Initial Study for the

FY 2024 Water and Sewer Line Replacement Project

Prepared by

HAYWARD

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

November 2025

November 14, 2025

City of Hayward
Mitigated Negative Declaration

I. DESCRIPTION OF PROJECT:

Date: November 14, 2025

Project Title: FY24 Water and Sewer Line Replacement Project

Project Location: The project would occur within existing roadways and public rights-of-way throughout the City of Hayward.

Project Applicants: City of Hayward, Public Works & Utilities Department

Project Description: The project would replace approximately 25,187 linear feet of existing water main and associated appurtenances at 13 locations throughout the City. The project would also rehabilitate approximately 30,949 linear feet of sewer lines, manholes, and appurtenances at 29 different locations throughout the City. Replacement of service lateral lines for both the water and sewer systems will be included.

The project site **is not** located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

II. DETERMINATION

In accordance with the City of Hayward procedures for compliance with the California Environmental Quality Act (CEQA), the City has completed an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment. On the basis of that study, the City makes the following determination:

Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures are included in the project which will reduce all identified potential impacts to less than significant levels, and, therefore, this **MITIGATED NEGATIVE DECLARATION (MND)** has been prepared.

III. CONDITIONS (MITIGATION MEASURES):

A. Cultural Resources:

MM CUL-1.1: Prior to the start of any ground-disturbing activities associated with the project (including but not limited to, demolition/excavation, grading, and utility trenching), a qualified archaeologist should prepare and submit a monitoring plan for the sensitive project alignments to the Director of Public Works & Utilities or their designee for approval.

MM CUL-1.2: A qualified archaeologist shall monitor construction activities in accordance with the monitoring plan. The archaeologist shall have authority to halt construction activities temporarily in the immediate vicinity of any unanticipated find until its significance can be assessed. After observing a representative sample of ground-disturbing activity, the archaeologist may recommend that monitoring move to a part-time or intermittent schedule.

MM CUL-1.3: If evidence of an archaeological site or other suspected cultural resources as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Director of Public Works & Utilities or their designee shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City's Director of Public Works shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-1.3: If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Director of Public Works & Utilities or their designee prior to project closeout. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.

IV. FINDING:

The City of Hayward hereby finds that the proposed project could have a significant effect on the environment; however, there would not be a significant effect in this case because mitigation measures summarized above and described in the Initial Study are included in the project which will reduce all identified potential impacts to less than significant levels.

V. LEAD AGENCY REPRESENTATIVE:

11/14/2025

Derek Pham, P.E., S. E., Senior Utilities Engineer November 14, 2025

VI. LEAD AGENCY REPRESENTATIVE:

For additional information regarding the project, please contact Derek Pham, P.E. S.E. at the City of Hayward Department of Public Works & Utilities at (510) 583-5379.

Written comments may be sent to Derek Pham via email at derek.pham@hayward-ca.gov or at Derek Pham, P.E., S.E., Senior Utilities Engineer, City of Hayward, Department of Public Works & Utilities, 777 B Street, 2nd Floor, Hayward, CA 94541.

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Figures

Tables

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study

The City of Hayward, as the Lead Agency, has prepared this Initial Study for the FY24 Water and Sewer Line Replacement project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.), and the regulations and policies of the City of Hayward, California.

The project includes rehabilitation of existing water and sewer mains and associated appurtenances at various locations citywide. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 Public Review Period

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, federal agencies, and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Derek Pham, P.E., S.E., Senior Utilities Engineer
City of Hayward
Public Works & Utilities Department
777 B Street, 2nd Floor
Hayward, CA 94541
Email: derek.pham@hayward-ca.gov

1.3 Consideration of the Initial Study and Project

Following the conclusion of the public review period, the City will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 Notice of Determination

If the project is approved, the City will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

Section 2.0 Project Information

2.1 Project Title

FY24 Water and Sewer Line Replacement Project

2.2 Lead Agency Contact

Derek Pham, P.E., S.E., Senior Utilities Engineer
City of Hayward
Public Works & Utilities Department
777 B Street, 2nd Floor
Hayward, CA 94541
Email: derek.pham@hayward-ca.gov

2.3 Project Location

The majority of the proposed water and sewer rehabilitation work would occur within existing roadways and public rights-of-way throughout the City of Hayward. Figure 2.4-1 shows the regional location of the project. Aerial photographs of the project locations for water and sewer rehabilitation are in Figure 2.4-2 and Figure 2.4-3.

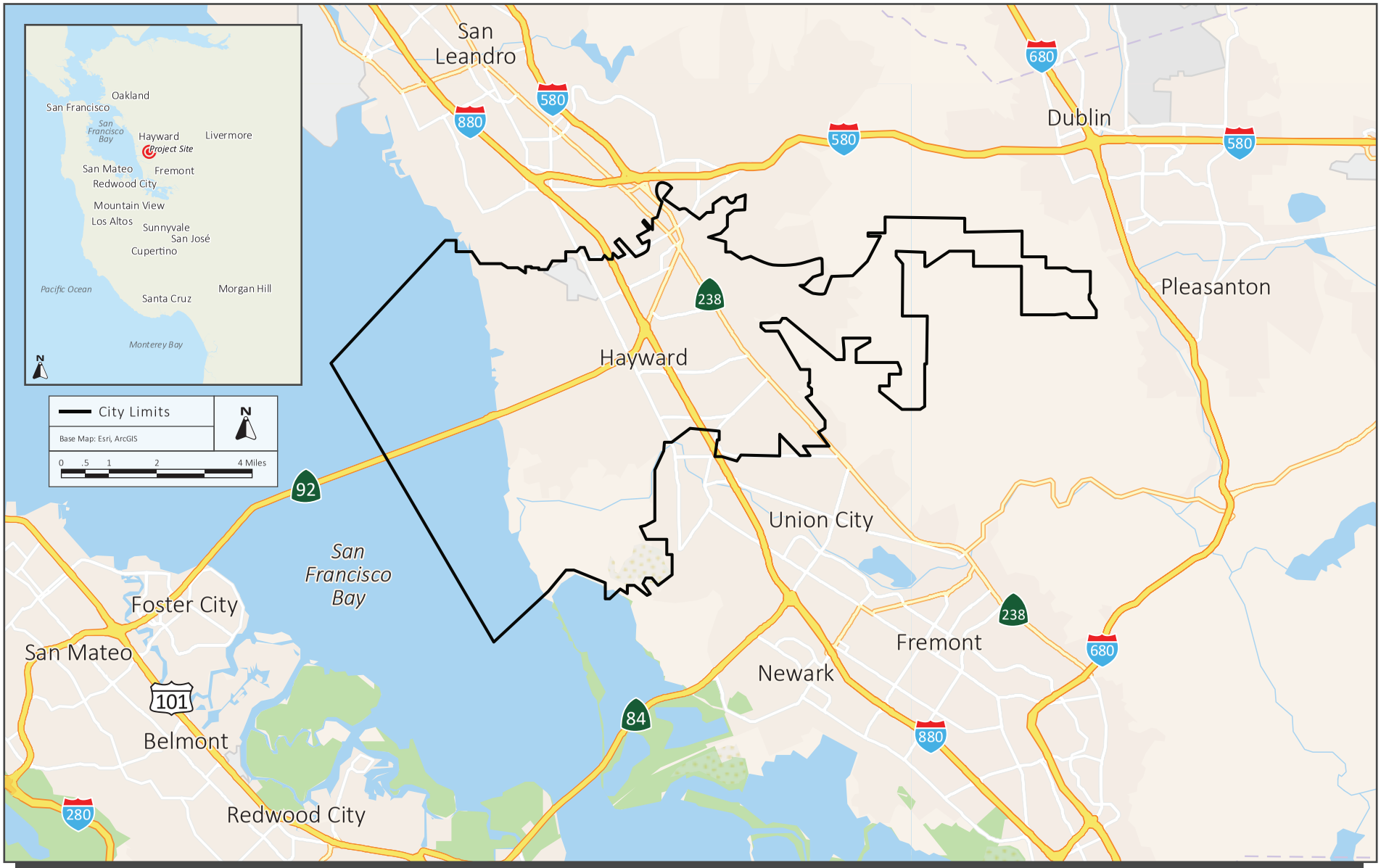
2.4 Required Permits and Approvals

The proposed water system rehabilitations would require the following permits/approvals:

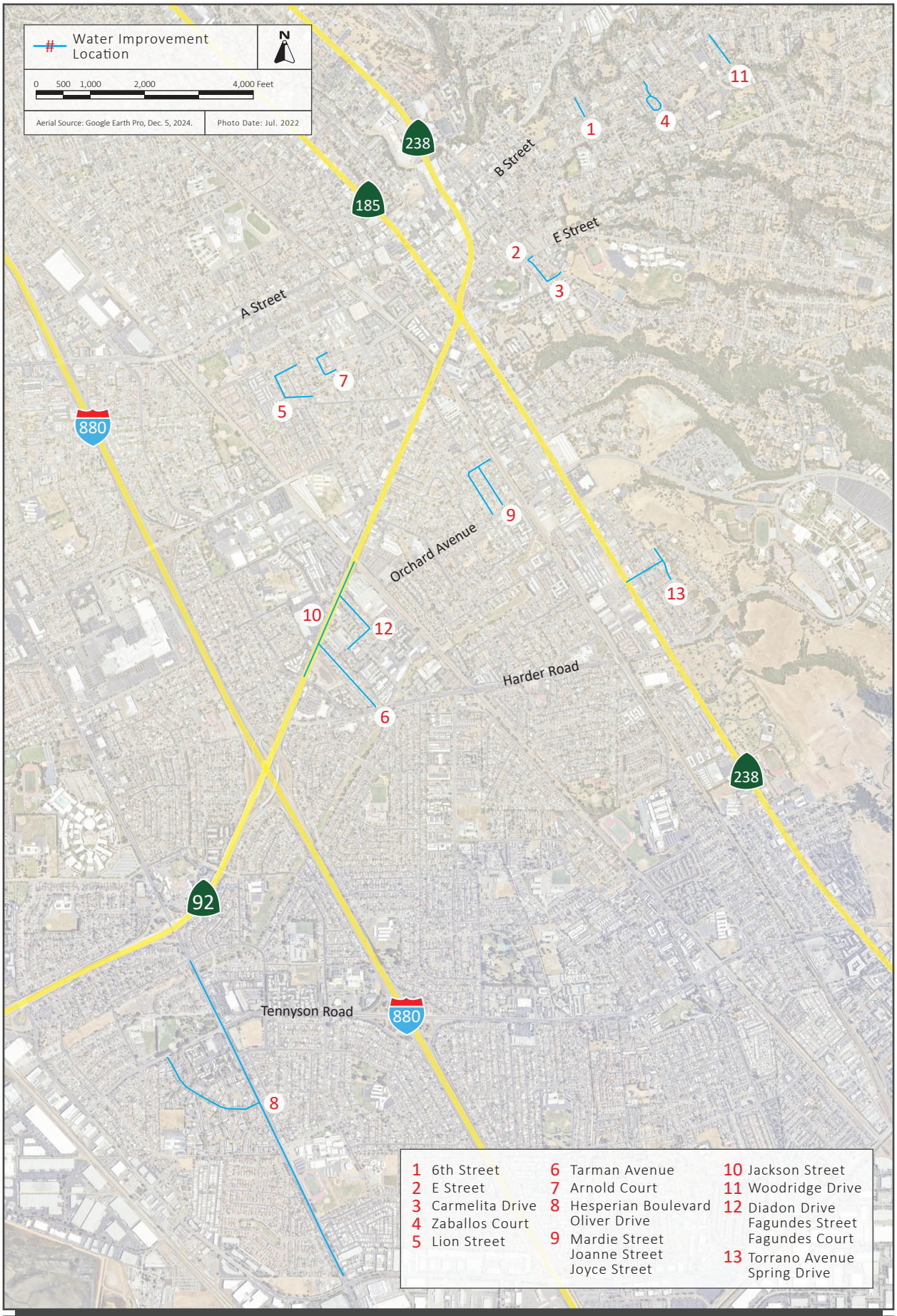
- State Water Board, Division of Drinking Water - Written Approval for Waterworks Standards Main Separation Alternatives
- State Water Board - Construction Stormwater General Permit
- Caltrans Encroachment Permit

The proposed sewer system rehabilitations would require the following permits/approvals:

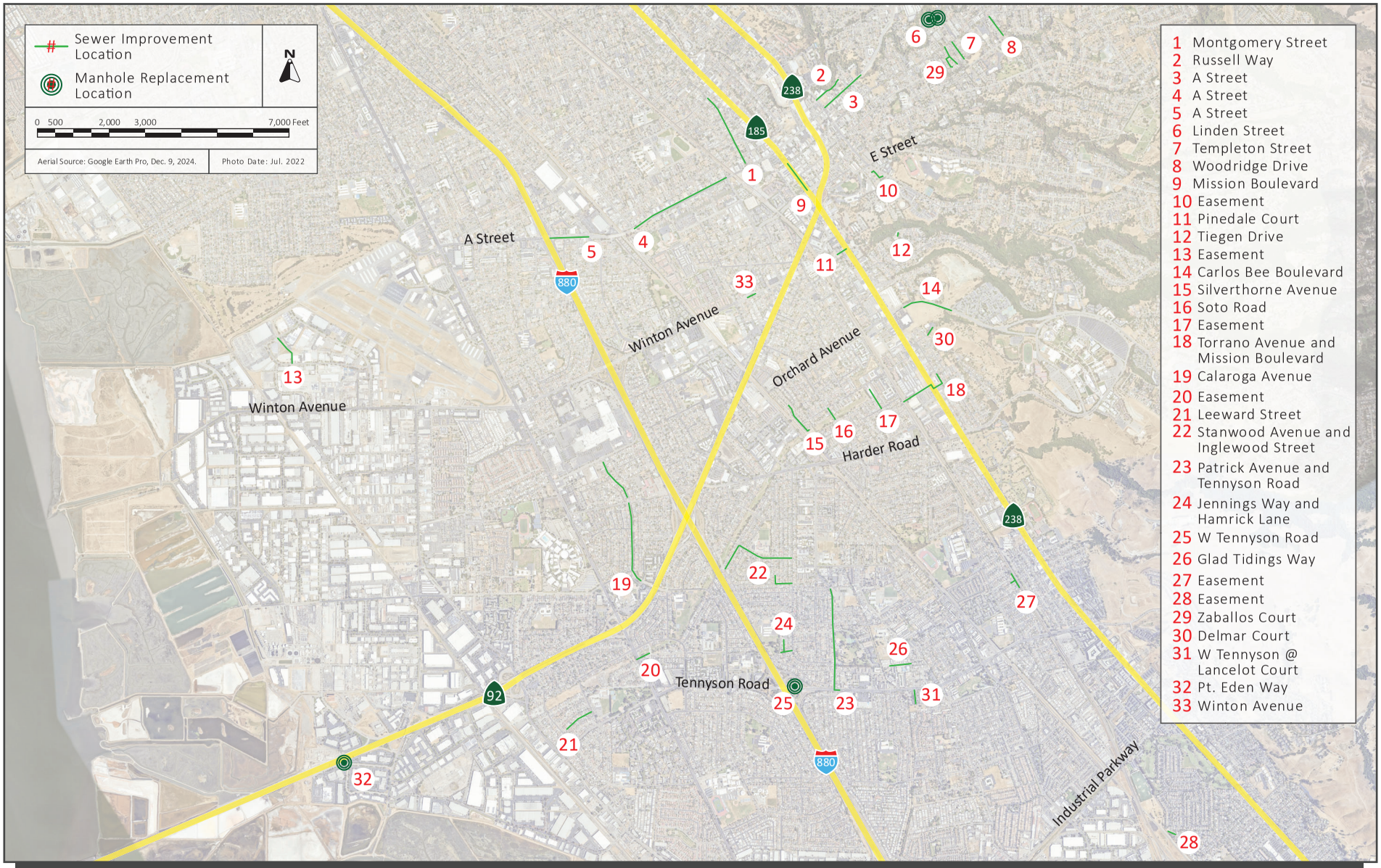
- State Water Board - Construction Stormwater General Permit
- Caltrans Encroachment Permit
- PG&E project review for work within PG&E right-of-way



