



CITY OF  
**HAYWARD**  
HEART OF THE BAY

3

**DATE:** September 23, 2010

**TO:** Planning Commission

**FROM:** Arlynn J. Camire, AICP, Associate Planner

**SUBJECT:** Zone Change PL-2010-0029- Lloyd Partin, Hayward Executive Airport Manager, for the City of Hayward (Applicant) / City of Hayward (Owner) – A Request to Change Portions of Air Terminal-Operations Subdistrict to Air Terminal-Aviation Commercial and Air Terminal-Commercial Subdistricts, and Air Terminal-Industrial Park Subdistrict to Air Terminal-Aviation Commercial and Air Terminal-Commercial Subdistricts, and to Adjust Zoning District Boundaries at the 543-Acre Hayward Executive Airport to Reflect Existing and Planned Airport Development Consistent with the Federal Aviation Administration Approved “Hayward Executive Airport Master Plan”

The Project is Located at Hayward Executive Airport, 20301 Skywest Drive, in the Air Terminal Zoning District (AT).

## RECOMMENDATION

That the Planning Commission recommends to the City Council to approve the Negative Declaration and to approve the amendment to the Zoning District Map, based on the attached findings.

## SUMMARY

The request is to adjust zoning boundaries of the Hayward Executive Airport to reflect existing and planned airport development consistent with the *Hayward Executive Airport Master Plan* approved in the early 2000s by City Council and Federal Aviation Administration.

Specific affected areas include:

- 1) Confining the Air Terminal-Operations Subdistrict (AT-O) to the runway, related aircraft outdoor storage, and taxiway operations;
- 2) Adjusting the Air Terminal-Recreational Subdistrict (AT-R) to be consistent with the boundary of the Hayward Area Recreation and Park District leased Skywest Golf Course parcel;
- 3) Changing the 30-acre California Air National Guard and City of Hayward Fire Station No. 6 parcel located on the southern portion of the airport from Air Terminal-Operations

- Subdistrict (AT-O) to Air Terminal-Aviation Commercial Subdistrict (AT-AC) to accommodate existing and future aviation related commercial uses;
- 4) Changing a 2-acre Air Terminal-Industrial Park parcel developed with a restaurant (leased to Raja Indian Cuisine & Bar) to Air Terminal-Commercial Subdistrict (AT-C) to conform to and continue the existing commercial use;
  - 5) Changing a 3.1-acre portion of the California Air National Guard site along West Winton Avenue, east of Curtis Street, from Air Terminal-Operations Subdistrict (AT-O) to Air Terminal-Commercial Subdistrict (AT-C) to allow for future commercial use; and
  - 6) Expanding the Air Terminal-Commercial Subdistrict (AT-C) on a 5.2-acre parcel adjacent to Hesperian Boulevard, south of Skywest Drive, by approximately 9,793 square feet from the Air Terminal-Aviation Commercial Subdistrict (AT-AC) to accommodate existing leased buildings and property containing an East Bay Municipal Utility District pump station, administrative, legal, real estate, and aviation offices, and future commercial uses.

The proposed zoning district map amendments would not add area to the Airport. The only action contemplated by the proposed zoning district map amendments would allow the Zoning District Map to conform to existing and proposed development of airport facilities, aviation-serving commercial uses, and commercial uses.

## **BACKGROUND**

In 1998, the City Council directed staff to prepare an Airport Master Plan Update. The Hayward Executive Airport Master Plan (Master Plan) was presented to the City Council at a work session held July 18, 2000. The Master Plan examined two types of airport facilities: airside and landside. Airside facilities are associated directly with aircraft operations. Landside facilities are necessary to provide the transition from surface to air transportation and support facilities necessary for safe operation of the Airport.

On October 11, 2000, the Alameda County Airport Land Use Commission found the Master Plan consistent with its Comprehensive Airport Land Use Plan. An Environmental Assessment/Environmental Impact Report (EA/EIR) was prepared. On April 16, 2002, the City Council adopted Resolution 02-045, certifying the EA/EIR and adopting the Hayward Executive Airport Master Plan and the mitigation monitoring and reporting program required by the EA/EIR (Attachment III).

In April 2005, the United States Department of Transportation Federal Aviation Administration (FAA) issued a Finding of No Significant Impact and Record of Decision for the proposed Short-Term Master Plan Improvement Projects at the Hayward Executive Airport. The short-term improvements included airport operation facilities including runway and taxiway improvements, construction of the east service road, construction of a 400-foot noise wall and construction of hangars.

In April 2010, the Hayward Executive Airport Layout Plan Update-Final Narrative Report (Layout Plan) was completed. This plan summarizes and discusses implemented projects of the Master Plan, discusses airport operations and improvements that will assure airport and aircraft

safety, and delineates recommended development of future airport facilities and support services consistent with the Master Plan.

## DISCUSSION

With the construction of several improvements specified in the Hayward Executive Airport Master Plan, Air-Terminal subdistrict boundaries are no longer accurate. The proposed subdistricts will accurately reflect the land uses that have been identified in the Master Plan and Layout Plan: in other words, the zoning will be changed to be consistent with the adopted Airport Master and Layout Plans. The Master Plan specified land uses that exist that should be reclassified within different Air-Terminal Zoning Subdistricts that accurately reflect the purpose of the subdistrict. In addition, several of the leased properties can no longer be classified as Air-Terminal Operations, because they are not associated exclusively with aircraft operations and airside facilities such as runways, taxiways, or airplane uncovered storage.

Uses that support airport activities, such as the former California Air National Guard parcel and Hayward Fire Department No. 6, are proposed to be reclassified to Air Terminal-Aviation Commercial. Other uses permitted in this subdistrict include automobile rental, aviation schools, aircraft repair, and retail sales of aviation equipment. Developed parcels or parcels proposed to be improved with commercial and service uses that are compatible with airport activity while serving the general population, such as restaurants, medical offices, banks, and copy facilities will be reclassified as Air Terminal-Commercial.

The airport property currently zoned Air Terminal-Industrial Park Subdistrict does not contain industrial uses, therefore it is appropriate to change this zone to Air Terminal-Aviation Commercial to reflect existing and future airport support services, and Air Terminal-Commercial for existing and future retail and commercial uses. The only area of Air Terminal-Industrial Park Subdistrict remaining will be located west of the airport, which is not proposed to be changed.

### Zone Change-Amendment to the City's of Hayward Zoning District Map-

The City proposes to adjust zoning boundaries to reflect existing and proposed Hayward Executive Airport land uses and development. The Airport Terminal District and its Subdistricts on Airport property will be affected. Air Terminal-Industrial Park properties located west are not included in the proposed amendment to the City's Zoning Map.

