

ERRATA

Listed below are the complete changes, additions, and deletions that have been made to the text of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) as a result of public, agency, and staff review. Where responses to comments necessitated changes to the Draft IS/MND text, those changes are with revision marks (underline for new text, ~~strike-out~~ for deleted text).

The Draft IS/MND is modified as follows on page 58 and page 59:

**TABLE III-2
SUMMARY OF AMBIENT AIR QUALITY STANDARDS & BAY AREA ATTAINMENT STATUS**

Air Pollutant	Averaging Time	California Standards ⁽¹⁾		National Standards ⁽²⁾	
		Concentration	Attainment Status	Concentration ⁽³⁾	Attainment Status
Ozone	8-Hour	0.070 ppm	N ⁽⁹⁾	0.075 ppm	N ⁽⁴⁾
	1-Hour	0.09 ppm	N		-- ⁽⁵⁾
Carbon Monoxide	8-Hour	9 ppm	A	9 ppm	A ⁽⁶⁾
	1-Hour	20 ppm	A	35 ppm	A
Nitrogen Dioxide	Annual Avg. Arithmetic <u>Mean</u>	0.030 ppm	A	0.053 ppm	A
	1-Hour	0.18 ppm	A	--	--
Sulfur Dioxide	Annual Avg. Arithmetic <u>Mean</u>	--	--	0.03 ppm	A
	24-Hour	0.04 ppm	A	0.14 ppm	A
	3-Hour	--	--	<u>0.50 ppm</u> —	<u>0.50 ppm</u> A
	1-Hour	0.25 ppm	A	--	--
Particulate Matter (PM ₁₀)	Annual <u>Arithmetic</u> <u>Mean</u>	20 µg/m3	N ⁽⁷⁾	--	--
	24-Hour	50 µg/m3	N	150 µg/m3	U
Particulate Matter - Fine (PM _{2.5})	Annual <u>Arithmetic</u> <u>Mean</u>	12 µg/m3	N ⁽⁷⁾	15 µg/m3	A
	24-Hour	--	--	35 µg/m3 ⁽¹⁰⁾	<u>N</u> U
Lead	Calendar Quarter	--	--	1.5 µg/m3	A
	30-Day Average	1.5 µg/m3	A	--	--
	Rolling 3-Month Average	--	--	0.15	--
Sulfates	24-Hour	25 µg/m3	A	--	--
Hydrogen Sulfide	1-Hour	0.03 ppm	U	--	--
Vinyl Chloride	24-Hour	0.01 ppm	<u>NA-No</u> <u>Information</u> <u>Available</u>	--	--

Air Pollutant	Averaging Time	California Standards ⁽¹⁾		National Standards ⁽²⁾	
		Concentration	Attainment Status	Concentration ⁽³⁾	Attainment Status
Visibility Reducing Particles	8-Hour (1000 to 1800 PST)	(8) (10)	A U	--	--

1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter-PM10, and visibility reducing particles are values that are not to be exceeded. The Lake Tahoe CO standard is 6.0 ppm, a level one-half the national standard and two-thirds the state standard.

2 National standards, other than for ozone, particulates, and those based on annual averages, are not to be exceeded more than once a year.

3 National air quality standards set at levels determined to be protective of public health with an adequate margin of safety. Each state must attain these standards no later than three years after the state's implementation plan is approved by the EPA.

4 In June 2004, the Bay Area was ~~redesignated to attainment for the national 8-hour carbon monoxide standard~~ designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour standard in May 27, 2008. EPA will issue final designations based upon the new ozone standard by March 2010.