REGIONAL LOCATION MAP | FIGURE 2.4-1



AERIAL PHOTO OF WATER REHABILITATION LOCATIONS | FIGURE 2.4-2



AERIAL PHOTO OF SEWER REHABILITATION LOCATIONS

FIGURE 2.4-3

Section 3.0 Project Description

3.1 Background and Existing Conditions

The City of Hayward (City) is responsible for maintaining the water distribution and the sanitary sewer collection systems. The City has a service goal, as identified in their City Council Adopted Strategic Roadmap, of replacing approximately 2.5 miles of water pipeline and 2.5 miles of sewer pipeline on an annual basis. The work would bring aging pipeline up to current design standards and will maintain the overall reliability of the City's water distribution and sewer collection systems.

3.2 Project Overview

The project would replace approximately 25,187 linear feet of existing water main and associated appurtenances at 13 locations throughout the City. The project would also rehabilitate approximately 30,949 linear feet of sewer lines, manholes, and appurtenances at 29 different locations throughout the City. Reinstatement or replacement of service lateral lines for both the water and sewer systems will be completed. These activities are described in further detail below.

3.2.1 Water System Rehabilitation

The project would replace the existing water main and service lines to the water meter, fire hydrants and associated water system appurtenances. Based on record drawings, the existing water main segments to be replaced are made of cast iron pipe (CIP) and asbestos cement pipe (ACP) with diameters ranging from 6 to 12 inches.

Water Mains

The proposed water mains would be installed parallel to the existing water mains with adequate separation to maintain water service during construction. The water mains would also be installed with a minimum of 10-feet horizontal separation from sanitary sewer and a minimum of six-feet separation from storm drain and potable pipes where possible. Table 3.2-1 includes a summary of the proposed replacement water mains by location.

Table 3.2-1: Proposed Water Main Replacements

Location No.	Location Description	Existing Diameter	Proposed Diameter	Existing Material	Proposed Material	Length (feet)
1	6th Street	6	8	CIP	PVC	392
2	E Street	6	8	CIP	PVC	169
3	Carmelita Drive	6	8	CIP	PVC	1,128
4	Zaballos Court	6	8	CIP	PVC	1,137
5	Lion Street	6	8	CIP	PVC	1,426

Location No.	Location Description	Existing Diameter	Proposed Diameter	Existing Material	Proposed Material	Length (feet)
6	Tarman Avenue	6	8	CIP	PVC	1,654
7	Arnold Court	6	8	CIP	PVC	788
8	Hesperian Boulevard	12	12	CIP	DIP	6,819
	Oliver Drive	8	8	ACP	PVC	2,221
9	Mardie Street	6	8	CIP	PVC	531
	Joanne Street	6	8	CIP	PVC	931
	Joyce Street	6	8	CIP	PVC	989
10	Jackson Street	12	12	CIP	DIP	2,478
11	Woodridge Drive	12	8	CIP	PVC	731
12	Diadon Drive	6	8	CIP	PVC	855
	Fagundes Street	6	8	CIP	PVC	447
	Fagundes Court	6	8	ACP	PVC	330
13	Torrano Avenue	6	8	ACP	PVC	774
	Spring Drive	6	8	ACP	ERDIP	1,388
					Total	25,187

Notes:
ACP = asbestos cement pipe PVC = Polyvinyl chloride CIP = cast iron pipe DIP = Ductile Iron Pipe
ERDIP = earthquake resistant ductile iron pipe

Fire Hydrants

The project would replace the existing fire hydrants and laterals to fire hydrants. All existing fire hydrants will be replaced with new fire hydrants.

Work Within Caltrans Right-of-Way

The proposed project would include replacement of existing water lines in Caltrans right-of-way, requiring an encroachment permit from Caltrans. Location 10 at the intersection of Santa Clara Street and Jackson Street (State Route 92) is the only water main that would require coordination with Caltrans for an encroachment permit.

Construction

Construction activities associated with the proposed water system rehabilitation would occur over a total period of approximately one year. During this time, construction would take place between 7:30 AM and 4:30 PM Monday through Friday in all locations except locations along Jackson Street and Hesperian Boulevard, where high peak hour traffic volumes prohibit daytime construction. In

these locations construction would take place during off-peak hours between 8:00 PM and 5:00 AM, Monday through Friday.

Open cut trenching methods would be used in all project locations. The maximum depth of excavation would be four feet below ground surface (bgs) except where new water lines would cross below the existing utilities, in which case excavation to a depth of six feet would be required.

Open cut construction activities would be completed in approximately 11 days for every 1,000 feet of pipe replaced.

Tree Removal

No tree removal is required for the proposed water system rehabilitation.

3.2.2 Sewer System Rehabilitations

The project would rehabilitate sewer facilities including sewer lines, manholes, and other appurtenances. These proposed activities are described in detail below.

Sewer Lines

A total of 33 locations were assessed for possible sewer line/manhole rehabilitation. Of those locations, 29 were selected for rehabilitation and four locations were found to be adequately served by existing facilities or were recently upgraded. Thus, no improvements were identified for those four locations. The sewer mains would be installed with a minimum of 10-feet horizontal separation from water lines. There are no minimum separation standards for storm drains. Table 3.2-2 includes a summary of the locations considered and proposed for sewer line/manhole rehabilitation.

Table 3.2-2: Proposed Sewer Main Rehabilitation

Location No.	Location Description	Existing Diameter	Proposed Diameter	Existing Material	Proposed Material	Length (feet)
1	Montgomery Street	6	8	VCP	PVC	2,120
2	Russell Way	6	8	VCP	PVC	877
3	A Street	6	8	VCP	HDPE	1,783
4	A Street	N/A	18	N/A	PVC	15
	A Street	12	16	VCP	HDPE	3,031
5	A Street	27	27	RCP	CIP	1,126

Location No.	Location Description	Existing Diameter	Proposed Diameter	Existing Material	Proposed Material	Length (feet)
6	Linden Street	8	Manhole replacement	VCP	N/A	N/A
7	Templeton Street	N/A	8	N/A	PVC	38
	Templeton Street	6	8	VCP	HDPE/PVC	702
8	Woodridge Drive	6	8	VCP	HDPE/PVC	806
9	Mission Boulevard	10	15	VCP	PVC	960
10	Easement (Carmelita Dr)	8	8	VCP	CIP	448
11	No rehabilitations proposed at Location #11.					
12	Tiegen Drive	8	8	VCP	PVC	127
13	Easement (Stearman Ave)	12	12	ACP	CIP	880
14	Carlos Bee Boulevard	10	12	ACP	PVC/HDPE	1,547
15	Silverthorne Avenue	8	10	PVC	HDPE/PVC	1,126
16	Soto Road	10	15	VCP	PVC	406
17	Easement (Culp Ave)	6	8	VCP	PVC	667
18	Torrano Avenue and Mission Boulevard	8	up to 10	VCP	PVC	1,620
19	Calaroga Avenue	8	8	VCP	CIP	3,860
20	Easement (Hesperian Blvd)	8	8	VCP	PVC	398
21	Leeward Street	8	8	VCP	CIP	910
22	Stanwood Avenue and Inglewood Street	8	12	VCP	PVC	1,209
23	Patrick Avenue and Tennyson Road	8	12	VCP	PVC	3,118
24	No rehabilitations proposed at Location #24.					