### Amendment to the City's Zoning District Map Findings-

- 1. Substantial proof exists that the proposed change will promote the public health safety, convenience, and general welfare of the residents of Hayward.**

The amendment to the City of Hayward Zoning District Map will promote the public health, safety, convenience, and general welfare of the residents of Hayward in that the adjustments to Air Terminal Subdistrict boundaries will reflect existing and proposed airport operations improvements.

- 2. The proposed change is in conformance with the purposes of this Ordinance and all applicable, officially adopted policies and plans.**

The amendment to the City of Hayward Zoning District Map will allow the Air Terminal District boundaries at the Hayward Executive Airport to be in conformance with the Hayward Executive Airport Master Plan and the Hayward Executive Airport: Airport Layout Plan Update. In addition, the zoning designation boundaries will contain land uses that are consistent with Air Terminal Subdistricts purposes as specified in the Zoning Ordinance.

- 3. Streets and public facilities existing or proposed are adequate to serve all uses permitted when property is reclassified.**

Existing streets and public facilities, and proposed airport facilities are adequate to serve the automobile vehicle and air traffic, sewer, water and utilities needs. On- and off-site circulation would not be significantly impacted by the potential traffic generated by the proposed adjustments to the zoning subdistricts as analyzed in the adopted Hayward Executive Airport Final Environmental Assessment/Environmental Impact Report and the Revised Negative Declaration.

- 4. All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing regulations.**

All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing regulations in that the current locations of many of the zoning boundaries shown on the City Zoning Map do not accurately represent the boundaries of the parcels and developed land uses. In addition, the amendment to the City of Hayward Zoning Map will result in compatibility to the existing and future land uses as represented in the Hayward Executive Airport Master Plan and the Hayward Executive Airport: Airport Layout Plan Update.

## **ENVIRONMENTAL REVIEW**

An Initial Study and a Revised Negative Declaration have been prepared for the proposed amendment to the Zoning District Map pursuant to the California Environmental Quality Act (CEQA) (see Attachment V). No significant environmental impacts, including those related to traffic and circulation, are expected to result from the project.

## **PUBLIC NOTICE**

On February 1, 2010, a Referral Notice was mailed to every property owner and occupant as noted on the latest assessor's records within 300 feet of the Hayward Executive Airport, the Mt. Eden Neighborhood Task Force, Longwood Neighborhood Task Force, Longwood Area Neighborhood Group, and the Hayward Airport Advisory Association. Staff received a letter

from the owners of the Winton Park Center located on West Winton Avenue who requested their property be allowed the same development standards as the Air Terminal-Commercial Subdistrict. Staff also received an email and a phone call from two San Lorenzo residents concerned about the potential for an increase in aircraft noise and automobile traffic (Attachment VI).

On August 19, 2010, a Notice of Public Hearing and Notice of Preparation of the Negative Declaration was mailed to every property owner and occupant within 300 feet of Hayward Executive Airport as noted on the latest assessor's records, the Mt. Eden Neighborhood Task Force, Longwood Neighborhood Task Force, Longwood Area Neighborhood Group, and the Hayward Airport Advisory Association. On August 20, 2010, a Notice of Public Hearing and Notice of Preparation of a Negative Declaration were published in *The Daily Review*.

On September 4, 2010, a notice of Public Hearing and Notice of Preparation of a Revised Negative Declaration was published.

Staff received an email and three calls from San Lorenzo residents concerned about the potential for an increase in commercial development, an increase in aircraft noise and air traffic, and pollution. In addition, staff also received an email from Bay Seal Company, Inc., located on West Winton Avenue, regarding a concern for the potential for an increase in automobile traffic on West Winton Avenue (Attachment VII).

The only action contemplated by the proposed zoning district map amendments would allow the Zoning District Map to conform to existing and proposed development of airport facilities, aviation- serving commercial uses, and commercial uses specified in the Hayward Executive Airport Master Plan and the Layout Plan.

Because of the number of calls and emails received from San Lorenzo residents, a copy of this report was emailed to the San Lorenzo Village Homes Association.

## **SCHEDULE**

At the regularly scheduled City Council meeting to be held on October 26, 2010, the City Council will review the recommendation of the Planning Commission. If the proposed zone changes are approved, the ordinance will be effective upon adoption.

Prepared by:



Arlynn J. Camire, AICP  
Associate Planner

Recommended by:



Richard Patenaude, AICP  
Planning Manager

Attachments:

Attachment I	Existing Airport Zoning Map
Attachment II	Proposed Airport Zoning Map
Attachment III	Findings for Approval
Attachment IV	City Council Resolution No. 02-045 approved April 16, 2002
Attachment V	Revised Negative Declaration and Initial Study, dated September 1, 2010
Attachment VI	Letter and Email received from the Public, February 2010
Attachment VII	Letter and Email received from the Public, August and September, 2010





**FINDINGS FOR APPROVAL**

**Zone Change Application No. PL-2010-0029  
Lloyd Partin, Airport Manager, City of Hayward (Applicant)  
City of Hayward (Owner)**

**Hayward Executive Airport Rezoning**

The project will not have a significant impact on the environment, cumulative or otherwise, the project reflects the City's independent judgment, and, therefore, a Revised Negative Declaration has been prepared.

- 1. Substantial proof exists that the proposed change will promote the public health, safety, convenience, and general welfare of the residents of Hayward.**

The amendment to the City of Hayward Zoning District Map will promote the public health, safety, convenience, and general welfare of the residents of Hayward in that the adjustments to Air Terminal Subdistrict boundaries will reflect existing and proposed airport operations improvements.

- 2. The proposed change is in conformance with the purposes of this Ordinance and all applicable, officially adopted policies and plans.**

The amendment to the City of Hayward Zoning District Map will allow the Air Terminal District boundaries at the Hayward Executive Airport to be in conformance with the Hayward Executive Airport Master Plan and the Hayward Executive Airport: Airport Layout Plan Update. In addition, the zoning designation boundaries will contain land uses that are consistent with Air Terminal Subdistricts purposes as specified in the Zoning Ordinance.

- 3. Streets and public facilities existing or proposed are adequate to serve all uses permitted when property is reclassified.**

Existing streets and public facilities, and proposed airport facilities are adequate to serve the automobile vehicle and air traffic, sewer, water and utilities needs. On- and off-site circulation would not be significantly impacted by the potential traffic generated by the proposed adjustments to the zoning subdistricts as analyzed in the adopted Hayward Executive Airport Final Environmental Assessment/Environmental Impact Report and the Revised Negative Declaration.

- 4. All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing regulations.**

All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not

obtainable under existing regulations in that the current locations of many of the zoning boundaries shown on the City Zoning Map do not accurately represent the boundaries of the parcels and developed land uses. In addition, the amendment to the City of Hayward Zoning Map will result in compatibility to the existing and future land uses as represented in the Hayward Executive Airport Master Plan and the Hayward Executive Airport: Airport Layout Plan Update.

