK DISCOVERY

OTHER 12/20/1993 LEAK STOPPED

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 05/11/1998

OPEN - SITE ASSESSMENT 02/16/1994

OPEN - CASE BEGIN DATE 12/20/1993

OPEN - SITE ASSESSMENT 12/20/1993

CONTACT DETAILS

ORGANIZATION: HAYWARD, CITY OF

ADDRESS: 777 B STREET

CITY: HAYWARD

CONTACT NAME: DANIEL M. GALANG

CONTACT TYPE: LOCAL AGENCY CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DANNY.GALANG@HAYWARD-CA.GOV

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST SUITE 1400

CITY: OAKLAND

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www.geo-search.com 888-396-0042

Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

CONTACT NAME: REGIONAL WATER BOARD

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: NOT REPORTED

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 25

Distance from Property: 0.489 mi. (2,582 ft.) WNW

Elevation: 67 ft. (Lower than TP)

FACILITY INFORMATION

GEOSEARCH ID: 01-1851COR

ID#: 01-1851

NAME: MENEZE PROPERTY

ADDRESS: 25336 MISSION

HAYWARD, CA 94544

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Order# 114755 Job# 257288

Historical Cortese List (HISTCORTSE)

MAP ID# 25

Distance from Property: 0.489 mi. (2,582 ft.) WNW

Elevation: 67 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: T0600101717

URL LINK: [CLICK HERE](#)

BUSINESS NAME: MENEZE PROPERTY

ADDRESS: 25336 MISSION BLVD

HAYWARD, CA 94544

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: LUST CLEANUP SITE

CASE NUMBER: 01-1851

STATUS: 05/11/1998

POTENTIAL CONTAMINATION:

STODDARD SOLVENT / MINERAL SPIRITS / DISTILLATES

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

NOT REPORTED

HISTORICAL FACILITY DETAILS

NO HISTORICAL DETAIL(S) INFORMATION REPORTED FOR THIS FACILITY

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Order# 114755 Job# 257288

Leaking Underground Storage Tanks (LUST)

MAP ID# 26

Distance from Property: 0.495 mi. (2,614 ft.) WSW

Elevation: 68 ft. (Lower than TP)

FACILITY INFORMATION

GLOBAL ID: SLT2008490

URL LINK: [CLICK HERE](#)

BUSINESS NAME: LINCOLN PROPERTY COMPANY

ADDRESS: EICHLER STREET/HAYWARD INDUSTRIAL PARK

HAYWARD, CA 94545

COUNTY: ALAMEDA

FACILITY DETAILS

CASE TYPE: CLEANUP PROGRAM SITE

CASE NUMBER: 01S0160

STATUS: COMPLETED - CASE CLOSED 05/08/2018

POTENTIAL CONTAMINATION:

TETRACHLOROETHYLENE (PCE), TRICHLOROETHYLENE (TCE), FREON

POTENTIAL MEDIA AFFECTED:

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

SITE HISTORY:

THE SITE, LOCATED IN A LIGHT INDUSTRIAL AREA, IS BORDERED BY LIGHT INDUSTRIES TO THE NORTH, DEPOT ROAD A

BLOCK, TO THE SOUTH, SOUTHERN PACIFIC RAILROAD AND INDUSTRIAL FACILITIES TO THE EAST, AND AUTOMOTIVE REPAIR FACILITIES TO THE WEST. PCE AND TCE CONTAMINATION IN GROUNDWATER WAS DISCOVERED AT THE SITE DUE

TO INVESTIGATIONS CARRIED OUT DUE TO A PROPERTY TRANSACTION. THE PCE AND TCE CONTAMINATION WAS DETERMINED TO BE DUE TO MIGRATION OF CONTAMINATED GROUNDWATER ONTO THE SITE FROM TWO UPGRADIENT

SOURCES. OTHER CONTAMINANTS DISCOVERED ON THE SITE WERE AT LEVELS LOW ENOUGH THAT NO FURTHER ACTION WAS REQUIRED.

REGULATORY ACTIVITIES

TYPE OF ACTION: DATE: ACTION:

ENFORCEMENT 05/07/2018 CLOSURE/NO FURTHER ACTION LETTER

ENFORCEMENT 03/09/2018 SITE VISIT / INSPECTION / SAMPLING

ENFORCEMENT 12/01/2017 EMAIL CORRESPONDENCE

ENFORCEMENT 02/20/2007 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

RESPONSE 02/20/2007 EMAIL CORRESPONDENCE

RESPONSE 09/29/2000 OTHER REPORT / DOCUMENT

RESPONSE 05/31/2000 EMAIL CORRESPONDENCE

ENFORCEMENT 05/29/2000 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

RESPONSE 05/25/2000 EMAIL CORRESPONDENCE

RESPONSE 03/03/1999 OTHER REPORT / DOCUMENT

RESPONSE 08/07/1997 OTHER REPORT / DOCUMENT

RESPONSE 06/06/1997 REMEDIAL INVESTIGATION REPORT

RESPONSE 05/16/1997 SOIL AND WATER INVESTIGATION REPORT

RESPONSE 04/02/1997 CORRESPONDENCE

ENFORCEMENT 04/01/1997 STAFF LETTER

RESPONSE 03/05/1997 WELL DESTRUCTION WORKPLAN

RESPONSE 02/14/1997 OTHER REPORT / DOCUMENT

RESPONSE 02/03/1997 CORRESPONDENCE

ENFORCEMENT 12/27/1996 13267 REQUIREMENT

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

TYPE OF ACTION: DATE: ACTION:

ENFORCEMENT 10/02/1996 CLEAN-UP AND ABATEMENT ORDER

RESPONSE 10/19/1995 OTHER REPORT / DOCUMENT

RESPONSE 02/18/1993 SOIL AND WATER INVESTIGATION REPORT

RESPONSE 03/29/90 CORRESPONDENCE

RESPONSE 03/20/1990 CORRESPONDENCE

RESPONSE 05/10/1989 SOIL AND WATER INVESTIGATION REPORT

RESPONSE 05/03/1989 SITE INVESTIGATION

RESPONSE 03/23/1989 CORRESPONDENCE

RESPONSE 01/31/1989 MONITORING REPORT - OTHER

RESPONSE 12/01/1988 OTHER REPORT / DOCUMENT

RESPONSE 12/01/1988 OTHER REPORT / DOCUMENT

RESPONSE 12/01/1988 OTHER REPORT / DOCUMENT

RESPONSE 11/18/1988 OTHER REPORT / DOCUMENT

RESPONSE 10/14/1988 OTHER REPORT / DOCUMENT

RESPONSE 09/30/1988 OTHER REPORT / DOCUMENT

STATUS HISTORY

STATUS: DATE:

COMPLETED - CASE CLOSED 05/08/2018

OPEN - INACTIVE 06/05/2009

OPEN - CASE BEGIN DATE 03/08/2001

OPEN - SITE ASSESSMENT 03/08/2001

CONTACT DETAILS

ORGANIZATION: SAN FRANCISCO BAY RWQCB (REGION 2)

ADDRESS: 1515 CLAY ST., STE. 1400

CITY: OAKLAND

CONTACT NAME: DAVID BARR

CONTACT TYPE: REGIONAL BOARD CASEWORKER

CONTACT PHONE: NOT REPORTED

EMAIL: DBARR@WATERBOARDS.CA.GOV

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Order# 114755 Job# 257288

GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 27

Distance from Property: 0.884 mi. (4,668 ft.) SE

Elevation: 122 ft. (Lower than TP)

SITE INFORMATION

ID #: 60000199 ASSESSOR'S PARCEL #: 083-0125-001-13, 083-0125-003-02, 083-0265-003-01

URL LINK: [CLICK HERE](#)

NAME: GARIN VISTA

ADDRESS: INTERSECTION OF BODEGA ST AND WOODLAND AVE

HAYWARD, CA 94544

COUNTY: ALAMEDA

SITE SIZE (ACRES): 50.4

LEAD AGENCY: SMBRP

DTSC PROJECT MANAGER: TOM PRICE

DTSC SUPERVISOR: KAREN TOTH

DTSC DIVISION BRANCH: CLEANUP BERKELEY

NPL LISTED: NO RESTRICTED LAND USE: NO

SITE TYPE: VOLUNTARY CLEANUP

SITE TYPE DESCRIPTION

VOLUNTARY CLEANUP: IDENTIFIES SITES WITH EITHER CONFIRMED OR UNCONFIRMED RELEASES, AND THE PROJECT PROPONENTS HAVE REQUESTED THAT DTSC OVERSEE EVALUATION, INVESTIGATION, AND/OR CLEANUP ACTIVITIES AND HAVE AGREED TO PROVIDE COVERAGE FOR DTSC'S COSTS.