5 The national 1-hour ozone standard was revoked by US EPA on June 15, 2005.

6 In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.

7 In June 2002, CARB established new annual standards for PM2.5 and PM10.

8 Statewide VRP Standard (except Lake Tahoe Air Basin): Particulates in sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent 70%. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

9 This standard was approved by the ARB on April 28, 2005 and became effective on May 17, 2006.

10 US EPA lowered the 24-hour PM2.5 standard from 65 µg/m3 to 35 µg/m3 in 2006. EPA issued attainment status designations for the 35 µg/m3 standard in December 22, 2008. EPA has designated the Bay Area as nonattainment for the 35 µg/m3 PM2.5 standard. The EPA designation will be effective 90 days after publication of the regulation in the Federal Register. President Obama has ordered a freeze on all pending rules; therefore, the effective date of the designation is unknown at this time. Attainment status has not yet been determined.

ppm = parts per million by volume; µg/m3 = micrograms per cubic meter; mg/m3 = milligrams per cubic meter

A=Attainment; N=Nonattainment; U=Unclassified, NA=Not applicable

Sources: BAAQMD 2009, ARB 2009.

The Draft IS/MND is modified as follows on page 72 through page 75:

Mitigation Measures

The following policies include specific performance standards and policy direction that address global climate change and State GHG reduction efforts. These mitigation measures were obtained from the City of Hayward Climate Action Plan, adopted by Council on July 28, 2009. As described in the 'Existing Setting' section, the Climate Action Plan was developed to address GHG emissions in a method consistent with AB 32 and to encompass best practices in GHG reductions, including the Attorney General and OPR recommended actions.

It should be noted that only the Climate Action Plan mitigations directly applicable to the Project are included below. For instance, actions to reduce greenhouse gas emissions from existing construction were omitted because they are not applicable to the Project area.

MM III-2 Reduce Vehicle Miles Traveled (VMT) by encouraging residents to use alternative modes of transit, by improving the effectiveness of the transportation circulation system, and through land-use and zoning mechanisms.

- Assist businesses in developing and implementing commuter benefits programs. A commuter benefits program might consist of an offer to

- provide discounted or subsidized transit passes, emergency ride home programs, participation in commuter rideshare programs, parking cash-out or parking pricing programs, or tax credits for bike commuters.
- Assist businesses in developing and implementing car sharing programs, such as Zip Car® or City Car Share, and encourage large employers such as the colleges and Hayward Unified School District (HUSD) to implement such programs.
 - Modify City parking ordinances to incentivize walking, biking, and public transit by employing parking strategies that include adding bicycle parking, increasing the number of parking spots with time limits, adjusting parking time limits to correspond with adjacent building uses, increasing the number of paid parking spaces, and making space location and fees consistent with demand targets.
 - Collaborate with BART and AC Transit to explore short- and long-term opportunities to expand services (for example, to extend rapid bus service from Bay Fair to the South Hayward BART Station and pursue a hydrogen fueling station for both buses and personal vehicle use, and improve transit stations by expanding amenities at stations.
 - Continue to implement and expand the City-wide bicycle master plan through aggressive pursuit of grants and other sources of funding which could be used to expand bike lanes and bike parking facilities. Assist businesses in creating or expanding bike-to-work incentive programs, including bike sharing, adequate secure bike parking, bike maps of the City, bike safety classes, and other incentives that reward bikers.
 - Develop and implement a City-wide pedestrian master plan that improves the convenience, safety, and attractiveness of and access to pedestrian ways. Update the plan on a regular basis to ensure that walkability improves over time.
 - Update the City's Circulation Element of the General Plan to locate, evaluate appropriate transit modes such as street car, bus rapid transit, or other modes that eventually decrease the need for personal vehicles for travel within the City. The Plan should integrate pedestrian, bicycles, and transit modes with motor and other vehicles. When proposing changes to the transportation system, the City should consider the climate impacts and give preference to solutions that reduce auto dependency and minimize GHG emissions.
 - Improve traffic flow and reduce vehicle idling by means of synchronized signals, transit and emergency signal priority, and other traffic flow management techniques. When developing the program, Hayward should work with the Metropolitan Transportation Commission and the Alameda County Congestion Management Agency to expand roadway and intersection performance metrics to include pedestrian, bicycle, and level of service criteria to measure quantitative and qualitative metrics such as accessibility, intersection crossing times, and other relevant data. It is recommended that Hayward use evaluation

criteria that consider costs and GHG reduction benefits of biking, walking, carpooling, and public transit.