## HAYWARD CITY COUNCIL

RESOLUTION NO. 02-045Introduced by Council Member Henson**RESOLUTION CERTIFYING ENVIRONMENTAL  
ASSESSMENT/PROGRAM ENVIRONMENTAL IMPACT  
REPORT AND ADOPTING THE HAYWARD EXECUTIVE  
AIRPORT MASTER PLAN AND MITIGATION  
MONITORING AND REPORTING PROGRAM**

WHEREAS, in 1998, the City Council directed staff to work with consultants on the preparation of a comprehensive update of the original Hayward Executive Airport Master Plan and further authorized the preparation of a joint Environmental Assessment/Program Environmental Impact Report; and

WHEREAS, a draft Hayward Executive Airport Master Plan (the "Master Plan") was prepared and reviewed by the City Council at a work session on July 18, 2000; and

WHEREAS, City staff and consultants prepared a Draft Environmental Assessment/Program Environmental Impact Report ("Draft EA/EIR") to analyze the potential environmental impacts of the Master Plan, which was made available for public comments during the period from April 23, 2001, to July 23, 2001, pursuant to the requirements of the California Environmental Quality Act ("CEQA"); and

WHEREAS, the City Council conducted a work session on July 10, 2001, and the Planning Commission conducted a public hearing on July 12, 2001, to receive comments on the Master Plan and the Draft EA/Program EIR; and

WHEREAS, written responses to comments on the Draft EA/Program EIR were prepared in the form of a separate document entitled the "Final Environmental Assessment/Program Environmental Impact Report" ("Final EA/EIR"), which together with the Draft EA/Program EIR and Appendices comprises the environmental documents for the Master Plan; and

WHEREAS, the Planning Commission held a public hearing on February 28, 2002, during which it considered the Final EA/Program EIR and the Master Plan and has recommended that the City Council certify the Final EA/Program EIR and adopt the Mitigation Monitoring and Reporting Program; and

WHEREAS, on April 16, 2002, the City Council held a public hearing to consider the certification of the Final EA/Program EIR and adoption of the Mitigation

Monitoring and Reporting Program and the Master Plan, and to receive comments of the public.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward hereby certifies the Final EA/Program EIR and adopts the Mitigation Monitoring and Reporting Program and the Master Plan, based on the following findings and determinations:

I. HAYWARD EXECUTIVE AIRPORT MASTER PLAN. The purpose of the Hayward Executive Airport Master Plan is to provide a long-term planning framework for the development of a balanced complex of airside and landside facilities through 2020. The Master Plan component projects include widening of the existing Runway 28L entrance taxiway and constructing a displaced threshold of 350 feet to the southeast for Runway 28R, improvements to the taxiways, apron areas, navigation aids and service roads, as well as construction of new general aviation facilities and a noise wall. With or without implementation of the Master Plan, aviation activity is expected to increase over the next twenty years as a result of growth in the population of nearby communities, the strength of national and regional economies and the expansion of business and industry in Alameda County. The principal objectives of the Master Plan are to develop an attractive, efficient and safe aviation facility; develop facilities to serve general aviation users; accommodate forecasted increases in airport operations; contribute to local economic development; support local economic development and growth by providing the facilities necessary to support business and corporate aircraft use of the airport; and prevent substantial increase in aircraft noise exposure in surrounding residential neighborhoods. The adoption of the Master Plan shall rescind and replace the City's current Hayward Executive Airport Master Plan in its entirety.

II. CONSIDERATION OF PROJECT ALTERNATIVES. The Final EA/EIR evaluates the potential impacts of the Master Plan and two alternatives: the No Project Alternative and Alternative A. The principal elements of these alternatives are summarized below.

- No Project Alternative. This alternative assumes that none of the component projects included in the Master Plan or Alternative A would be implemented. As a result, none of the airside improvements described in the Master Plan and none of the landside improvements described in the Master Plan and Alternative A would be constructed. Because aviation facilities would not be expanded under this alternative, future increases in aviation activity would be less than the increases projected for the Master Plan and Alternative A. The No Project Alternative would avoid or reduce in magnitude some adverse impacts of the Master Plan and Alternative A. However, none of the adverse impacts of the Master Plan or Alternative A would be considered significant with the implementation of mitigation measures proposed as part of the Master Plan or identified in the Final EA/EIR. Therefore, the effects of the Master Plan are essentially the same as those of the No Project Alternative, except that the No Project Alternative would not provide the economic benefits of the Master Plan.

- **Alternative A.** This alternative is similar to the Master Plan in that it would construct the same general aviation facilities, general aviation terminal, landside facilities and the same number of general aviation operations. The primary differences between this alternative and the Master Plan are that there would not be a displaced threshold constructed for Runway 10L-28R and the existing acceleration taxiway for Runway 10R-28L would not be widened and designated as part of the runway for departures. In addition, none of the commercial or industrial development included in the Master Plan would occur on the south side of the Airport. Aviation-related development in the southwest corner of the Airport would still occur under this alternative. None of the adverse impacts of the Master Plan or Alternative A would be considered significant with the implementation of mitigation measures proposed as part of the Master Plan or identified in the Final EA/EIR. Therefore, the effects of the Master Plan are essentially the same as the No Project Alternative, except that the Alternative A would not provide all the economic benefits of the Master Plan.

### **III. FINDINGS ON POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS.**

The City Council also finds that the proposed mitigations set forth in the Final EA/EIR and incorporated into the Master Plan and the accompanying Mitigation Monitoring and Reporting Program will avoid the significant environmental impacts of implementing the Master Plan or reduce those impacts to a less-than-significant level. The potentially significant impacts identified in the Draft and Final EA/EIR are as follows.

- A. **AIR QUALITY.** The EA/EIR discusses potential air quality impacts at Sections 4.5.2.1-4.5.2.3. According to the EA/EIR, construction activities, such as excavation and grading activities could generate considerable amounts of dust depending on the level of activity, silt content of the soil and the prevailing winds, but this impact can be mitigated to a less-than-significant level if dust control measures are implemented. As explained in Section 4.5.2.3 of the EA/EIR, such measures would include several elements including daily sprinkling, covering haul trucks, applying soil stabilizers, street sweeping, hydroseeding, speed controls, replanting and designating a person or persons at the construction site to monitor the dust control program. These recommended measures are included in the Mitigation Monitoring and Reporting Program adopted herein. The City Council finds that these measures will mitigate the impact of construction-related emissions to a less-than-significant level.
- B. **SURFACE WATER QUALITY.** The EA/EIR discusses potential surface water quality impacts at Sections 4.6.2.1-4.6.2.3. According to the EA/EIR, intensification of site use would increase the potential for contaminant spills and elevated levels of petroleum hydrocarbons and other contaminants in stormwater discharges, but these impacts can be reduced to a less-than-significant level if mitigation measures proposed as part of the project and identified in the EA/EIR are implemented. The existing Airport SWPP will be updated to include the

additional facilities and BMPs associated with the new facilities will be similar to existing BMPs. These recommended measures are included in the Mitigation Monitoring and Reporting Program adopted herein. The City Council finds that these measures will mitigate the impacts on surface water quality to a less-than-significant level.