DTSC's CURRENT INVOLVEMENT AT SITE (as of 07/27/2010)

INACTIVE - ACTION REQUIRED - IDENTIFIES NON-ACTIVE SITES WHERE, THROUGH A PRELIMINARY ENDANGERMENT ASSESSMENT (PEA) OR OTHER EVALUATION, DTSC HAS DETERMINED THAT A REMOVAL OR REMEDIAL ACTION OR FURTHER EXTENSIVE INVESTIGATION IS REQUIRED

PAST USE/S THAT CAUSED THE CONTAMINATION

AGRICULTURAL - LIVESTOCK, MINE

CONFIRMED CONTAMINANTS OF CONCERN

3002502 - TPH-MOTOR OIL

30550 - TOLUENE

40002 - NATURALLY OCCURRING ASBESTOS (NOA)

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Order# 114755 Job# 257288

EnviroStor Cleanup Sites (ENVIROSTOR)*This list contains sites that could not be mapped due to limited or incomplete address information.***No Records Found**

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Order# 114755 Job# 257288

Unlocated Sites Summary**AIRSAFS** Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 10/20/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

BRS Biennial Reporting System

VERSION DATE: 12/31/11

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL Clandestine Drug Laboratory Locations

VERSION DATE: 07/01/16

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify

compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

DOCKETS EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

EC Federal Engineering Institutional Control Sites

VERSION DATE: 08/03/15

This database includes site locations where Engineering and/or Institutional Controls have been identified as part 111 of 131

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Environmental Records Definitions - FEDERAL

of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

ECHOR09 Enforcement and Compliance History Information

VERSION DATE: 08/26/17

The EPA's Enforcement and Compliance History Online (ECHO) database, provides compliance and enforcement information for facilities nationwide. This database includes facilities regulated as Clean Air Act stationary sources, Clean Water Act direct dischargers, Resource Conservation and Recovery Act hazardous waste handlers, Safe Drinking Water Act public water systems along with other data, such as Toxics Release Inventory releases.

ERNSCA Emergency Response Notification System

VERSION DATE: 04/29/18

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRSCA Facility Registry System

VERSION DATE: 04/17/18

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

HMIRSR09 Hazardous Materials Incident Reporting System

VERSION DATE: 03/27/18

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 09/23/17

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ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 07/09/17

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States.

LUCIS Land Use Control Information System

VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System

VERSION DATE: 06/29/17

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

NPDES09 National Pollutant Discharge Elimination System

VERSION DATE: 04/01/07

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The NPDES database was collected from December 2002 until April 2007. Refer to the PCS and/or ICISNPDES

database as source of current data. This database includes permitted facilities located in EPA Region 9.

This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

PADS PCB Activity Database System

VERSION DATE: 07/18/17

PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are 113 of 131

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required to notify the EPA of such activities.

PCSR09 Permit Compliance System

VERSION DATE: 08/01/12

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels. This database includes permitted facilities located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa. PCS has been modernized, and no longer exists. National Pollutant Discharge Elimination System (ICIS-NPDES) data can now be found in Integrated Compliance Information System (ICIS).

RCRASC RCRA Sites with Controls

VERSION DATE: 03/21/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with institutional controls in place.

SEMSLIENS SEMS Lien on Property

VERSION DATE: 06/08/18

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs. This is a listing of SEMS sites with a lien on the property.

SFLIENS CERCLIS Liens

VERSION DATE: 06/08/12

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

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SSTS Section Seven Tracking System

VERSION DATE: 02/01/17

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or deviceproducing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

TRI Toxics Release Inventory

VERSION DATE: 12/31/16

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal and tribal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory

VERSION DATE: 12/31/12

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

RCRAGR09 Resource Conservation & Recovery Act - Generator

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities currently generating hazardous waste. EPA Region 9 includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

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RCRANGR09 Resource Conservation & Recovery Act - Non-Generator

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities classified as nongenerators. Non-Generators do not presently generate hazardous waste. EPA Region 9 includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

ALTFUELS Alternative Fueling Stations

VERSION DATE: 01/22/18

Nationwide list of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE).

FEMAUST FEMA Owned Storage Tanks

VERSION DATE: 12/01/16

This is a listing of FEMA owned underground and aboveground storage tank sites. For security reasons, address information is not released to the public according to the U.S. Department of Homeland Security.

HISTPST Historical Gas Stations

VERSION DATE: NR

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

ICISCLEANERS Integrated Compliance Information System Drycleaners

VERSION DATE: 09/23/17

This is a listing of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

MRDS Mineral Resource Data System

VERSION DATE: 03/15/16

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MRDS (Mineral Resource Data System) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS.

MSHA Mine Safety and Health Administration Master Index File

VERSION DATE: 09/01/17

The Mine dataset lists all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970. It includes such information as the current status of each mine (Active, Abandoned, NonProducing, etc.), the current owner and operating company, commodity codes and physical attributes of the mine. Mine ID is the unique key for this data. This information is provided by the United States Department of Labor - Mine Safety and Health Administration (MSHA).

BF Brownfields Management System

VERSION DATE: 06/27/18

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment. This database included tribal brownfield sites.

DNPL Delisted National Priorities List

VERSION DATE: 06/08/18

This database includes sites from the United States Environmental Protection Agency's Final National Priorities List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 03/01/18

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

ODI Open Dump Inventory

VERSION DATE: 06/01/85

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Environmental Records Definitions - FEDERAL

The open dump inventory was published by the United States Environmental Protection Agency. An "open dump" is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

RCRAT Resource Conservation & Recovery Act - Non-CORRACTS Treatment, Storage & Disposal Facilities

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities recognized as hazardous waste treatment, storage, and disposal sites (TSD).

SEMS Superfund Enterprise Management System

VERSION DATE: 06/08/18

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs.

SEMSARCH Superfund Enterprise Management System Archived Site Inventory

VERSION DATE: 06/08/18

The Superfund Enterprise Management System Archive listing (SEMS-ARCHIVE) has replaced the CERCLIS NFRAP reporting system in 2015. This listing reflect sites that have been assessed and no further remediation is planned and is of no further interest under the Superfund program.

SMCRA Surface Mining Control and Reclamation Act Sites

VERSION DATE: 08/25/17

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

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USUMTRCA Uranium Mill Tailings Radiation Control Act Sites

VERSION DATE: 03/04/17

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

DOD Department of Defense Sites

VERSION DATE: 12/01/14

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

FUDS Formerly Used Defense Sites

VERSION DATE: 06/01/15

The Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. DISCLAIMER: This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

FUSRAP Formerly Utilized Sites Remedial Action Program

VERSION DATE: 03/04/17

The U.S. DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

NLRRCRAC No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 03/01/18

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This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

NMS Former Military Nike Missile Sites

VERSION DATE: 12/01/84

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material disposed of and procedures for disposal are not documented in

published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites.