Location No.	Location Description	Existing Diameter	Proposed Diameter	Existing Material	Proposed Material	Length (feet)
25	No rehabilitations proposed at Location #25.					
26	Glad Tidings Way.	8	8	VCP	CIP	617
27	Easement (Anderson Place)	8	8	VCP	CIP	409
28	Easement (St Annes Place)	8	12	VCP	HDPE	237
29	Zaballos Court	8	8	VCP	CIP	1,121
30	Delmar Court	8	up to 8	VCP	PVC	123
31	Lancelot Court	8	8	VCP	HDPE/PVC	401
32	No rehabilitations proposed at Location #32.					
33	Winton Avenue	8	8	VCP	CIP	286
					Total	30,949

Notes:
ACP = Asbestos Cement Pipe CIP = Cast Iron Pipe DIP = Ductile Iron Pipe VCP = Vitrified Clay Pipe
PVC = Polyvinyl Chloride HDPE = High Density Polyethylene

Manholes

New manholes would be installed to replace a cleanout or where the existing length of pipe between manholes exceeds 400-feet, in accordance with City standards. New manholes would also be added to accommodate relocated or rerouted sewer lines.

Work within Caltrans Right-of-Way

The proposed project would include replacement of existing sewer lines in Caltrans right-of-way, requiring an encroachment permit from Caltrans. Location 5 on A Street at Interstate 880 is the only sewer line that would require coordination with Caltrans for an encroachment permit.

Work within PG&E Right-of-Way

The proposed project would include replacement of existing sewer lines in PG&E right-of-way and will require project review by PG&E staff. Sewer replacements at Locations 15 and 20 are located within PG&E right-of-way and would require review by PG&E staff.

Work within Easements

The majority of the sewer lines to be replaced under the proposed project are located within existing public right-of-way. However, segments of the sewer lines at Locations 7, 10, 12, 13, 15, 17, 18, 20, 27, and 28 are located within easements on private property.

Construction

Construction activities associated with the proposed sewer system rehabilitation work would occur over a total period of approximately 24 months. During this time, construction would take place between 7:30 AM and 4:30 PM, Monday through Friday in all locations except locations on A Street, where high peak hour traffic volumes prohibit daytime construction. In these locations construction would take place during off-peak hours between 8:00 PM and 5:00 AM, Monday through Friday. Notification of construction work would be sent via mail two weeks prior to the start of construction and door hangers would be delivered to properties 48 hours before.

A majority of the project locations will be constructed with a combination of open cut trenching, and trenchless methods, such as pipe bursting, Cured-in-Place Pipe (CIP), and jack and bore/micro tunneling rehabilitation/repair. The following locations will be constructed with the open cut trenching method: Locations 2, 6, 9, 12, 16, 22, 23, and 30. Pipe bursting would be completed using a hydraulic pull system and would not involve use of diesel equipment. Equipment used in the proposed trenchless rehabilitation activities would include saw cutting machine, mini excavator, plate compactor, hydraulic power pack, pulling cable, bursting head, CIP refrigeration truck, steam generator, inversion drum, and hand tool.

Open cut construction activities would be completed in one to 13 days per location depending on the length of the pipe, trenchless methods would be completed in approximately one week per location. The maximum depth of jack and bore/micro tunneling would be 12 feet bgs. The maximum depth of excavation for all other construction methods would be 22 feet below ground surface (bgs).

Tree Removal

No tree removal is required for the proposed sewer system work.

Section 4.0 Environmental Setting, Checklist, and Impact Discussion

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Mitigation measures are numbered to correspond to the impact they address. For example, MM CUL-1.1 refers to the first mitigation measure for the first impact in the Cultural Resources section.

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

Local

Hayward 2040 General Plan Policy Document

The Hayward 2040 General Plan (General Plan) includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to aesthetics and are applicable to the proposed project.

Policy	Description
LU-4.11	Streetscape Enhancements. The City shall strive to improve the visual character of corridors by improving streetscapes with landscaped medians, and widened sidewalks that are improved with street trees, pedestrian-scaled lighting, underground utilities, landscaping, and streetscape furniture and amenities.
NR-8.1	Hillside Residential Design Standards. The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.
NR-8.3	The City shall protect the visual characteristics of transportation corridors that are officially designated as having unique or outstanding scenic qualities, including portions of I-580, I-880, and SR 92.

4.1.1.2 *Existing Conditions*

Aesthetics Setting of Project Locations and Surrounding Area

The project locations include segments of existing roadways and public rights-of-way throughout the City. The project locations are developed with existing pavement and roadways. There are no existing structures or trees within the project locations. Landscaping surrounding the project locations is limited to sidewalk planter strips and median islands. Development surrounding the project locations includes primarily one- to four-story commercial and industrial buildings and one- to three-story residential buildings.

Scenic Views and Resources

The City of Hayward has many scenic resources including the hillsides and San Francisco Bay. Hillsides visible from the City include the Diablo Range to the east and the Santa Cruz Mountains to the west, across the San Francisco Bay. The project locations are relatively flat and located in an urban area. There are no Baylands visible from the project locations. Views of the surrounding mountains and hills are currently mostly obscured by existing development and trees. However, the tops of the Diablo Range are partially visible from all project locations. No natural scenic resources such as rock outcroppings are present on or adjacent to the project locations.

Scenic Corridors

The project locations are not located along a State-designated scenic highway. The nearest State-designated scenic highway is I-580 from Estudillo Avenue in San Leandro to SR 24 in Oakland, approximately 4.5 miles from the nearest project location.[1] The City's General Plan identifies Gateways where preservation and enhancement of views of the natural and man-made environment are crucial. Designated Gateways include Mission Boulevard at the north and south City limits, Hesperian Boulevard at the north and south City limits, Foothill Boulevard at the north City limit, and A Street and Redwood Road at the north City limit. Water Location 8 and Sewer Locations 1, 3, 4, 5, and 9 are located within designated City Gateways.

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[2] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

[1] The nearest point in the project locations is the northernmost segment of sewer improvement location 1 on Montgomery Street.

[2] Public views are those that are experienced from publicly accessible vantage points.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

As noted in Section 4.1.2 Existing Conditions, partial, intermittent views of the Diablo Range are currently afforded from public viewpoints at all of the project locations. Additionally, water rehabilitation Location 8 and sewer rehabilitation Locations 1, 3, 4, 5, and 9 are located within designated City gateways.

The proposed project would involve rehabilitation of underground water and sewer infrastructure and replacement of existing fire hydrants throughout the City. The project would not involve development of any new structures that would have the potential to obstruct views. Therefore, the project would not result in a substantial adverse effect on scenic vistas compared to existing conditions. **(Less than Significant Impact)**

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

The project locations are not located on a State Designated Scenic Highway. The nearest State Designated Scenic Highway is I-580, approximately 4.5 miles north of the site. The project locations are not visible from I-580. Therefore, implementation of the project would not damage scenic resources within a State Designated Scenic Highway. **(Less than Significant Impact)**

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project locations are in an urbanized area. As noted in Section 4.1.1.2 Existing Conditions, Water Location 8 and Sewer Locations 1, 3, 4, 5, and 9 are located within designated City Gateways. Gateways are areas of the City where preservation and enhancement of views of the natural and man-made environment are crucial. The project involves rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new structures are proposed that would degrade the visual character or quality of public views, including those within designated

gateway areas. Therefore, the project would not conflict with the applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project involves rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. The project would not involve development of any new structures or introduce new sources of light or glare. Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[3]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[4]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[5] Programs such as CAL FIRE's Fire and Resource Assessment Program are used to identify whether forest land, timberland, or timberland production areas could be affected are located on or adjacent to a project locations.[6]

[3] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed December 6, 2024. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[4] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[5] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[6] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed December 6, 2024. http://frap.fire.ca.gov/.