- C. **PREVIOUSLY UNKNOWN ARCHAEOLOGICAL RESOURCES.** The EA/EIR discusses the potential impacts on previously unknown archaeological resources at Sections 4.8.2.1-4.8.2.3. According to the EA/EIR, earthmoving activities associated with the construction of airport improvements could result in the discovery of previously unknown archaeological resources, but this impact can be reduced to a less-than-significant level if construction-related activities are halted within 25 feet of the discovery of any archaeological resource uncovered during construction and a qualified archaeologist is consulted prior to the resumption of construction activities. These recommended measures are included in the Mitigation Monitoring and Reporting Program adopted herein. The City Council finds that these measures will mitigate the impacts on previously unknown archaeological resources to a less-than-significant level.
- D. **THREATENED AND ENDANGERED SPECIES.** The EA/EIR discusses the potential impacts on threatened and endangered species at Sections 4.10.2.1-4.10.2.3. According to the EA/EIR, direct impacts to amphibian species, such as the California red-legged frog and the California tiger salamander, would only occur if individual members of these species migrated to the grassland portions of the airport. In addition, the construction of various airport improvements would result in the reduction of the amount of grasslands available for wildlife, which may result in a significant impact to the burrowing owl. However, the impacts on the California red-legged frog and the California tiger salamander can be reduced to a less-than-significant level by implementation of measures consistent with USFWS' Programmatic Biological Opinion. Similarly, the impacts on the burrowing owl can be reduced to a less than significant level by observance of the CDFG Burrowing Owl Survey Protocol and Mitigation Guidelines. If occupied habitat is discovered, the survey results will be forwarded to the appropriate agency for review and consultation; areas will be established around occupied burrows where no disturbance may occur; an unoccupied artificial or natural burrow will be provided for each burrow excavated and the replacement of areas of grassland habitat eliminated. Any area of grassland habitat that may be eliminated by the project shall be replaced at a 1:1 ratio offsite by the acquisition of suitable habitat in an area approved by the CDFG. These recommended measures are included in the Mitigation Monitoring and Reporting Program adopted herein.

The City Council finds that these measures will mitigate the impacts on threatened and endangered species to a less-than-significant level.

E. ON-SITE FLOODING. The EA/EIR discusses the impacts to potential on-site flooding at Sections 4.12.2.1-4.12.2.3. According to the EA/EIR, the increase in areas of impervious surfaces would increase stormwater runoff volumes and peak flows that may result in temporary flooding. However, this impact can be reduced to a less-than-significant level by the implementation of drainage structures; the upgrading of the Sulphur Creek channel; and the construction of retention basins to reduce flow contributions from the proposed facilities. These recommended measures are included in the Mitigation Monitoring and Reporting Program adopted herein. The City Council finds that these measures will mitigate the impacts of on-site flooding to a less-than-significant level.

F. EXPOSURE OF WORKERS TO HAZARDOUS MATERIALS IMPACTS. The EA/EIR discusses the impacts of exposure to hazardous materials on workers at Sections 4.22-2.2.1-4.22- 2.2.3. According to the EA/EIR, construction activity associated with the implementation of airport improvements could potentially expose workers to hazardous materials, including encounters with asbestos during building renovation and contaminated soil during excavation and grading. However, these impacts can be mitigated by adopting measures to protect workers and the public from exposure to hazardous materials and provide for the clean-up of contaminants in accordance with established rules and regulations. These recommended measures are included in the Mitigation Monitoring and Reporting Program adopted herein. The City Council finds that these measures will mitigate the impacts of worker exposure to hazardous materials to a less-than-significant level.

IV. MITIGATION MEASURES. The City Council also finds that the proposed mitigations set forth in the Final EA/EIR and incorporated into the Master Plan and the accompanying Mitigation Monitoring and Reporting Program will avoid all of the significant environmental impacts of implementing the Master Plan or reduce the impacts to a less-than-significant level.

V. CERTIFICATION OF FINAL EA/EIR AND ADOPTION OF MITIGATION MONITORING REPORTING PROGRAM. The City Council has reviewed and considered the documents comprising the Draft and Final EA/Program EIR for the Master Plan and hereby finds that such Final EA/EIR reflects the independent judgment and analysis of the City Council and is an adequate and extensive assessment of the environmental impacts of the Master Plan. Accordingly, the City Council hereby certifies such Final EA/EIR as having been prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA") and adopts the Mitigation and Monitoring Reporting Program.

VI. ADOPTION OF MASTER PLAN. Accordingly, based on the foregoing findings, the City Council hereby approves and adopts the Master Plan.

IN COUNCIL, HAYWARD, CALIFORNIA April 16, 2002

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: Jimenez, Hilson, Rodriquez, Ward, Dowling, Henson  
MAYOR: Cooper

NOES: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ATTEST: *Carla Nacia*  
for City Clerk of the City of Hayward

APPROVED AS TO FORM:

*M. O. Lopez*  
City Attorney of the City of Hayward



CITY OF  
**HAYWARD**  
HEART OF THE BAY

## REVISED NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that “no significant effect” on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

### ***I. PROJECT DESCRIPTION:***

Zone Change PL-2010-0029 - Hayward Executive Airport Rezoning - A request to adjust most zoning district boundaries at the 543-acre Hayward Executive Airport to reflect existing and planned airport development consistent with Federal Aviation Administration (FAA) approved “Hayward Executive Airport Master Plan” (April 2002.)

### ***II. FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:***

The proposed project could not have a significant effect on the environment.

### ***FINDINGS SUPPORTING DECLARATION:***

1. The proposed project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project could not result in significant effects on the environment.

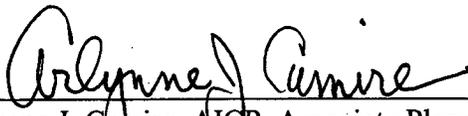
*A Final Environmental Assessment/Environmental Impact Report” (February 20, 2002)* assessing the Hayward Executive Airport Master Plan analyzed all environmental issues of the proposed Hayward Executive Airport Master Plan except greenhouse gas emissions since greenhouse gas emissions analysis was not required until January 2010. However, no new construction is proposed at this time. The only action contemplated by the proposed project is rezoning to conform with existing and planned development consistent with the Hayward Executive Airport Master Plan. In addition, The United States Department of Transportation, Federal Aviation Administration adopted a *Finding of No Significant Impact and Record of Decision for the Proposed Short-Term Master Plan Improvement Projects At Hayward Executive Airport (April 2005)”*. This addressed environmental impacts of future airport development.