During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

NPL National Priorities List

VERSION DATE: 06/08/18

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

PNPL Proposed National Priorities List

VERSION DATE: 06/08/18

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with corrective action activity.

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RCRASUBC Resource Conservation & Recovery Act - Subject to Corrective Action Facilities

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities subject to corrective actions.

RODS Record of Decision System

VERSION DATE: 06/08/18

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

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CDL Clandestine Drug Labs

VERSION DATE: 12/31/17

The California Department of Toxic Substance Control (DTSC) provides this listing of illegal drug laboratories. Pursuant to Section 25354.5 of the California Health and Safety Code, DTSC conducts emergency removal actions at clandestine drug labs at the request of State and local law enforcement agencies. DTSC's contractors typically remove hazardous substances that may pose an immediate threat to public health and the environment while the enforcement officials are on scene. During the emergency removal actions, contractors remove and properly dispose of contaminated lab equipment, chemicals used to make the illegal drugs (usually methamphetamine), lab chemical wastes, and other grossly contaminated materials. DTSC does not perform additional assessment work beyond standard emergency removal actions and makes no further determination regarding the need for future cleanup work at the emergency removal location. The reported location information may or may not include the actual location of the illegal drug lab. The DTSC does not guarantee the accuracy of the address or location information or the condition of the location listed.

CHMIRS California Hazardous Material Incident Report System

VERSION DATE: 04/06/18

The California Hazardous Material Incident Report System database is provided by the California Emergency Management Agency. This database contains accidental or spill release information from reported hazardous material incidents since 1993.

DTSCDR DTSC Deed Restrictions

VERSION DATE: 07/08/18

The California Department of Toxic Substances Control (DTSC) maintains this listing of sites with deed restrictions. According to the DTSC, restricted land use indicates whether the site or area within the site has an environmental restriction recorded and/or other institutional control preventing certain types of land use or activities. The land use restrictions listed under the site management requirements are only an abbreviated summary of the land use restrictions, and may not encompass all restrictions and notification requirements placed on a property. For complete land use restriction information please contact the DTSC to review associated Land Use Restriction documents.

EMI Emissions Inventory Data

VERSION DATE: 12/31/16

The Air Resources Board's Emissions Inventory Database contains criteria pollutant data and toxic data on facilities throughout the state of California for the 2012-2000 inventory years.

HWTS Hazardous Waste Tanner Summary

VERSION DATE: 12/31/16

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This data is prepared from information extracted from copies of hazardous waste manifests received each year by the Department of Toxic Substances Control. The Hazardous Waste Summary Report (Tanner Report) currently includes manifest data from the 1993 through the 2016 reporting years.

LDS Land Disposal Sites

VERSION DATE: 07/09/18

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

LIENS Recorded Environmental Cleanup Liens

VERSION DATE: 05/17/18

The California Department of Toxic Substance Control (DTSC) maintains this listing of liens placed upon real properties. A lien is utilized by the DTSC to obtain reimbursement from responsible parties for costs associated with the remediation of contaminated properties.

MCS Military Cleanup Sites

VERSION DATE: 07/09/18

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater

NPDES National Pollutant Discharge Elimination System Facilities

VERSION DATE: 06/04/18

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States.

WTHAULERS Registered Waste Tire Haulers

VERSION DATE: 07/10/18

This listing of registered waste tire haulers is maintained by the California Integrated Waste Management Board.

ABST Above Ground Storage Tanks

VERSION DATE: 06/18/18

This database, provided by the California Environmental Protection Agency's (CalEPA) Regulated Site Portal,

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contains aboveground petroleum storage tank facilities originating from the California Environmental Reporting System (CERS). These facilities store petroleum in aboveground storage tanks with oversight by local agencies.

As of January 1, 2008, Assembly Bill No. 1130 of the Aboveground Petroleum Storage Act (APSA) authorized the Certified Unified Program Agencies to implement and administer the requirements of the APSA. CalEPA

Data Disclaimer: Information displayed in the portal is collected from separate agency databases and displayed unaltered. Information that is considered confidential, trade secret, or is otherwise protected by the agency that manages the database is not loaded into the portal. For more detail about information displayed in the portal, please visit the data source sites. Please refer to AST2007 database for aboveground storage tank information obtained from the California State Water Resources Control Board prior to 2008 APSA requirements.

AST2007 Aboveground Storage Tanks Prior to January 2008

VERSION DATE: 12/01/07

This database contains aboveground storage tank facilities registered with the California State Water Resources

Control Board (SWRCB) between 2007 and 2003. Since 2006, tanks were required to contain a minimum (even as cumulative) of 1320 gallons to be in the program. As of January 1, 2008, the SWRCB no longer maintains a list of registered aboveground storage tanks, due to effective Assembly Bill No. 1130 (Laird) of the Aboveground Petroleum Storage Act (APSA). This Bill authorized the Certified Unified Program Agencies to implement and administer the requirements of the APSA. Please refer to ABST database as a current source for aboveground petroleum storage tank data.

CLEANER Dry Cleaner Facilities

VERSION DATE: 06/20/18

This database, created by accessing the California Department of Toxic Substances Control's (DTSC) Hazardous Waste Tracking System, includes dry cleaner facilities that have registered EPA identification numbers. These facilities are categorized with one of the following NAICS Codes: 81231 or 81232. This database may also include facilities other than dry cleaners who also register with these same NAICS Codes. Not all companies report their NAICS/SIC Codes to the DTSC and therefore this database may exclude registered dry cleaner facilities with incomplete classification information.

DTSCHWT DTSC Registered Hazardous Waste Transporters

VERSION DATE: 07/15/18

The Department of Toxic Substances Control provides this list of Registered Hazardous Waste Transporters.

HISTUST Historical Underground Storage Tanks

VERSION DATE: 12/31/87

The Hazardous Substance Storage Container Database is a historical list of Underground Storage Tank sites, compiled from tank survey and registration information collected at one time between 1984 and 1987 by the State Water Resources Control Board. The hazardous substances stored within these tanks includes, but not restricted to, petroleum products, industrial solvents, and other materials.

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MINES Mines Listing

VERSION DATE: 05/06/18

This database includes mine site locations from the California Office of Mine Reclamation.

MWMP California Medical Waste Management Program Facility List

VERSION DATE: 06/29/18

To protect the public and the environment from potential infectious exposure to disease causing agents, the Medical Waste Management Program (MWMP), in the Environmental Management Branch of the California Department of Public Health, regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste off-site treatment facilities, medical waste transporters, and medical waste transfer stations.

SLIC Spills, Leaks, Investigation & Cleanup Recovery Listing

VERSION DATE: 06/16/08

These records are maintained by the California Regional Water Quality Control Board (RWQCB). This list includes contaminated sites that impact groundwater or have the potential to impact ground water. Please refer to CLEANUPITES database as source of current data.

SWEEPS Statewide Environmental Evaluation and Planning System

VERSION DATE: 10/01/94

The Statewide Environmental Evaluation and Planning System (SWEEPS) contains a historical listing of active and inactive underground storage tank locations from the State Water Resources Control Board. The hazardous substances stored within these tanks includes, but not restricted to, petroleum products, industrial solvents, and other materials. Refer to CUPA listing for source of current data.