4.2.1.2 *Existing Conditions*

The Alameda County Important Farmland 2020 Map designates the project locations as Urban and Built- Up Land.[7] Urban and Built-Up Land is defined as land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. The site is currently developed primarily with roadways and median landscaping. There is no forest land located on or adjacent to the project locations and none of the project locations are subject to a Williamson Act contract.

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

[7] California Department of Conservation. "California Important Farmland Finder." 2022. https://maps.conservation.ca.gov/DLRP/CIFF/

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project locations are not used for agricultural purposes. The locations are not designated by the California Department of Conservation, Farmland Mapping and Monitoring Program as farmland of any type. For these reasons, the project would not result in impacts to agricultural resources. **(No Impact)**

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project locations include public roadways and rights-of-way and are not subject to a Williamson Act contract. For this reason, the proposed project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

The project locations include public roadways and rights-of-way and are not zoned for timberland production. For this reason, the proposed project would not result in a conflict with or cause rezoning of forest land or timberland. **(No Impact)**

d) Would the project result in a loss of forest land or conversion of forest land to non-forest use?

Neither the project locations, nor any of adjacent properties are used for forest land or timberland. The project would, therefore, not impact forest land or timberland. **(No Impact)**

e) Would the project 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?

According to the Alameda County Important Farmland map, the project locations and surrounding area are designated as Urban and Built-Up land. There is no designated farm or forest land on the project locations or in the surrounding area. For these reasons, the project would not result in conversion of farmland to non-agricultural uses or conversion of forest land to non-forest uses, and there would be no impact to agricultural or forest resources. **(No Impact)**

4.3 Air Quality

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Criteria air pollutants are pollutants that have established federal or State standards for outdoor concentrations to protect public health. Pursuant with the federal and State Clean Air Acts, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established and enforced the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS address the following criteria air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM_{10}), particulate matter with a diameter of 2.5 micros or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. The CAAQS also includes visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Toxic Air Contaminants

Toxic air contaminants (TACs) include airborne chemicals that are known to have short- and long-term adverse health effects. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. DPM is comprised of diesel exhaust which is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (i.e., areas most susceptible to injury).[8] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

An overview of the sources of criteria pollutants and TACs, as well as their associated health effects, is provided in Table 4.3-1.

[8] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed December 6, 2024. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Table 4.3-1: Sources and Health Effects of Criteria Air Pollutants and Toxic Air Contaminants

Pollutants	Description and Sources	Primary Effects
Ozone (O_3)	O_3 is a secondary criteria air pollutant that is the result of a photochemical (sunlight) reaction between reactive organic gases (ROG) and nitrogen oxides (NO_x). Pollutants emitted by motor vehicles, power plants, industrial boilers, refineries, and chemical plants are the common sources for this reaction. High O_3 levels are caused by the cumulative emissions of ROG and NO_x. These precursor or primary pollutants react under certain meteorological conditions to form high O_3 levels. Commons sources of ROG and NO_x are vehicles, industrial plants, and consumer products.	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	NO_2 is a reactive gas that combines with nitric oxide (NO) to form NO_x. NO_2 is the byproduct of fuel combustion, with common sources of NO_2 being emissions from cars, trucks, buses, power plants, and off-road equipment. Other sources of NO_2 include high temperature stationary combustion and atmospheric reactions.	• Aggravation of respiratory illness • Reduced visibility
Carbon Monoxide (CO)	CO is a colorless, odorless, and toxic gas that is the product of incomplete combustion of carbon-containing substances (e.g., when something is burned). Common outdoor sources of CO include mobile vehicles (passenger cars and trucks) and machinery that burn fossil fuels.	• Interferes with oxygen delivery to the body's organ due to binding with the hemoglobin in the blood • Fatigue, headaches, confusion, and dizziness
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Particulate Matter (PM) is any material that is emitted as liquid or solid particles or a gaseous material, such as dust, soot, aerosols, and fumes. PM_{10} and $PM_{2.5}$ are both small enough particulates to be inhaled into the human lungs, and $PM_{2.5}$ is small enough to deposit into the lungs, which poses an increased health risk compared to PM_{10}. Typical sources of PM include stationary combustion of solid fuels, construction activities, vehicles, industrial processes, and atmospheric chemical reactions.	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Sulfur Dioxide (SO_2)	SO_2 is a pungent and colorless gaseous pollutant. SO_2 is part of the sulfur oxides (SO_x) group and is the pollutant of greatest concern in the SO_x group. SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to pollution. SO_2 is primarily formed from fossil fuel combustion at power plants and other industrial facilities. Sources of SO_2 include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing.	• Aggravation of respiratory illness • Respiratory irritation such as wheezing, shortness of breath and chest tightness • Increased incidence of pulmonary symptoms and disease, decreased pulmonary function

Pollutants	Description and Sources	Primary Effects
Lead	Lead is a naturally occurring element that can be found in all parts of the environment including the air, soil, and water. As an air pollutant, lead is present in small particles. The most common historic source of lead exposure was the past use of leaded gasoline in motor vehicles. The exhaust resulting from use of leaded gasoline would release lead emissions into the air. Now, major sources of lead in the air are from ore and metals processing plants and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters.	• Adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system
Toxic Air Contaminants (TACs)	TACs include certain air pollutants known to increase the risk of cancer and/or a range of other serious health effects. Sources of TAC include, but are not limited to, cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; and building materials and products.	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following groups who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants, discussed previously; PM, O_3, CO, SO_2, NO_2, and lead.[9]

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of

[9] NO_x is the group of nitrogen compounds (NO_2 and nitric oxide [NO]) that typically represents NO_2 emissions because NO_2 emissions contribute the majority of NO_x exhaust emissions emitted from fuel combustion.

these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Diesel Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, this plan involves the application of emission control strategies to existing diesel vehicles and equipment to reduce DPM and other pollutants. Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment, including off-road equipment, will significantly reduce emissions of DPM and NO_X.

Regional and Local

2017 Clean Air Plan

The Bay Area Air District (Air District) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area, which includes the project area. Regional air quality management districts, such as the Air District, must prepare air quality plans specifying how federal and state air quality standards will be met. The Air District's most recently adopted plan is the Bay Area 2017 Clean Air Plan. The 2017 Clean Air Plan focuses on the following two related Air District goals and how to achieve them:

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and
- Protect the climate by reducing Bay Area greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.[10]

CEQA Air Quality Guidelines

The Air District CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for project and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by the Air District within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, Air District rules, methods of analyzing impacts, and recommended mitigation measures. The latest CEQA Air Quality Guidelines are the 2022 CEQA Air Quality Guidelines adopted on April 20, 2023, by the Air District's Board of Directors.

[10] Bay Area Air Quality Management District. *Final 2017 Clean Air Plan.* April 19, 2017. Page 12.

Community Air Risk Evaluation Program

Under the Community Air Risk Evaluation (CARE) program, the Air District has identified areas with high TAC emissions, and sensitive populations that could be adversely affected by them. The Air District uses this information to establish policies and programs to reduce TAC emissions and exposures. Impacted communities identified to date are located in Concord, Richmond/San Pablo, San José, eastern San Francisco, western Alameda County, Vallejo, San Rafael, and Pittsburg/Antioch. The main objectives of the program are to:

- Evaluate health risks associated with exposure to TACs from stationary and mobile sources;
- Assess potential exposures to sensitive receptors and identify impacted communities;
- Prioritize TAC reduction measures for significant sources in impacted communities; and
- Develop and implement mitigation measures to improve air quality in impacted communities.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to air quality and are applicable to the proposed project.