2. The zone change would not have an adverse impact on aesthetics. Scenic vistas nor would not be affected. New sources of light and glare would not be introduced. The project site is located in a substantially urbanized area with existing sources of light and glare, therefore, future development cumulative impacts would be considered less than significant.

3. The zone change would not have an adverse impact on agricultural and forest resources. The site is developed with the Hayward Executive Airport.
4. The zone change will not result in any impact related to changes of air quality. Construction is not proposed at this time. All future development is required to meet construction dust control measures. Any impacts of future development would be required to be below the standard of air quality significance through the year 2025 as established by the Bay Area Air Quality Management District (BAAQMD).
5. The zone change would not adversely affect biological resources.
6. The zone change would not adversely affect cultural resources.
7. The project site is located outside of the Hayward fault zone. Any future development would be required to comply with the California Building Code Standards to minimize seismic risk due to ground shaking.
8. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Any future development will be required to comply with June 2, 2010 Adopted Air Quality CEQA Thresholds of Significance.
9. This zone change will not generate hazardous materials. Future development will be reviewed by the Fire Department, Hazardous Materials Office.
10. The zone change will not affect water quality standards. All future development would be required to be designed to mitigate any possible impacts.
11. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. The zone change in itself would not have cumulative effects and future development is required to be consistent with the Zoning Ordinance, be compatible with surrounding development, and comply with the Hayward Executive Airport Master Plan. In addition, the proposed zone change is consistent with the City's General Plan. Therefore, the zone change will allow the Hayward Executive Airport existing and proposed land uses to comply Airport Terminal Zoning District development standards.
12. Mineral resources have not been found on this site.
13. The zone change would not contribute to cumulative noise impacts. Any noise created by future development would be short-term; limited to the construction phase as anticipated in the Final Environmental Assessment/EIR of the Hayward Executive Airport Master Plan. Any noise produced by aviation related projects have been analyzed in the Final Environmental Assessment /EIR.
14. Cumulative impacts to population, employment and housing are not anticipated.

15. The zone change would not have an impact on public services and utilities.
16. The zone change would not result in an increase use to existing recreational amenities at Skywest Golf Course or Kennedy Park.
17. The zone change would not have a cumulative impact on traffic or circulation. Future development would be required to comply with the Hayward Executive Airport Master Plan.
18. The zone change would not have a cumulative impact on utility and wastewater treatment service providers.

I. **PERSON WHO PREPARED INITIAL STUDY:**



Arlynn J. Camire, AICP, Associate Planner  
Dated: September 1, 2010

II. **COPY OF ENVIRONMENTAL CHECKLIST IS ATTACHED**

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For additional information, please contact the City of Hayward, Planning Division, 777 B Street, Hayward, CA 94541-5007, telephone (510) 583-4202

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**DISTRIBUTION/POSTING**

- Provide copies to all organizations and individuals requesting it in writing.
- Provide a copy to the Alameda County Clerk's Office.
- Reference in all public hearing notices to be distributed 20 days in advance of initial public hearing and/or published once in Daily Review 20 days prior to hearing.
- Project file.
- Post immediately upon receipt at the City Clerk's Office, the Main City Hall bulletin board, and in all City library branches, and do not remove until the date after the public hearing.



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**DEPARTMENT OF DEVELOPMENT SERVICES**  
**Planning Division**

**INITIAL STUDY CHECKLIST**

**Project Title:** Zone Change PL-2010-0029-Hayward Executive Airport Rezoning

**Lead agency name/address:** City of Hayward, 777 B Street, Hayward, CA 94541-5007

**Contact person:** Arlyne J. Camire, AICP, Associate Planner

**Project location:** Hayward Executive Airport

**Project sponsors-**

**Name and Address:** City of Hayward, Hayward Executive Airport, Lloyd Partin, Airport Manager,  
20301 Skywest Drive, Hayward, CA 94545

**General Plan Designation:** Public and Quasi Public

**Zoning:** Air Terminal-Operations Subdistrict (AT-O), Air Terminal-Industrial Park Subdistrict (AT-IP), Air Terminal-Aviation Commercial Subdistrict (AT-AC), Air Terminal-Commercial Subdistrict (AT-C), Air Terminal-Recreational Subdistrict (AT-R), and Air Terminal-Medium Density Residential (AT-RM).

**Project**

**description:** A request to adjust most zoning district boundaries at the 543-acre Hayward Executive Airport to reflect existing and planned airport development consistent with Federal Aviation Administration (FAA) approved "Hayward Executive Airport Master Plan" (April 2002), "Final Environmental Assessment/Environmental Impact Report" (February 20, 2002), and "The United States Department of Transportation, Federal Aviation Administration Finding of No Significant Impact and Record of Decision for the Proposed Short-Term Master Plan Improvement Projects At Hayward Executive Airport (April 2005)" (See attached Existing and Proposed Airport Zoning Maps)

**Specific areas of zone changes include:**

- Confining the Air Terminal- Operations Subdistrict to the runway, related aircraft outdoor storage, and taxiways operations;
- Adjusting the Air Terminal-Recreational Subdistrict (AT-R) to be consistent with the boundary of the Hayward Area Recreation and Park District leased Skywest Golf Course parcel;
- The 30-acre California Air National Guard and City of Hayward Fire Station No. 6 parcel located on the southern portion of the airport which will change from Air Terminal-Operations Subdistrict (AT-O) to Air Terminal-Aviation Commercial Subdistrict (AT-AC) to accommodate existing and future aviation related commercial uses;

- Changing a 2-acre Air Terminal-Industrial Park parcel developed with a restaurant and bar (leased to Raja Indian Cuisine & Bar) to Air Terminal-Commercial Subdistrict (AT-C) to conform to and continue the existing commercial use;
- Changing a 3.1-acre portion of the California Air National Guard site along West Winton Avenue, East of Curtis Street, from Air Terminal-Operations Subdistrict (AT-O) to Air Terminal-Commercial Subdistrict (AT-C) to allow for future commercial use,
- Expand the Air Terminal-Commercial Subdistrict (AT-C) on a 5.2-acre parcel adjacent to Hesperian Boulevard, South of Skywest Drive, by approximately 9,793 square feet from the Air Terminal-Aviation Commercial Subdistrict (AT-AC) to accommodate existing leased buildings and property containing an East Bay Municipal Utility District pump station; administrative, legal, real estate, and aviation offices and future commercial uses.