USTCUPA Underground Storage Tanks

VERSION DATE: 07/23/18

An underground storage tank is an individual tank or group of tanks that store hazardous substances.

Underground storage tanks are completely or considerably below the ground surface. This database contains UST permit data submitted from the Certified Unified Program Agencies (CUPA) directly to the State Water Resources Control Board. CUPA's are local agencies that have been certified by the California EPA to implement state environmental programs within the local agency's jurisdiction.

BF Brownfield Sites

VERSION DATE: 09/03/18

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Environmental Records Definitions - STATE (CA)

This database includes Brownfield sites from the State Water Resources Control Board. These are sites that have gone through the Moratorium of Agreement (MOA) process.

CALSITES CALSITES Database

VERSION DATE: 05/01/04

This historical database was maintained by the Department of Toxic Substance Control for more than a decade. CALSITES contains information on Brownfield properties with confirmed or potential hazardous contamination. In 2006, DTSC introduced EnviroStor as the latest Brownfields site database.

CLEANUPSITES GeoTracker Cleanup Sites

VERSION DATE: 07/09/18

This GeoTracker Cleanup Sites database is maintained by the California Regional Water Quality Control Board (RWQCB). The database contains contaminated sites that impact groundwater or have the potential to impact ground water, including spills, investigations, cleanup recoveries and reported leaking underground storage tank incidents.

CORTESE Cortese List

VERSION DATE: 07/23/18

This active listing includes hazardous waste and substances sites designated by the State Water Resources Control Board, the Integrated Waste Board, and the Department of Toxic Substance Control. The Cortese List is utilized by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites.

DROP Listing of Certified Dropoff, Collection, and Community Service Programs

VERSION DATE: 07/15/18

Listing of Certified Dropoff, Collection, and Community Service Programs (non-buyback) operating under the state of California's Beverage Container Recycling Program. This list is maintained by the Department of Conservation.

ERAP Expedited Removal Action Program Sites

VERSION DATE: 07/15/18

The Expedited Remedial Action Program is a pilot project administered by the Department of Toxic Substances Control's Site Mitigation and Brownfields Reuse Program to promote the cleanup of up to 30 hazardous substance release sites. ERAP provides significant incentives for redevelopment of contaminated properties by promoting cleanups based on the planned land use, by providing a covenant not to sue, and by outlining a fair and equitable liability scheme.

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HISTCORTESE Historical Cortese List

VERSION DATE: 11/02/02

This historical listing includes hazardous waste and substances sites designated by the State Water Resources Control Board, the Integrated Waste Board, and the Department of Toxic Substance Control. The Cortese List was utilized by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. See CACORTESE for an updated version of this database.

LUST Leaking Underground Storage Tanks

VERSION DATE: 07/09/18

This database is maintained by the State Water Resources Control Board. LUST records contain an inventory of reported leaking underground storage tank incidents. Please refer to the CLEANUPSITES database as source of current data.

NFA No Further Action Determination

VERSION DATE: 06/20/18

The NFA listing contains properties at which the Department of Toxic Substance Control has made a clear determination that the property does not pose a problem to the environment or to public health.

NFE Sites Needing Further Evaluation

VERSION DATE: 06/20/18

The NFE listing contains properties that the Department of Toxic Substance Control suspects with possible contamination. These are unconfirmed contaminated properties that need further assessment.

PROC Listing of Certified Processors

VERSION DATE: 05/15/18

Listing of Certified Processors that are operating under the state of California's Beverage Container Recycling Program. This list is maintained by the Department of Conservation.

REF Referred to Another Local or State Agency

VERSION DATE: 06/21/18

The REF listing contains properties where contamination has not been confirmed and which were determined as not requiring direct Department of Toxic Substance Control Site Mitigation Program action or oversight.

Accordingly, these sites have been referred to another state or local regulatory agency.

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SWIS Solid Waste Information System Sites

VERSION DATE: 07/09/18

The Solid Waste Information System (SWIS) database includes information on solid waste facilities, operations, and disposal sites located in California. This database is maintained by the California Department of Resources Recycling and Recovery.

SWRCY Recycling Centers

VERSION DATE: 05/17/18

Listing of Certified Recycling Centers that are operating under the state of California's Beverage Container Recycling Program. This list is maintained by the Department of Conservation.

VCP Voluntary Cleanup Program

VERSION DATE: 07/15/18

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

WMUDS Waste Management Unit Database

VERSION DATE: 01/01/00

The Waste Management Unit Database System tracks and inventories waste management units. CCR Title 27 contains criteria stating that Waste Management Units are classified according to their ability to contain wastes. Containment shall be determined by geology, hydrology, topography, climatology, and other factors relating to the ability of the Unit to protect water quality. Water Code Section 13273.1 requires that operators submit a water quality solid waste assessment test (SWAT) report to address leak status. The WMUDS was last updated by the State Water Resources control board in 2000.

ENVIROSTOR EnviroStor Cleanup Sites

VERSION DATE: 07/15/18

The Department of Toxic Substances Control (DTSC) has developed the EnviroStor database system to evaluate and track sites with confirmed or potential contamination and sites where further investigation may be necessary. This EnviroStor database of cleanup sites contains the following: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. Sites where DTSC has made a "No Action Required" determination are not included in this database, as these sites had assessments that revealed no evidence of recognized environmental conditions in connection with the property.

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ENVIROSTORPCA EnviroStor Permitted and Corrective Action Sites

VERSION DATE: 07/23/18

The Department of Toxic Substances Control (DTSC) has developed the EnviroStor database system to evaluate and track sites with confirmed or potential contamination and sites where further investigation may be necessary. This EnviroStor database contains detailed information on hazardous waste permitted and corrective action facilities. Investigation and cleanup activities at hazardous waste facilities (either Resource Conservation and Recovery Act (RCRA) or State-only) that either were eligible for a permit or received a permit are called "corrective action." These facilities treated stored, disposed and/or transferred hazardous waste.

TOXPITS Toxic Pits Cleanup Act Sites

VERSION DATE: 07/01/95

Toxic Pits are sites with possible contamination of hazardous substances where cleanup is necessary. This listing is no longer updated by the State Water Resources Control Board.

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ACAST Alameda County Aboveground Storage Tanks

VERSION DATE: 05/22/18

This database containing active and inactive aboveground storage tank facilities is provided by the Alameda County Department of Environmental Health. These aboveground storage tanks contain petroleum-based liquid products such as gasoline, diesel, lubricants, etc.

ACUST Alameda County Underground Storage Tanks

VERSION DATE: 06/25/18

This database containing active and inactive underground storage tank facilities is provided by the Alameda County Department of Environmental Health.

ACCS Alameda County Contaminated Sites

VERSION DATE: 05/16/18

This listing of sites with soil and/or groundwater contamination from chemical spills, releases or leaking underground storage tanks is provided by the Alameda County Department of Environmental Health. This list does not include all cities, such as Fremont, Newark, and Union City.

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Environmental Records Definitions - LOCAL

USTR09 Underground Storage Tanks On Tribal Lands

VERSION DATE: 04/10/18

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

LUSTR09 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 04/10/18

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

TORRESDUMPSITES Illegal Dump Sites on the Torres Martinez Reservation

VERSION DATE: 10/29/07

This listing of illegal dump site locations on the Torres Martinez Reservation is maintained by the United States Environmental Protection Agency, Region IX. These dump sites contain unlawfully discarded household waste such as landscaping and wood wastes with no known soil or groundwater contamination. A majority of the sites have already been cleaned up through the collaborative efforts of the EPA, The California Integrated Waste Management Board and the Torres Martinez Tribe.