Policy	Description
NR-2.1	Ambient Air Quality Standards. The City shall work with the California Air Resources Board and the Bay Area Air Quality Management District to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution.
NR-2.2	New Development. The City shall review proposed development applications to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM_{10} and $PM_{2.5}$) through project location and design.
NR-2.15	Community Risk Reduction Strategy. The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risks associated with toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) in both existing and new development.
NR-2.16	Sensitive Uses. The City shall minimize exposure of sensitive receptors to toxic air contaminants (TAC), fine particulate matter ($PM_{2.5}$), and odors to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and $PM_{2.5}$ emitting sources and odor sources in order to minimize health risk.
NR-2.19	Exposure Reduction Measures for both Existing and New Receptors. The City shall work with area businesses, residents and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$).

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and State Clean Air Act. The area is also considered non-attainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, the Air District has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_x), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts. Sensitive receptors in the project area include residences, schools, and hospitals adjacent to proposed water and sewer locations.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

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

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The project involves rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. Operation of the proposed project would not generate new air pollutants or otherwise result in a significant air quality impact. Because the project would not exceed the Air District impact thresholds, it would not result in the generation of significant operational-related criteria air pollutants and/or precursors.

The proposed project would not conflict with the 2017 CAP because it would have emissions below Air District impact thresholds for new development and serves existing urban infill. Because the

project would not exceed the Air District impact thresholds, project-specific control measures listed in the 2017 CAP are not required. Further, implementation of the project would not inhibit the Air District or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described in the 2017 CAP. **(Less than Significant Impact)**

b) Would the project 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?

The project involves rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. Construction of the project would generate air pollutant emissions during demolition of existing pavement, excavation/trenching, installation of new pipes and infrastructure, filling of trenches, and paving. As noted in Section 3.0 Project Description, construction activities associated with the proposed project would be completed in up to 11 days for every 1,000 feet of water infrastructure rehabilitated and up to 13 days per location for sewer rehabilitations. Due to the nature and duration of construction activities associated with the proposed project, emissions would be minimal and not exceed Air District thresholds. Operation of the project would not generate new air pollutant emissions and, therefore, would not result in a cumulatively considerable net increase in emissions. **(Less than Significant Impact)**

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Particulate Matter and Fugitive Dust Emissions

Construction of the project would involve the use of diesel-powered construction equipment which produce exhaust that contains diesel particulate matter (DPM), a known carcinogen and toxic air contaminant (TAC). Construction of the proposed project is anticipated to take 11 days for every 1,000 feet of water infrastructure replaced and up to 13 days in each sewer location. Given the short duration and relatively low intensity of construction activities associated with the proposed project, construction activities would not expose sensitive receptors in the project area to substantial DPM concentrations.

Construction activities, particularly during ground-disturbing activities, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. The Air District CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. Pursuant to City standard practice, the project would implement the following standard measures to control fugitive dust.

Standard Measures: The project would implement the following measures, consistent with the Air District Basic Construction Mitigation Measures, to control dust and exhaust during construction.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly-visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

With implementation of the above standard measures, the project construction dust and particulate matter emissions associated with the proposed project would be less than significant. **(Less than Significant Impact)**

Community Health Risks

As discussed under checklist questions a and b above, operation of the proposed water and sewer rehabilitations would not generate new operational air pollutants and, therefore, would not expose sensitive receptors in the project area to substantial pollutant concentrations. **(Less than Significant Impact)**

Criteria Pollutant Emissions

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, the Air District considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. **(Less than Significant Impact)**

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odors are generally considered an annoyance rather than a health hazard. Land uses that have the potential to be sources of odors that generate complaints include, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities.

The proposed sewer and water rehabilitations would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors; however, diesel exhaust have highly diffusive properties, and the odors would be localized and temporary. The project would, therefore, not create objectionable odors that would affect the existing residents near the site. **(Less than Significant Impact)**

4.4 Biological Resources

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Regional and Local

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to biological resources and are applicable to the proposed project.

Policy	Description
M-3.11	Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.
HQL- 8.1	Manage and Enhance Urban Forest. The City shall manage and enhance the urban forest by planting new trees, ensuring that new development have sufficient right-of-way width for tree plantings, manage and caring for all publicly owned trees, and working to retain healthy trees.
HQL-8.2	Urban Forest Management Plan. The City shall maintain and implement an Urban Forest Master Plan.
HQL-8.3	Trees of Significance. The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.

Hayward Tree Preservation Ordinance

The Hayward Tree Preservation Ordinance (Article 10.15 of the HMC) is intended to protect and preserve significant trees and control the re-shaping, removal, or relocation of those trees. Protected Trees are defined as any of the following: 1) trees that have a minimum trunk diameter of eight inches measured 54 inches above the ground; 2) street trees or other required trees such as those required as a condition of approval, Use Permit, or other Zoning requirement, regardless of size; 3) all memorial trees dedicated by an entity recognized by the City, and all specimen trees that define a neighborhood or community; 4) specific native tree species that have reached a minimum of four inches diameter trunk size; and 5) a trees of any size planted as a replacement for a Protected Tree.

4.4.1.2 *Existing Conditions*

The project locations include paved roadways and public rights-of-way with no existing trees or structures. Limited ornamental landscaping is present in median islands and adjacent to sidewalks in the vicinity of the project locations. However, no waterways, riparian corridors, or other sensitive habitats are present on or adjacent to the project locations. The nearest waterway to the site is San

Lorenzo Creek, located approximately 36 feet north of sewer improvement Location 2 (the nearest project location to the San Lorenzo Creek). The nearest wildlife corridor to the project locations is the Diablo Range, located approximately 1.5 miles east of sewer improvement Location 27 (the nearest project location to the Diablo Range). Due to the developed nature of the project locations, biological resources are limited to nearby ornamental trees and shrubs which could provide nesting habitat for birds.

There are no existing trees on-site, trees are present in median islands, landscaping strips and on private property surrounding the project locations.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐
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 CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Would the project 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 CDFW or USFWS?

As discussed in Section 4.4.1.2 Existing Conditions, the project locations are currently developed and have limited habitat for special status species with the exception of adjacent trees within median and sidewalk planters which provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under the provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5 and 2800.

Construction of the project during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive efforts is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. The project would implement the following Standard Conditions of Approval, consistent with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503, 3503.5 and 3800.

Standard Conditions of Approval: The project shall implement the following conditions to ensure impacts to raptors and nesting birds are less than significant:

- Pre-construction nesting bird surveys shall be completed prior to construction during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist or ornithologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.
- If an active nest is found in an area that would be disturbed by construction, the biologist or ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest. The buffer would ensure that the nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.
- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Public Works, prior to the start of construction.

With implementation of the above Standard Conditions of Approval, the project would conform to State and federal law protecting nesting birds and would result in less than significant impacts to candidate, sensitive, or special status species. **(Less than Significant Impact)**

b) Would the project 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 CDFW or USFWS?

The project locations are in developed, urban areas of Hayward. There are no riparian habitats or other sensitive habitat areas on or adjacent to the project locations. The nearest waterway is San Lorenzo Creek, approximately 36 feet north of the nearest project location. Therefore, the project would not 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 CDFW or USFWS. **(No Impact)**

c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

The project locations are developed with roadways and public rights-of-way and there are no federally protected wetlands on or adjacent to the project locations. Therefore, the project would not result in impacts to such wetlands. **(No Impact)**

d) Would the project 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?