**Surrounding land  
Uses and setting:**

The Hayward Executive Airport is located on a 543-acre site approximately two miles west of downtown Hayward, in Alameda County. The general boundaries are Single Family Residential to the North, Hesperian Boulevard to the East, West Winton Avenue to the South, and industrially developed parcels in the Industrial District (I) and the Air Terminal-Industrial Subdistrict (AT-IP) to the West.

**Other public agencies whose approval is required:** None.



## EVALUATION OF ENVIRONMENTAL IMPACTS:

### ENVIRONMENTAL ISSUES:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS --</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista? <b>Comment:</b> <i>The project is an adjustment of zoning district boundaries to reflect current and future development at the Hayward Executive Airport. Height and light/glare produced by future development will be regulated by FAA regulations. Therefore, the project would not have a substantial adverse effect on a scenic vista.</i>	<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? <b>Comment:</b> <i>See I.a. The site did not contain rock outcroppings or historic buildings. The site is not located along a scenic highway.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings? <b>Comment:</b> <i>See I.a. The project will not degrade the existing visual character and quality of the site and its surroundings.</i>	<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? <b>Comment:</b> <i>See I.a. The project will not create a new source of light or glare that would adversely affect day or nighttime views in the area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**II. AGRICULTURE AND FOREST RESOURCES:**

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

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? <b>Comment:</b> <i>The site is developed with the Hayward Executive Airport in the Air Terminal Zoning District and is not farmland.</i>              | <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? <b>Comment:</b> <i>The project is not located in an agricultural district or an area used for agricultural purposes. See II a.</i>  | <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))? <b>Comment:</b> <i>The Hayward Executive Airport is located in an urban setting not in a forest land.</i> | <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? <b>Comment:</b> <i>See IIc.</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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? <b>Comment:</b> See II.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a) Conflict with or obstruct implementation of the applicable air quality plan? <b>Comment:</b> The Hayward Executive Airport is located within the urbanized area of Alameda County, a subregion within the nine-county San Francisco Bay Area Air Basin. This zone change project would not result in immediate development. It will adjust the boundaries of existing zoning designations to conform with existing development and future development specified by the Hayward Executive Airport Master Plan. The project would not obstruct implementation of the Bay Area Air Quality Management District's Clean Air Plan. Air Quality was reviewed in April 2005 by the US Department of Transportation, FAA and it was found not to result in a significant impact on air quality.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? <b>Comment:</b> See III.a. The project would not violate any air quality standard or contribute substantially to existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? <b>Comment:</b> See III.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations? <b>Comment:</b> See III. a. The zone change would not result in any development that would expose sensitive receptors to substantial pollutant concentrations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people? <b>Comment:</b> See III.a. The zone change would not result in any development that would create objectionable odors affecting a substantial number of people.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? <b>Comment:</b> <i>The Hayward Executive Airport and its immediate vicinity including the Skywest Golf Course contain grassland areas of the Airport and of Skywest Golf Course, and the wetland/riparian area of Sulphur Creek. Vegetation on the airfield consists of disturbed, non-native grassland species. The wetland/riparian area of Sulphur Creek is located in culverts under Skywest Drive and the runways. None of the grassland areas provide high quality wildlife habitat because of frequent mowing and other disturbances. This finding is the conclusion of the "Finding of No Significant Impact and Record of Decision" analysis of the Hayward Executive Master Plan dated April 2005. The zone change will adjust the boundaries of existing zoning designations to conform with existing development and future development specified in the Hayward Executive Master Plan.</i> | <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 US Fish and Wildlife Service? <b>Comment:</b> <i>See IV.a.</i>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? <b>Comment:</b> <i>See IV.a.</i>  | <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? <b>Comment:</b> <i>See IV.a.</i>  | <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  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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preservation policy or ordinance? **Comment:** *The project is in conformance with the General Policies Plan and any future development will conform to the requirements of the Tree Preservation Ordinance.*

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? <b>Comment:</b> <i>See IV.a There are no habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan affecting the property.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**V. CULTURAL RESOURCES --** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? <b>Comment:</b> <i>No known historical resources.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? <b>Comment:</b> <i>The project would not have a change in significance of an archaeological resource. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? <b>Comment:</b> <i>See V.a. No known paleontological resources exist on-site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Disturb any human remains, including those interred outside of formal cemeteries? <b>Comment:</b> <i>There are no known human remains on-site. If human remains are discovered with future development, grading or construction activities would cease and the appropriate authorities will be contacted.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS -- Would the project:

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

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. **Comment:** *The project is not located within the Hayward Fault Zone.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv) Landslides? **Comment:** *The Hayward Executive Airport is not located within an area subject to landslides. The parcel is relatively flat surrounded by relatively flat land. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction of a project is not proposed at this time.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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**Comment:** *The zone change will adjust zoning district boundaries to conform to existing and*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? **Comment:** The site is not known to contain expansive soil. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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? **Comment:** The Hayward Executive Airport is connected to the City of Hayward sewer system.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**VII. GREENHOUSE GAS EMISSIONS --**

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Comment:** The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. At the time of future development, the new development will be required not to exceed the adopted Air Quality CEQA Thresholds of Significance of the Bay Area Air Quality Management District Air Quality Guidelines adopted June 2010.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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**Comment:** The project is not in conflict with the City of Hayward Climate Action Plan (CAP) adopted July 28, 2009. At the time of future development, the new development will be required to comply with the CAP.

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

a) Create a significant hazard to the public or the environment through the routine transport, use, or

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
disposal of hazardous materials? <b>Comment:</b> <i>The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time.</i>				
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? <b>Comment:</b> <i>See VIIIa.</i>	<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? <b>Comment:</b> <i>See VIIIa.</i>	<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? <b>Comment:</b> <i>See VII a. A Phase I Environmental Assessment may be required for new development to be determined by the Hayward Fire Department, Hazardous Materials Office.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? <b>Comment:</b> <i>The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. At the time of future development, safety hazards will be examined and mitigated.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? <b>Comment:</b> <i>See VIII e.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? <b>Comment:</b> <i>The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Executive Airport Master Plan. Construction is not proposed at this time. The project will not interfere with any known emergency response plan or emergency evacuation plan. The Hayward Fire Department serves the area. Emergency response times will be maintained.*

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. In addition, the grasses of the Airport and the Skywest Golf Course are not wildland grasses and are mown on a regular basis.*

**IX. HYDROLOGY AND WATER QUALITY**

-- Would the project:

a) Violate any water quality standards or waste discharge requirements? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Any new future development would meet all water quality standards and waste discharge requirements for all retail and restaurant uses.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. In addition, the Hayward Executive Airport is served with water by the City of Hayward and it has been determined in the EIR for the Hayward*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Executive Airport Master Plan that new development would not significantly increase water usage. Therefore, water quality standards would not be violated and groundwater supplies will not be depleted.*