INDIANRES Indian Reservations

VERSION DATE: 01/01/00

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

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Environmental Records Definitions - TRIBAL

APPENDIX E

USER QUESTIONNAIRE

Route 238 Properties
Hayward, CA
September 12, 2018



PHASE I ESA USER QUESTIONNAIRE

In order to qualify for one of the Landowner Liability Protections (LLPs) offered by the Small Business Relief and Brownfield's Revitalization Act of 2001 (the "Brownfield's Amendments"), the User must provide the following information (if available) to the Environmental Professional. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. If the answer is "yes" to any of the following questions, please provide a complete explanation.

- 1) Are you aware of any activity and land use limitations, such as engineering controls, land use restrictions or institutional controls that are in place at the Property and/or have been filed, recorded, or unrecorded in registry under federal, tribal, state, or local law.
 - a. Yes, the City's General Plan and Zoning Designations which can be found at <https://www.hayward-ca.gov/your-government/departments/planning-division>.
- 2) Are you aware of any uses or conditions, past or present, which may have resulted in contamination of soil or groundwater at the Property, with hazardous substances or petroleum products?
 - a. The City is not aware of any uses or conditions, past or present, which may have resulted in contamination of soil or groundwater at the property, with hazardous substances or petroleum products.
- 3) Are you aware of any pending, threatened, or past litigations, administrative proceedings, or notices from any governmental entity regarding hazardous substances or petroleum products in, on or from the Property?
 - a. The City is not aware of any pending, threatened, or past litigations, administrative proceedings, or notices from any governmental entity regarding hazardous substances or petroleum products in, on or from the property.
- 4) Are you aware of any permits, registrations, or reports (prior environmental assessments, soils reports, geotechnical report, risk assessment, etc) for the Property?
 - a. Yes, the following reports are attached to this questionnaire:
 - i. WRA Biological Resources Due Diligence Review dated April 23, 2016
 - ii. ENGEO Preliminary Geotechnical Feasibility Exploration for Parcel Group 3 dated November 10, 2016
 - iii. ENGEO Geotechnical Feasibility Report for Parcel Group 4, dated April 8, 2016
 - iv. ENGEO Phase 1 Environmental Site Analysis dated March 23, 2016

Route 238 Properties
Hayward, CA
September 12, 2018



- 5) Does the Property have any restrictions on types of use (Activity and Use Limitations: AUL)?
 - a. Yes, the City's General Plan and Zoning Designations which can be found at <https://www.hayward-ca.gov/your-government/departments/planning-division>. Additionally, Parcel Group 4 has a Deed Restriction allowing a maximum of two (2) dwelling units.
- 6) Has the purchase price of the Property been discounted from the price of comparable real estate? To what extent, and for what reason?
 - a. No, Comparable property values were considered for properties located in fault zones and rural hillsides.
- 7) Please provide any pertinent information below that would be of value in preparing a Phase I Environmental Site Assessment.

Prepared by: John Stefanski, Management Analyst II

Affiliation: City of Hayward, CA

Preparer's Signature  date 9/28/2018

APPENDIX D

VMT IMPACT ASSESSMENT MEMORANDUM



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155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742 F 510.839.0871

Technical Memorandum

May 26, 2021

Project# 24641

To: City of Hayward
From: Michael Sahimi and Damian Stefanakis, Kittelson & Associates
CC: Shanna Guiler, LSA
RE: Hayward Parcel 3 Entitlements – VMT Impact Assessment

Introduction

As part of the Caltrans Properties Entitlements Project, Kittelson & Associates has conducted a vehicle miles traveled (VMT) assessment for the proposed Parcel Group 3 (PG 3) project located at the northeastern corner of Mission Boulevard and Tennyson Road in Hayward, California. The purpose of this VMT assessment is to fulfill transportation impact analysis requirements under the California Environmental Quality Act (CEQA). This memorandum is organized as follows:

- Project Description
- VMT Impact and Screening Criteria
- VMT Screening and Impact Analysis
- Findings and Next Steps

Project Description

PG 3 is located at the northeastern corner of Mission Boulevard and Tennyson Road in Hayward, as shown in Figure 1. The proposed project consists of 176 affordable rental apartments (38 studios, 47 one-bedroom, 44 two-bedroom, 47 three-bedroom) and a charter school serving 384 elementary students. Primary access to the project site for the school portion will be provided via Tennyson Road, with secondary access for the residential portion via two driveways on 16th Street. The proposed site plan is shown in Figure 2.

The charter school will consist of a new 35,360 square foot school and early education facility which will ultimately grow to serve 384 students from age 3 through 5th/6th grade. The elementary school building will include 18 classrooms, an outdoor amphitheater, workrooms and administrative offices, an outdoor play area, and other spaces. The early childhood education center will include six classrooms, workrooms, administrative offices, a play area, and other spaces. Enrollment projections are provided in Table 1.

Table 1: Enrollment and Staffing Projections

Year	# Students	Grades	# Classrooms	# Staff (est. FTE)
2021-2022	48	Pre-K	3	17
2022-2023	96	Pre-K	6	28
2023-2024	144	Pre-K – Kinder	8	36
2024-2025	192	Pre-K – 1st	10	40
2025-2026	240	Pre-K – 2nd	12	45
2026-2027	288	Pre-K – 3rd	14	49
2027-2028	336	Pre-K – 4th	16	52
2028-2029	384	Pre-K – 5th	18	55

SOURCE: SCHOOL PROGRAM OVERVIEW



Figure 2: Site Plan



SOURCE: APPLICANT, RECEIVED: 5/18/2021

May 26, 2021

Hayward Parcel 3 Entitlements

Page 4

VMT Impact Assessment Memorandum

VMT Impact and Screening Criteria

Under Senate Bill (SB) 743, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, level of service (LOS) and other similar vehicle delay or capacity metrics may no longer serve as transportation impact metrics for CEQA impact analyses. The Governor's Office of Planning and Research (OPR) has updated the CEQA Guidelines and provided a final technical advisory in December 2018 which recommends VMT as the most appropriate measure of transportation impacts under CEQA. For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

The City of Hayward has adopted VMT thresholds of significance and screening criteria, which are used in this memo for impact analysis purposes. The City has provided its thresholds and screening criteria in its *Transportation Impact Analysis Guidelines* (December 2020). In addition, the City has provided an online VMT map.¹

The City's thresholds of significance by land use are shown in Table 2. As shown in the table, the City of Hayward has developed significant VMT impact thresholds that cover residential, office employment, industrial employment, and retail projects. This is generally consistent with OPR's technical advisory, which provided recommended metrics and impact thresholds for residential, office, and retail projects, since they tend to have the greatest influence of land use projects on VMT in California.

Table 2: VMT Thresholds of Significance

Land Use	Threshold of Significance
Residential	15% below existing average VMT per capita for the City of Hayward
Employment - Office	15% below existing regional average VMT per employee
Employment - Industrial	Below existing regional average VMT per employee
Retail	Net increase in total regional VMT
Affordable Housing	Below existing average VMT per capita for the City of Hayward

SOURCE: CITY OF HAYWARD, 2020

¹ Available here: <https://maps.hayward-ca.gov/portal/apps/webappviewer/index.html?id=b5a75035f77e4d80972424580c636354>

The City has also adopted screening criteria, which can be used to quickly identify when a project should be expected to cause a less-than-significant impact related to VMT and would not require a detailed VMT analysis. These screening criteria are shown in Table 3.