The project locations are surrounded by developed, urban land uses. The project locations are not part of an established native or migratory wildlife corridor or nursery site. The nearest wildlife corridor to the project locations is the Diablo Range. Impacts to migratory birds are discussed under checklist question a), above. Therefore, the project would not interfere substantially with the movement of any native resident or migratory wildlife species. **(No Impact)**

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project would not involve any tree removal. Therefore, the project would not result in a conflict with the Hayward Tree Preservation Ordinance. **(No Impact)**

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project locations are not located within a Habitat Conservation Plan or Native Community Conservation Plan, or other approval local, regional, or state habitat conservation plan. Therefore, the project would not result in a conflict with such a plan. **(No Impact)**

4.5 Cultural Resources

The following discussion is based upon a Literature Search prepared by Archaeological/Historical Consultants, Inc. in August 2025. A copy of the Literature Search, which is a confidential report, is on file at the City of Hayward Department of Public Works and is available upon request with appropriate credentials.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

The NRHP is the nation's master inventory of historic resources that are considered significant at the national, state, or local level. The minimum criteria for determining NRHP eligibility include:

- The property is at least 50 years old (properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
- It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
- It possesses at least one of the following characteristics:
    - Association with events that have made a significant contribution to the broad patterns of history;
    - Association with the lives of persons significant in the past;
    - Distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction; or
    - Has yielded, or may yield, information important to prehistory or history.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes

and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[11]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Section 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Section 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

[11] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed October 4, 2024. https://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to cultural resources and are applicable to the proposed project.

Policy	Description
LU-8.1	Value of Historic Preservation. The City shall recognize the value and co-benefits of local historic preservation, including job creation, economic development, increased property values, and heritage tourism.
LU-8.2	Local Preservation Programs. The City shall strive to enhance its local historic preservation programs to qualify for additional preservation grants and financing programs.
LU-8.3	Historic Preservation Ordinance. The City shall maintain and implement its Historic Preservation Ordinance to safeguard the heritage of the city to preserve historic resources.
LU-8.4	Survey and Historic Reports. The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the city.
LU-8.5	Flexible Land Use Standards. The City shall maintain flexible land use standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.
LU-8.6	Historic Preservation Standards and Guidelines. The City shall consider The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings when evaluating development applications and City projects involving historic resources, or development applications that may affect scenic views or historic context of nearby historic resources.

Hayward Historic Preservation Ordinance

The City's Historic Preservation Ordinance (Article 11 of the HMC) is intended to identify, protect, and enhance historical resources, archaeological sites, and other cultural resources within the City. The Historic Preservation Ordinance sets forth conditions of approval required for projects that may impact historic or archaeological resources.

4.5.1.2 *Existing Conditions*

Native Americans inhabited the area that is now the City of Hayward and are believed to have had a major village site along San Lorenzo Creek. Following initial contact with the Spanish, local Native Americans were forced into labor at the nearby Spanish Missions such as Mission San José, the closest mission to the project area. The lands of Mission San José extended beyond the mission itself to include the coastal plain and inland hills including present day Hayward. This vast area was used for cattle and sheep grazing, especially along San Lorenzo Creek, as well as for growing wheat, corn, barley, peas, beans, and fruit.

During the Mexican Period most of present-day Hayward, Castro Valley, and San Lorenzo was granted to Guillermo Castro, a soldier and surveyor stationed at the Pueblo San José. Castro used the rancho for cattle, sheep, and horse grazing and laid out twelve blocks that would later become

downtown Hayward. By the second half of the 19th century, Castro was forced to sell off his land to pay off gambling debts and the area was transformed from large cattle ranches to small-scale dry-farmed crop fields, orchards, and an expanded town center.

Archaeological Resources

Based on the location of proposed water and sewer rehabilitation, Water Locations 1, 4, and 11 were identified for further evaluation in the Archaeological Sensitivity Assessment due to their proximity to San Lorenzo Creek. In addition, Sewer Locations 2 and 3 were identified for further study based on their proximity to a previously recorded Native American archaeological site, Sewer Location 9 was identified for its location in the vicinity of the historic Castro homestead, and Sewer Locations 11, 12, and 14 were identified for further study based on their proximity to an informal Native American resource. According to the Archaeological Sensitivity Assessment prepared for the project, no resources were previously recorded within the project locations. However, seven archaeological resources were recorded within 0.25-mile of the project locations. In addition, four previous studies were reported within the project locations.

Native American Archaeological Sensitivity

Water improvement locations 1, 4, and 11 were determined to be sensitive for Native American archaeological resources due to presence of Holocene age alluvial soils and proximity to a previously recorded Native American archaeological site.

Of the sewer improvement locations identified for further study, four (Locations 2, 3, 9, and 11) were determined to be sensitive for Native American archaeological resources.[12] Locations 2, 3, and 9 were determined to be sensitive due to the underlying presence of Holocene soils and proximity to previously identified Native American archaeological sites. Location 11 was determined to be sensitive based on its proximity to the historic alignment of Ward Creek and a potential Native American habitation site. The remaining two locations (12 and 14) were determined not to be sensitive for archaeological resources due to the slope, age of underlying soils, and distance from known archaeological resources.

Historic-Era Archaeological Sensitivity

A review of historic aerial photos and historic maps of the proposed water and sewer improvement locations was conducted to evaluate their sensitivity for buried historic-era archaeological resources. All of the water and sewer locations were previously used for agricultural purposes and as roads with no previously developed structures. Therefore, they are not sensitive for historic-era archaeological resources.

[12] No rehabilitations are proposed at Sewer Location 11.

Historical Resources

A records search revealed that there are no recorded historic resources within the identified sewer and water improvement locations. However, there are 40 historic-age structures within 1/8-mile radius of the site, including 10 adjacent to sewer Location 3. The adjacent historic-age structures are described in Table 4.5-1 below.

Table 4.5-1: Historic-Age Structures near Project Locations

Address	Description	Status	Nearest Location	Distance (feet)
1349 A Street	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	217
1340 A Street	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	490
1332 and 1334 A Street	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	351
1328 A Street	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	555
1229 Russell Way	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	552
22441 Dole Way	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	184
1296 A Street	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	170
1292 A Street	Single-family residence	Not eligible for NR; not evaluated for CR	Sewer 3	617
Source: Archaeological/Historical Consultants, Inc. *Archaeological Sensitivity Assessment, City of Hayward Water and Sewer Line Replacement.* August 2025.				

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The project locations consist of existing roadways and public rights-of-way citywide. As noted in Section 4.5.1.2 Existing Conditions, several project locations are adjacent to historic-age structures. However, none of these structures are listed or eligible for listing on a historic resources inventory and no existing structures are present within the proposed water and sewer improvement locations. The project would not involve construction of new above ground structures that would affect, directly or indirectly, the significance of nearby historic resources. Therefore, the project would not result in a substantial change in the significance of a historical resource. **(No Impact)**

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

None of the water or sewer locations were identified as having sensitivity for historic-era archaeological resources. As noted in Section 4.5.1.2 Existing Conditions, Water Locations 1, 4, and 11 and Sewer Locations 2, 3, 9, and 11 are sensitive for Native American archaeological resources.[13] Therefore, project-related ground disturbing construction activities at these locations could result in impacts to previously unrecorded archaeological resources.

Impact CUL-1: Ground disturbing construction activities at Water Locations 1, 4, and 11 and Sewer Locations 2, 3, and 9 could result in impacts to previously unrecorded archaeological resources.

Mitigation Measure: The following mitigation measures shall be implemented to reduce impacts to archaeological resources that may be present in the project locations.

MM CUL-1.1: Prior to the start of any ground-disturbing activities associated with the project (including but not limited to, demolition/excavation, grading, and utility trenching), a qualified archaeologist should prepare and submit a monitoring plan for the sensitive project alignments to the Director of Public Works & Utilities or their designee for approval.

MM CUL-1.2: A qualified archaeologist shall monitor construction activities in accordance with the monitoring plan. The archaeologist shall have authority to halt construction activities temporarily in the immediate vicinity of any unanticipated find until its significance can be assessed. After observing a representative sample of ground-disturbing activity, the archaeologist may recommend that monitoring move to a part-time or intermittent schedule.

[13] No rehabilitations are proposed at Sewer Location 11.

MM CUL-1.3: If evidence of an archaeological site or other suspected cultural resources as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Director of Public Works & Utilities or their designee shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City's Director of Public Works shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-1.4: If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Director of Public Works & Utilities or their designee prior to project closeout. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.