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Future development of the site requires approval of a drainage plan in order to assure that the addition of the paving of the site would not alter the existing drainage patterns.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? **Comment:** *See VIX c.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Runoff will be examined with future development. See VIXc.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Otherwise substantially degrade water quality? **Comment:** *See VIXa.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. The rezoning will not create an opportunity for new residential to be developed.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? <b>Comment:</b> <i>The Nation Flood Insurance Program Flood Insurance Rate Map for the City of Hayward, California indicates that central portions of the Airport are subject to flooding in a 100-year storm event. This area is immediately around Sulphur Creek. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Future development of the site require examination of flooding.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? <b>Comment:</b> <i>See IX g. &amp; h. The Hayward Executive Airport is not near any levees, and is not located downstream of a dam.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>j) Inundation by seiche, tsunami, or mudflow? <b>Comment:</b> <i>The Hayward Executive Airport is not in a location that would allow these phenomena to affect the site.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>X. LAND USE AND PLANNING -- Would the project:</b></p>				
<p>a) Physically divide an established community? <b>Comment:</b> <i>The proposed zone change will not physically divide an established community. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? <b>Comment:</b> <i>The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Future development of the site requires review to assure compliance to land uses</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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permitted in any Airport Terminal zoning subdistricts and the Hayward Executive Airport Master Plan.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? **Comment:** See IVf.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**XI. MINERAL RESOURCES --** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Comment:** The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. The Hayward Executive Airport is not a site known for mineral resources. The subject site is located in an urbanized area that does not contain mineral resources that could be feasibly removed.

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? **Comment:** See XI a.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**XII. NOISE --** Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Comment:** The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Any new development would be required to comply with the noise standards set by the Hayward Executive Airport EIR and the Finding of No Significant Impact and Record of Decision.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? **Comment:** See XIIIa.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Comment:** See XIIIa.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? <i>Comment: See XII.a.</i>	<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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? <i>Comment: See XII.a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? <i>Comment: See XII. a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### XIII. POPULATION AND HOUSING --

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? <i>Comment: The proposed zone change will not induce substantial population growth. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. The Hayward Executive Airport Master Plan does not anticipate new housing units.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? <i>Comment: See XIII.a. The proposed zone change will not displace any housing.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? <i>Comment: The proposed zone change will not result in displacement of people which would necessitate the construction of replacement housing.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### XIV. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

**Comment:** The proposed project would have no effect upon, or result in a need for new or altered government services in fire protection, schools, maintenance of public facilities, including roads, and in other government services. The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. The project will not alter Airport operations.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection? **Comment:** See XIV a.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Schools? **Comment:** See XIV a.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Parks? **Comment:** See XIV a.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities? **Comment:** See XIV a.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**XV. RECREATION --**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **Comment:** The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Recreational amenities located at the Airport, such as the Skywest Golf Course and Kennedy Park would remain regional parks available to the public.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
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**Comment:** The Hayward Executive Airport contains the Skywest Golf Course and Kennedy Park, however, the proposed zone change would not require the expansion of these recreational amenities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVI. TRANSPORTATION/TRAFFIC --**

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. The zone change would not conflict with the Hayward Executive Airport Master Plan or any City Transportation Policies. The zone change will allow land use compliance to the Hayward Executive Airport Master Plan.*

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? **Comment:** *See XVIa.*

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **Comment:** *The project will not affect air traffic patterns.*

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **Comment:** *The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. The propose zone change would not substantially increase hazards.*

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?  
**Comment:** *At the time that construction is proposed the Hayward Fire Department will*

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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review the project to assure that adequate emergency access will be provided.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Comment:** See XVI.a. The project does not conflict with adopted policies supporting alternative transportation.

### XVII. UTILITIES AND SERVICE SYSTEMS

-- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **Comment:** The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Any future development would not exceed the wastewater treatment requirements as required by the Final EIR for the Hayward Executive Airport Master Plan.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Comment:** See XVII. a. Existing water and wastewater treatment facilities are adequate to serve any future development anticipated by the Hayward Executive Airport Master Plan.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Comment:** See XVII a. Existing storm drains are adequate to serve any future development anticipated by the Hayward Executive Airport Master Plan.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Comment:** See XVII.a. Any future development would be required to comply with the Hayward Executive Airport Master Plan which would not have an impact on the water supply; therefore, it can be served by existing entitlements and resources.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**Comment:** See XVII.a. Any future development would be required to comply with the Hayward Executive Airport Master Plan. The City of Hayward operates its own wastewater facility. This facility has the capacity to accommodate the amount of wastewater that will be generated by the anticipated future development of the Master Plan.

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

**Comment:** See XVII a. Any future development would be required to comply with the Hayward Executive Airport Master Plan which would not exceed the landfill capacity. Waste Management of Alameda County will dispose the solid waste. The Altamont landfill is available to the City of Hayward until 2014 with 3 extension year options. This landfill has sufficient capacity to handle the amount of solid waste generated by the project. The landfill recently received an approval that increases the capacity and adds 25 years to the life of the landfill to the year 2034.

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

**Comment:** See XVII a. Any future development would be required to comply with the Hayward Executive Airport Master Plan which would comply with the Waste Management of Alameda County recycling program. Construction and operation of the project will comply with all federal, state and local statutes and regulations related to solid waste. The tenants will be required to participate in the City of Hayward required programs including; construction waste recycling, trash disposal, recycling and organics recycling. The project contains two trash enclosures that will accommodate the trash, recycling and organics containers.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

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

**Comment:** The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan and Final Environmental Assessment/Environmental Impact Report. Construction is not proposed at this time. There is no evidence of any sensitive, or special status species would be impacted. In addition, the project would not impact any wildlife or threaten any plant or animal community

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? **Comment:** The project in itself would not have cumulative effects and future development is required to be consistent with surrounding zoning and development, and The Hayward Executive Airport Master Plan. In addition, the proposed zone change is consistent with the City's General Plan.