Table 3: Screening Criteria for CEQA Transportation Analysis for Development Projects

Screen Type	Screening Criteria
Small Infill Projects	<p>Must meet one of the following:</p> <ul style="list-style-type: none"> ▪ Single-family detached housing of 15 units or less ▪ Single-family attached or multi-family housing of 25 units or less ▪ Office of 10,000 square feet of gross floor area or less ▪ Project generating 110 trips per day or less for other land uses
Local Serving Retail	<ul style="list-style-type: none"> ▪ 50,000 square feet of total gross floor area or less
Local Serving Public Facilities	<ul style="list-style-type: none"> ▪ Local serving public facility (determined with staff input, depending on the land use)
Residential and Employment-Office Land Use Projects or Components	<p>Either of the following locations:</p> <ul style="list-style-type: none"> ▪ Within a half mile of a major transit stop ▪ In an area with low (below the threshold) VMT per capita/employee and in an area with planned growth (Office Employment/ Residential) ▪ In an area with below average VMT per employee and in an area with planned growth (Industrial Employment) <p>And the following:</p> <ul style="list-style-type: none"> ▪ Density/FAR: <ul style="list-style-type: none"> ▪ Minimum gross floor area ratio (FAR) of .75 as applicable for office employment projects ▪ Minimum of 35 units per acre as applicable for residential projects ▪ If located in an area where zoning calls for lower than 0.75 FAR or fewer than 35 units per acre, the maximum FAR or units per acre density allowed must be used ▪ Parking: No more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces ▪ Does not replace affordable residential units (including naturally occurring affordable residential units) with a small number of moderate- or high-income residential units ▪ Consistent with Plan Bay Area, the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission)
Restricted Affordable Residential Projects or Components	<ul style="list-style-type: none"> ▪ Affordability: 100% deed-restricted affordable housing (exception for the manager's unit(s)); affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes. Affordability for this purpose is restricted to households making 80% or less of the area's median income. ▪ Location: within an area with below average VMT per capita ▪ Parking: no more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces

SOURCE: CITY OF HAYWARD, 2020

VMT Screening and Impact Analysis

Before any VMT analysis is undertaken, the project must undergo a screening assessment to determine if it can be assumed to have a less-than-significant VMT impact and can be screened out of a detailed VMT study. Given that the project consists of multiple uses, the affordable housing and charter school components are both assessed separately in this section.

RESIDENTIAL COMPONENT SCREENING

As shown in Table 2, the VMT threshold of significance for residential projects is exceeding 15% below existing average VMT per capita for the City of Hayward. However, the City sets the VMT threshold of significance for affordable housing projects as exceeding average VMT per capita.

As shown in Table 3, the City has provided the following screening criteria for affordable housing projects. Note, all of the following conditions must be met for the project to be screened out.

- **Affordability:** 100% deed-restricted affordable housing (exception for the manager's unit(s)); affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes. Affordability for this purpose is restricted to households making 80% or less of the area's median income (AMI).
- **Location:** within an area with below average VMT per capita or within a half mile of a major transit stop
- **Parking:** no more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces

All three conditions are satisfied, as detailed below:

- **Affordability:** The project meets affordability requirements (see Attachment A). Per the City and the project applicant, all units will be restricted to 80% of California Tax Credit Allocation Committee (TCAC) area median income (AMI) or below.
- **Location:** As shown in Figure 3, the project is located within a half mile of a major transit stop (South Hayward BART Station).
- **Parking:** According to the City's municipal code, the minimum parking requirement for apartments is 1.5 spaces per dwelling unit for studios, 1.7 spaces per dwelling unit for 1-bedroom apartments, and 2.1 spaces per dwelling unit for 2+ bedroom apartments. Therefore, the minimum number of parking spaces required for the project's housing component is 328 spaces. The project will include a combined 233 parking spaces for all uses, of which 189 are for the housing component; the proposed parking supply for the affordable housing component does not exceed the minimum number of parking spaces required.

The screening criteria for affordable housing projects can therefore be applied to the project's affordable housing component and it would not require a detailed VMT analysis.

The residential project screening criteria can also be applied to the project's residential component. As shown in Table 3, the City has provided the following screening criteria for residential projects. Note, all of the following conditions must be met for the project to be screened out.

- **Either of the following locations:**
 - Within a half mile of a major transit stop
 - In an area with low (below the threshold) VMT per capita and in an area with planned growth
- **And the following:**
 - **Density:** Minimum of 35 units per acre

- **Parking:** No more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces
- Does not replace affordable residential units (including naturally occurring affordable residential units) with a small number of moderate- or high-income residential units
- Consistent with Plan Bay Area, the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission)

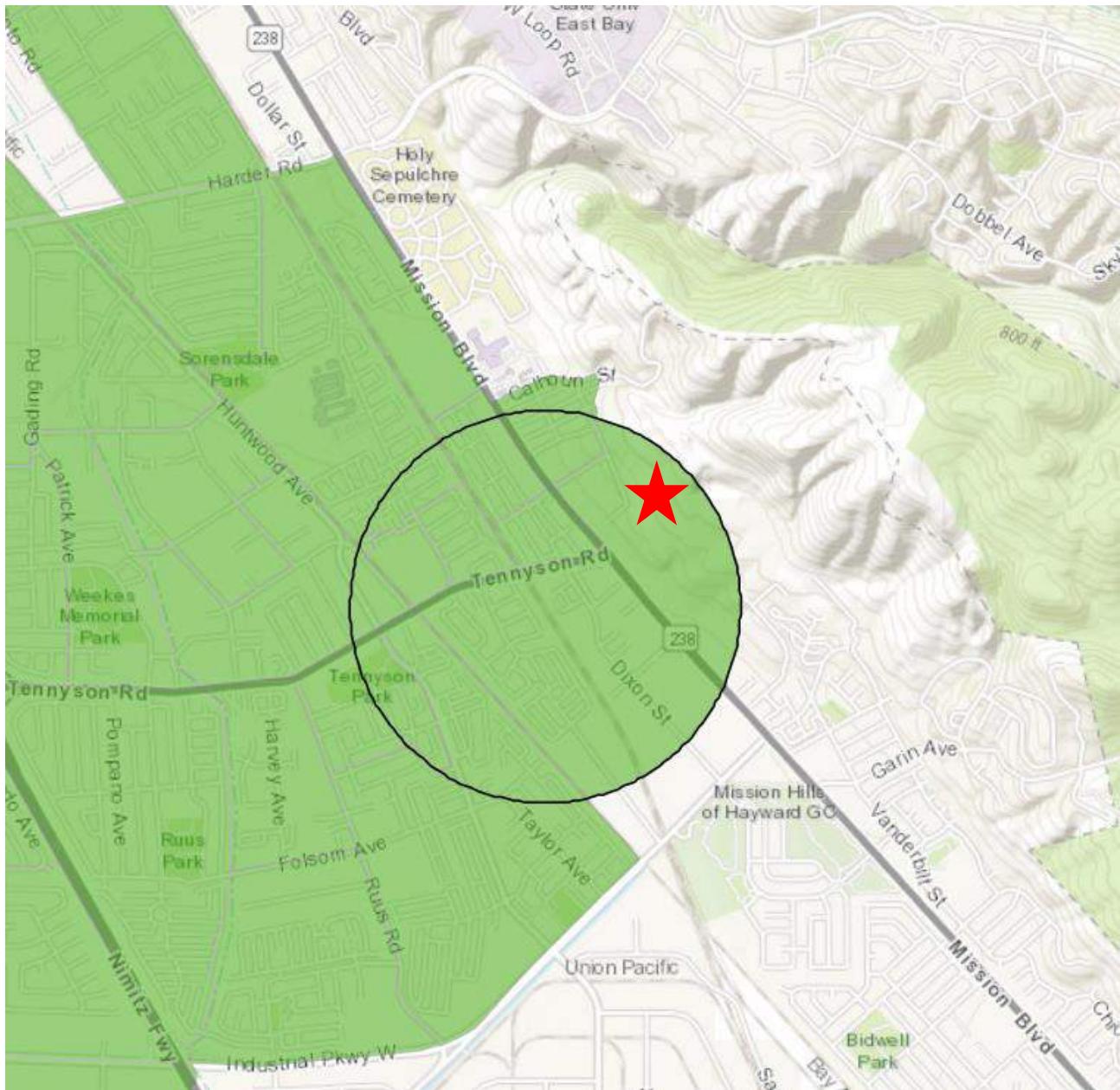
All five conditions are satisfied, as detailed below:

- **Location:** As shown in Figure 4, the project is located within a half mile of a major transit stop (South Hayward BART Station).
- **Density:** The residential component's density is 38.26 units per acre.
- **Parking:** As demonstrated earlier in this section, the proposed parking supply for the residential component does not exceed the minimum number of parking spaces required.
- **Affordability:** Does not replace affordable residential units with a small number of moderate- or high-income residential units.
- **Plan Consistency:** Since the project is consistent with current residential zoning, it would be consistent with regional planning documents such as Plan Bay Area.

The screening criteria for residential projects can therefore be applied to the project's affordable housing component and it would not require a detailed VMT analysis.

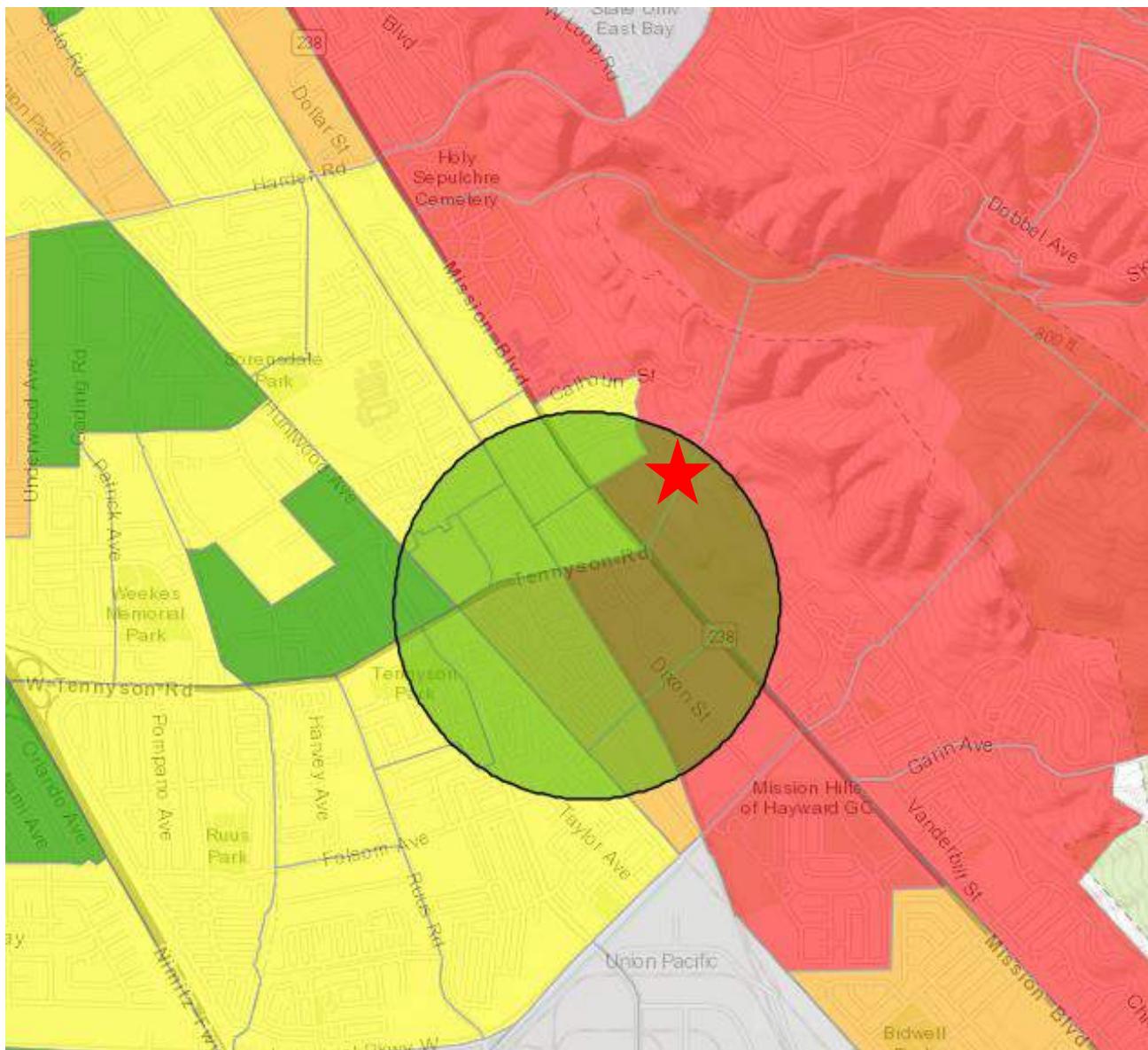
Since the affordable housing portion of the project meets both the City's affordable housing screening criteria and residential project screening criteria, it would not require a detailed VMT analysis. Therefore, the affordable housing component would have a **less-than-significant** VMT impact.

Figure 3: Affordable Housing Screening Map



 **Project Location**

Figure 4: Residential Project Screening Map



Project Location

CHARTER SCHOOL COMPONENT SCREENING

The City of Hayward has developed significant VMT impact thresholds that cover residential, office employment, industrial employment, and retail projects. This project's charter school component does not fall into one of these four land use categories. Given the school's expected user trip behavior (with most VMT not resulting from employees) the most appropriate impact threshold would be the threshold for retail projects (net increase in total regional VMT).

As shown in Table 3, the City's screening criteria include screening out local serving public facilities, to be determined with staff input and depending on the land use. Based on input from City staff, it was determined that it would be appropriate to screen out the project's charter school component as a local serving public facility.

According to a school program overview provided by the applicant (see Attachment B), the school will serve children who are low-income (typically under 65% of AMI). The school will actively recruit families through community partners, including the families ultimately to be housed in this project's affordable housing component. Unlike other schools, which cast a wide net to recruit students, this school will take a more targeted approach, seeking out low-income families with the highest need who would most benefit. This will be achieved by working closely with neighborhood organizations, area healthcare providers, and area social service providers that identify and refer children and families for the school. In addition, the school is expected to reflect the racial and ethnic makeup of Hayward and the Hayward Unified School District.

Given the school's approach to enrolling local students and families, it would function as a local serving public facility. The screening criteria for local serving public facilities can therefore be applied to the project's charter school component and it would not require a detailed VMT analysis. Therefore, the charter school component would have a **less-than-significant** VMT impact.

Findings and Next Steps

The following summarizes the findings of the VMT impact assessment.

- The project's affordable housing component meets both the City's affordable housing screening criteria and residential project screening criteria. Per the City's adopted standards, the affordable housing component would be screened out of a VMT analysis. Therefore, the project's affordable housing component would have a **less-than-significant** VMT impact.
- The project's charter school component would function as a local serving public facility due to its approach to enrolling local students and families. Per the City's adopted standards, the charter school component would be screened out of a VMT analysis. Therefore, the project's charter school component would have a **less-than-significant** VMT impact.
- The entirety of the project would be screened out of a VMT analysis and would have a **less-than-significant** VMT impact.