- In order to encourage non-automotive modes of travel, continue to implement and update the General Plan Circulation and Land Use Elements pertaining to smart growth principles that support higher-density, mixed-use, and well-designed development in areas within ½ mile of transit stations and ¼ mile of major bus routes. Amend the Municipal Code Zoning, Subdivision, and Off-Street Parking Standards to incorporate smart growth principles, policies, and development standards consistent with recommendations provided in the Appendix H and I of the CAP.
- Explore the development of zoning and development standards that consider both the land uses and the urban design and form of buildings and public space, where the new standards will result in reduced GHG emissions.
- Explore potential strategies related to the creation of additional affordable housing to sell to buyers employed in Hayward but who currently reside in other areas and commute to work in Hayward. For example, consider implementing a community land trust to purchase and resell foreclosed properties. The program could potentially be coordinated with local businesses.
- Develop an incentive plan to maximize the number of residents that work within the City, and encourage filling local jobs first with local residents, to eliminate commutes.

Timing/Implementation: Ongoing.

Enforcement/Monitoring: City of Hayward.

MM III-3

Minimize greenhouse gas emissions associated with energy consumed in new buildings by setting minimum energy and environmental performance standards for all newly constructed buildings.

- Continue to implement the Private Development Green Building Ordinance for residential buildings. Evaluate the program on a regular basis to ensure new buildings are getting more efficient over time.
- Continue to implement the Private Development Green Building Ordinance for commercial and industrial buildings. Evaluate the program on a regular basis to ensure new buildings are getting more efficient over time.
- Continue to implement the Municipal Green Building Ordinance. Evaluate the program every 5 years to ensure buildings are becoming more efficient over time.

Timing/Implementation: Ongoing.

Enforcement/Monitoring: City of Hayward.

MM III-4

Reduce GHG emissions associated with the disposal of solid waste.

- Increase participation in existing commercial recycling services by hiring a consultant to contact businesses to offer assistance in implementing waste reduction and recycling programs or expanding current programs.
- Continue to implement and promote food scraps collection for single-family homes. Over time, expand food-scraps collection programs with the goal of minimizing organic waste in the landfill.
- Improve the City's construction and demolition debris recycling ordinance by evaluating other jurisdictions' provisions, as well as the processing capabilities of the various transfer stations and facilities in Alameda County and adjacent counties.
- Evaluate the viability of implementing a ban on certain materials from landfill, e.g., yard trimmings, untreated wood, cardboard, plastic bags, or polystyrene.
- Evaluate the viability of requiring that residents and/or businesses participate in the recycling programs offered through the City's franchisee.
- Develop program that encourages overall reduction of waste in residential and commercial sectors. This would include increasing participation in recycling services at multi-family properties and to eventually make recycling by commercial businesses mandatory.
- Advocate for waste management strategies that aim to maximize the useful value of solid waste by, for example, utilizing landfill gas to create electricity.

Timing/Implementation: Ongoing.

Enforcement/Monitoring: City of Hayward.

Implementation of the proposed Climate Action Plan policies above would ensure that future development is consistent with State of California goals and objectives for reducing emissions of GHG emissions. With mitigation, this impact would be considered **less than significant**.

The Draft ISMND is modified as follows on page 107:

Mitigation Measure

MM VI.2

Site-specific geotechnical reports required as part of **MM VI-1** MM GEO-1 shall also address the potential for ground failure and liquefaction and include

specific design and construction recommendations to reduce liquefaction and other seismic ground failure hazards to less-than- significant levels.

Timing/Implementation: *Prior to project approval.*

Enforcement/Monitoring: *City of Hayward Development Services Department.*