*Aesthetics and Light and Glare: The Project would not affect scenic vistas nor light and glare. The project site is located in a substantially urbanized area with existing sources of light and glare, therefore, future development cumulative impacts would be considered less than significant.*

*Air Quality: All future development is required to meet construction dust control measures. Any*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*impacts of future development would be required to be below the standard of air quality significance through the year 2025 as established by the Bay Area Air Quality Management District (BAAQMD).*

*Biological Resources: The zone change would not adversely affect Biological Resources.*

*Cultural Resources: The zone change would not adversely affect cultural resources.*

*Geology and Soils: The project site is located outside of the Hayward fault zone. It is anticipated that any future development would not have a cumulative effect.*

*Greenhouse Gas Emissions: The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Any future development will be required to comply with June 2, 2010 Adopted Air Quality CEQA Thresholds of Significance.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*Hazards and Hazardous Materials: This project will not generate hazardous materials.*

*Hydrology and Water Quality: All future development would be required to be designed to mitigate any possible impacts.*

*Land Use and Planning: The zone change will adjust zoning district boundaries to conform to existing and future development as specified by the Hayward Executive Airport Master Plan. Construction is not proposed at this time. Therefore, the zone change will allow the Hayward Executive Airport existing and proposed land uses to comply Airport Terminal Zoning District development standards.*

*Mineral Resources have not been found on this site.*

*Noise: Cumulative noise impacts are not anticipated since any noise created by future development would be short-term; limited to the construction phase as anticipated in the Final Environmental Assessment/EIR of the Hayward Executive Airport Master Plan.*

Potentially  
Significant  
Impact

Less Than  
Significant with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

*Population and Housing: Cumulative impacts to population, employment and housing are not anticipated.*

*Utilities and Public Services:*

*No cumulative impacts to solid waste services are anticipated.*

*Recreation: The zone change would not result in an increase use to existing recreational amenities at Skywest Golf Course or Kennedy Park.*

*Transportation/Traffic: Cumulative impacts are not anticipated. Future development would be required to comply with the Hayward Executive Airport Master Plan.*

*No cumulative impacts are anticipated to utility and service providers.*

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



***Comment:*** *The project in itself would not have a direct or indirect adverse impact on humans because the approved action does not directly result in construction.*





P.O. Box 1666 • Shingle Springs, Ca. 95682 • (530) 677-2451 • Fax: (530) 677-5914

VIA CERTIFIED MAIL 7004 1350 0004 9682 9769, RETURN RECEIPT

February 3, 2010

Ms. Arlynn J. Camire, ACIP  
City of Hayward, Planning Division  
777 B, St  
Hayward, CA: 94541

**RECEIVED**

FEB 04 2010

PLANNING DIVISION

RE: PL-2010-0029 ZC, Zoning Change at Hayward Airport.

Dear Ms. Camire,

I am in receipt of your official notice of the zoning change at the Hayward Airport from AY-O to AT-C.

I am the owner of the light industrial property known as Winton Park Center at 1202 to 1218 West Winton Ave, directly across the street from the restaurant known as RAJA Indian Cuisine, 1275 West Winton. RAJA is on property currently owned by the City of Hayward and will be re-zoned to AT-C accordingly.

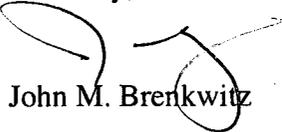
Although there are similarities between your AT-C zoning and my light industrial zoning there are also differences such as use and Tenancy. I am sure there are also differences in the allowed signage, etc.

It appears your new zoning might allow certain Tenancies, signage and other items not allowed in my center directly across the street and sharing the same Winton Ave corridor, traffic and neighborhood. This it will make my center harder to lease as the properties directly across the street will be more desirable because they will not face the same zoning and Tenancy restrictions!

In the interest of fairness to the Tenants and owners of the centers serving both sides of Winton Ave, including my center at 1202 to 1218 West Winton Ave, I would like to kindly request that we be given the same rights of Tenancy, signage, etc, as will be given to the properties owned by the City under the AT-C zoning.

Thank you kindly for your consideration!

Sincerely,



John M. Brenkwitz

**From:** wats442@aol.com  
**Sent:** Wednesday, February 03, 2010 5:08 PM  
**To:** Arlyne Camire  
**Subject:** Zoning for Hayward Executive Airport

TO: Arlyne Camire

The commercial development in this dense area has changed the nature of our living environment for the worse. The traffic on Hesperian Blvd. is unbearable, especially during morning and evening commute hours. It can take 20-30 minutes to get from West A Street to West Winton Avenue. It can take another 20 minutes to get from either of these two streets to Interstate 880.

Just because there is a little bit of open space, doesn't mean that all the commerce that is possible should be added to it. I know it will bring money to the City of Hayward, but the residents of this area will suffer and the value of our homes will continue to decrease. Thank you for your consideration.

Marcia Watson  
Skywest  
18011 Sahara Road  
Hayward, CA 94541-4624  
510-785-4907

**From:** Anais1960@aol.com  
**Sent:** Monday, August 30, 2010 1:31 PM  
**To:** Arlynn Camire  
**Subject:** re: Hayward Executive Airport negative declaration

Hello,

My name is Ana Mejia and I'm a San Lorenzo resident. I have read the copy of your negative declaration regarding the zoning denominations for the Airport.

While you constantly indicate that there will be no new construction in the proposed re-zoning areas, I'm extremely concerned on what you're planning to do in the existing constructions under the new "commercial development" terms.

Here's my understanding of what Hayward Airport will do:

- Lease existing areas to new Jet aviation and Flight Training Schools.

This will mean a significant noise and pollution increase in the surrounding areas which include San Lorenzo, jeopardizing the safety of single residential homes with constant landings and take-offs that will result from the increased air traffic.

Sure you want more revenues by leasing more facilities to airplanes, but just one lawsuit from a downed plane that hits a home and kills someone will surely make you lose much more money.

My point is, the Airport is being careless and disrespectful of its neighbors, using legal terminology ("no new construction=no need for additional environmental reports") to deceive the public and do increase its noise and pollution by using existing land to add to their business.

You released this copy Friday August 27, 2010 and you say you take citizen's comments only until Thursday, September 16, 2010. You're hardly giving any fair notice to the residents, this does not look good.

Respectfully,

Ana Mejia-Merrel  
1270 Via Nube  
San Lorenzo, CA 94580  
[anais1960@aol.com](mailto:anais1960@aol.com)

**Arlyne Camire**

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**From:** Ann Thanos [athanos@bayseal.com]  
**Sent:** Tuesday, September 07, 2010 10:19 AM  
**To:** Arlyne Camire  
**Subject:** (ZC) PL-2010-0029 Hayward Executive Airport

Hello,

We are in receipt of your mailing regarding the above and would like to get more information on this project.

Our major concern would be the impact to the traffic on West Winton. If you have ever been on West Winton from 3:30 p.m. on, you can understand our concern. It appears that the project will involve frontage on West Winton, just across the street from our building. Can you tell us if that area will be commercial building, runway, hangers, or whatever else? What will happen to the fire station?

Since it appears that this project will significantly impact this area, we are anxious to hear back from you and appreciate your attention.

Thank you,

Ann E. Thanos  
Operations Manager  
Bay Seal Company, Inc.  
(510) 732-7000  
(510) 782-2651 fax.

**Be sure to visit our Bay Seal website @ [www.bayseal.com](http://www.bayseal.com)!**