Following the City's review of this CEQA VMT impact assessment, Kittelson will prepare a non-CEQA local transportation analysis which will include an assessment of local intersection level of service, queuing, driveway operations, student pick-up/drop-off, neighborhood cut-through traffic, and effects on pedestrians, bicyclists, and transit.

Attachments:

Attachment A: Draft Affordable Housing Plan

Attachment B: Draft Public-Serving Asset Memorandum

Affordable Housing Plan
Hayward Parcel Group 3 / La Vista (#202001594)
Applicant: Eden Housing

The Eden/TPC development team is proposing a 100% affordable housing project consisting of 176 total units. With the exception of two manager's units, all of the units will be restricted to income-eligible households. Per Section 65915(b)(1)(G) of the Density Bonus Law (AB1763), 20 percent of the total units in the development may be for moderate-income households and 20 percent of the total units in the development are required to be set at an "affordable rent, as defined in Section 50053 of the Health and Safety Code." For the purposes of the Density Bonus Law restrictions, we propose to restrict the 20 percent of the total units for moderate-income households at affordable rent levels (as defined in Section 50053). Per Section 65915(c)(1)(B)(ii), the remaining income-restricted units will be restricted at CTCAC rent limits to satisfy the Density Bonus Law. In addition, the development will have four units restricted under the City of Hayward's Affordable Housing Ordinance (AHO).

Should Housing Staff have any questions about this Affordable Housing Plan, please reach out to Kate Blessing-Kawamura at 510-329-5102 or kate.blessing-kawamura@edenhousing.org.

a. **Location:** Near the intersection of Mission Blvd and Tennyson Road

Structure: Attached

Proposed Tenure: Rental

Unit Sizes: See Proposed Unit Matrix Summary Table.

Calculation of Affordable Units (AHO):

- Density permitted without Density Bonus Law: 12 units/acre
- Total number of units permitted without Density Bonus Law: $12 \text{ units/acre} * 4.6 \text{ acres} = 55.2 \text{ units}$, round down to 55 units
- 3% of units at Very Low Income: $3\% * 55 \text{ units} = 1.65 \text{ units}$, round up to 2 units
- 3% of units at Low Income: $3\% * 55 \text{ units} = 1.65 \text{ units}$, round up to 2 units
- Total number of AHO-restricted units: 4 units

b. **Floor or site plan depicting the location of the Affordable Units:**

See enclosed floor and site plans (Sheets AR-1.0 – AR-3.0).

c. **Income levels of each Affordable Unit:**

See Proposed Unit Matrix Summary Table.

d. **Phased Residential Development Projects:**

N/A

e. **Incentives requested by the Applicant:**

N/A

f. **Method of meeting Section 10-17.205:**

b. On-site rental Affordable Units

g. Marketing Plan:

Eden Housing will work closely with the Housing Division to develop and submit a Marketing and Management Plan prior to execution of the Affordable Housing Agreement and Regulatory Agreements.

h. Section 10-17.220 Compliance:

Eden Housing will demonstrate compliance with the requirements of Section 10-17.220 for on-site Affordable Units.

Proposed Unit Mix Summary Table:

Unit Type (bedroom)	SF	Extremely Low Income Units		Very Low Income Units		Low Income Units		Moderate Income Units		Market Rate Units
		AHO*	DB	AHO*	DB	AHO	DB**	AHO	DB***	Unrestricted Manager's Units
<i>Studio</i>	<i>Approx. 416 sf</i>	1					30		8	
<i>1-BR</i>	<i>Approx. 547 sf</i>			1			35		12	
<i>2-BR</i>	<i>Approx. 700- 776 sf</i>	1					34		10	2
<i>3-BR</i>	<i>Approx. 986 sf</i>			1			41		6	

* Overlapping with Density Bonus units.

** To be restricted at TCAC Rent Levels per Section 65915(c)(1)(B)(ii) of the Density Bonus Law: "The rent for the remaining units in the development shall be set at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee."

*** To be restricted at an "affordable rent" level per Section 65915(c)(1)(B)(ii) of the Density Bonus Law and as defined in Section 50053 of the Health and Safety Code. Section 50053 defines affordable rents in the following way: "For moderate-income households, the product of 30 percent times 110 percent of the area median income adjusted for family size appropriate for the unit."

Memo to City of Hayward: TPS Hayward as a local school serving the Hayward public

Purpose:

Present facts and evidence that The Primary School in Hayward will provide a public service to the local Hayward community.

Background:

The Primary School currently operates a single school in East Palo Alto, CA and the Hayward site will extend the impact of this successful program. The East Palo Alto program operates as a tuition free private school that is supported both by grant funding, and by state funding for the early childhood program. The Hayward site will build on the successful model of the East Palo Alto school, while responding to the unique context in Hayward. The Primary School is currently in conversation with the Hayward Unified School District (HUSD), and is very interested in working together with HUSD to support families in the community and the local K-12 system.

Facts and Evidence:

The ethos of The Primary School is focused on reaching children at a critical stage of their early development, collaborating with parents, and integrating health, education and family supports to create a holistic system of care. The flagship school was founded and built to serve students and families in the local community, and has become an integrated community asset for East Palo Alto that furthers the life opportunities of their students. The school has achieved its intentions to be a local school, and is evidenced by the following:

- The demographics of the school reflects the racial and ethnic makeup of the community and focuses on children and families who can benefit most from the program:
 - o 71% Hispanic/Latino
 - o 11% Native Hawaiian/Pacific Islander
 - o 9% Black/African American
 - o 7% Multiracial
 - o 1% Asian
 - o 1% White
- 100% of families are local, residing in either East Palo Alto or Belle Haven and within the host school district boundaries (Ravenswood City School District).
- 36% of students have a sibling enrolled at the school, and this number is expected to increase as the school adds additional grade levels in the coming years.

The Primary School will pursue a similar model in Hayward with the intention of also creating a local community focused school that serves low income families and the students of the community. The school has taken the following steps thus far to ensure that this becomes a reality:

- Location: the school is located in a census tract 36084-06-001-4351.04 where the family income is 55% of the median family income, 82% of residents are minorities, and 21% of families are below the poverty line. The school site is .55 miles from two of the lowest income census tracts in Hayward (tracts 36084-06-001-4377.01 and 36084-06-001-4377.02), where families with even lower household incomes will have easy access to the school and its programs.

Memo to City of Hayward: TPS Hayward as a local school serving the Hayward public

- Outreach: the school has already formed a Parent Advisory Group comprised of 12 Hayward residents. These residents are participating in design sessions to shape the program to meet local community needs. Additionally, 45 Hayward families are currently enrolled in the school's early programming.
- Local Community Partners are extensive, including:
 - o YMCA
 - o Hayward Promise Neighborhood
 - o 4C's of Alameda County
 - o First 5 of California
 - o CA Women Infants & Children (WIC)
 - o Kidango
 - o Tiburcio Vasquez Health Center
 - o Kaiser Permanente

Finally, The Primary School is in discussions with the Hayward Unified School District to plan toward a collaborative partnership. These discussions are centered on how to best partner with the local school district to serve the local community. The school fully intends to implement an enrollment preference for Hayward residents, which is allowable under charter school law.

Given that the logistics of a long commute to a distant school for low income working families are daunting, most families ultimately attend a school that is located close to their home. Given the close proximity of the new affordable housing community that will be built adjacent to the school, and the close proximity of two additional low income communities, the school is ideally situated to access and serve its target population and fulfill its intentions of creating a school that serves the local community.

For additional information, please see the attached maps that show two examples of a typical enrollment patterns for charter schools who serve predominately low income students.

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KIPP Prize and Heartwood Academies: student enrollment as of 2016 (3 miles depicted)