With implementation of MM CUL-1.1 through MM CUL-1.4, any impacts to previously unrecorded archaeological resources would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

As described above, there are no recorded archaeological resources on-site, including human remains. In the unlikely event human remains are unearthed during construction, the project would be required to implement the following Standard Conditions of Approval pursuant to the City's Historic Preservation Ordinance and Public Resources Code Sections 5097 and 5097.98.

Standard Condition of Approval: The project would be required to implement the following condition to ensure potential impacts to buried human remains are less than significant:

- If human remains are discovered during project construction, all ground disturbing activity within 100 feet of the remains shall be halted and the City's Director of Public Works and the Alameda County Coroner shall be notified immediately, in accordance with Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American,

the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Hayward shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Hayward, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

With implementation of the above Standard Conditions of Approval, any potential impacts to unrecorded human remains would be less than significant. **(Less than Significant Impact)**

4.6 Energy

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO-S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, was approved on September 16, 2022, and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan, identify and recommend measures to achieve these policy goals, and implement strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately

every three years.[14] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[15]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Local

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to energy and are applicable to the proposed project.

Policy	Description
NR-4.1	Energy Efficient Measures. The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.
NR-4.3	Efficient Construction and Development Practices. The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the lifecycle of a structure.

Hayward Climate Action Plan

In January 2024, Hayward City Council adopted the latest update to the Hayward Climate Action Plan. The plan aims to make Hayward a more environmentally and socially sustainable community by reducing greenhouse gas (GHG) emissions. Hayward's GHG reduction goals include:

- 20 percent below 2005 baseline emissions levels by 2020
- 30 percent below 2005 baseline emissions levels by 2025
- 55 percent below 2005 baseline emissions levels by 2030
- Work with the community to develop a plan that may result in the reduction of community-based GHG emissions to achieve carbon neutrality by 2045

[14] California Building Standards Commission. "California Building Standards Code." Accessed December 6, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[15] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed December 6, 2024. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency.

As of 2019, the City of Hayward has exceeded its goal of reducing GHG emissions 20 percent from 2005 baseline levels by 2020.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,882 trillion British thermal units (Btu) in the year 2022, the most recent year for which this data was available.[16] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,204 trillion Btu) for residential uses, 17 percent (1,193 trillion Btu) for commercial uses, 22 percent (1,539 trillion Btu) for industrial uses, and 43 percent (2,916 trillion Btu) for transportation.[17] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in Alameda County in 2022 was consumed primarily by the non-residential sector (69 percent), followed by the residential sector consuming 31 percent. In 2022, a total of approximately 10,395 gigawatt hours (GWh) of electricity was consumed in Alameda County.[18]

Ava Community Energy (Ava) is the electricity provider for Alameda County. Ava sources electricity and PG&E delivers it to customers over their existing utility lines. Ava customers can choose from two service options, Renewable 100, which provides electricity from 100 percent renewable energy sources (solar and wind).[19] Customers also have the option to enroll in Bright Choice, which sources energy from 49.4 percent renewable sources (small hydroelectric, solar, and wind).

Natural Gas

PG&E provides natural gas services within the City of Hayward. In 2024, California's natural gas supply came from a combination of in-state production and imported supplies from other western states and Canada.[20] In 2022, Alameda County used less than one percent of the state's total consumption of natural gas.[21]

[16] United States Energy Information Administration. "California State Energy Profile." Accessed March 21, 2025. https://www.eia.gov/state/print.php?sid=CA.
[17] Ibid.
[18] Ibid.
[19] Ava Community Energy. "Our Power Mix". Accessed August 14, 2024. https://avaenergy.org/our-power-mix/index.html
[20] California Gas and Electric Utilities. 2024 *California Gas Report.* Accessed January 15, 2025. https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf
[21] California Energy Commission. "Natural Gas Consumption by County." Accessed August 14, 2024. http://ecdms.energy.ca.gov/gasbycounty.aspx.

Fuel for Motor Vehicles

In 2024, California produced 105 million barrels of crude oil and in 2019, 15.4 billion gallons of gasoline were sold in California.[22, 23] The average fuel economy for new light-duty vehicles (motorcycles, cars, and light trucks/vans) in the United States has steadily increased from about 13 miles per gallon (mpg) in the mid-1970s to 27.1 mpg in 2023.[24] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026.[25,26]

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Construction of the project would consume energy during excavation, trenching, and paving. However, the project would not waste or use energy inefficiently. Construction processes are generally designed to be efficient in order to save money. That is, equipment and fuel are not

[22] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." Accessed March 21, 2025. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a

[23] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed March 21, 2025. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

[24] United States Environmental Protection Agency. "The 2024 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." November 2024. Accessed March 21, 2025. https://www.epa.gov/automotive-trends.

[25] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed August 14, 2024. http://www.afdc.energy.gov/laws/eisa.

[26] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed August 14, 2024. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026.

typically used wastefully on the site because of the added expense associated with renting the equipment, as well as maintenance and fuel. Compared to construction in outlying, undeveloped areas, the proposed project would save energy by constructing in an urbanized area that is proximate to roadways, construction supplies, and workers. In addition, construction of the proposed project includes several measures to improve the efficiency of the construction processes, including participating in the City's recycling construction and demolition materials program, restricting equipment idling times to five minutes or less, and requiring the project to post signs on-site reminding workers to shut off idling equipment (see discussion under Air Quality checklist question c). **(Less than Significant Impact)**

Operations

Operation of the proposed water and sewer infrastructure rehabilitations would not require the use of additional energy beyond what is already utilized for operation of the City's water and sewer system. **(Less than Significant Impact)**

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed in checklist question a) above, operation of the proposed water and sewer infrastructure rehabilitations would not require the use of additional energy beyond what is already utilized for operation of the City's water and sewer system. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

4.7 Geology and Soils

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code (CBC)

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to geology and soils and are applicable to the proposed project.

Policy	Description
HAZ-2.6	Infrastructure and Utilities. The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment.
HAZ-2.10	City Facilities. The City shall strive to seismically upgrade existing City facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall consider the relocation and/or reconstruction of facilities.
NR-6.4	Minimizing Grading. The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.
NR-6.5	Erosion Control. The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution.
NR-7.1	Paleontological Resource Protection. The City shall prohibit any new public or private development that damages or destroys a historically-or prehistorically-significant fossil, ruin, or monument, or any object of antiquity.
NR-7.2	Paleontological Resource Mitigation. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.

4.7.1.2 *Existing Conditions*

Regional Geology

Hayward is located on the eastern side of San Francisco Bay, a region of varied geographic composition and topography. Hayward contains three distinct geologic zones: (1) properties near the Bay in the western portion of the community (bay lands); (2) the primarily urbanized portion of the community below the elevation of 500 feet above sea level (bay plain); and (3) the Hayward

Hills, which are part of the Diablo Range and have an elevation of up to 1,500 feet, in the eastern portion of Hayward.[27]

Geologic materials beneath Hayward include bedrock, Bay Mud near estuarine areas, semi-consolidated and unconsolidated alluvium along streams and beneath flat-lying areas, colluvium on slopes derived from bedrock, and artificial fill (especially along the Bay margins).[28]

On-Site Geologic Conditions

Topography and Soils

The topography of the project locations is mostly flat with water and sewer locations east of Mission Boulevard having greater slopes. Soils beneath the project locations include Altamont Clay, 15 to 30 percent slopes, Botella loam, 0 to 2 percent slopes, Danville silty clay loam, 0 to 2 percent slopes, Diablo Clay, 9 to 15 percent slopes, Willows Clay, and Xerorthents-Los Osos complex, 30 to 50 percent slopes. These soils are primarily classified as alluvium with the exception of Zerorthents-Los Osos complex which is classified as residuum weathered from sedimentary rock on hills. Clay soils on the project locations have high expansion potential.

Groundwater

Groundwater depths in the City of Hayward range from less than five feet to more than 50 feet with shallower groundwater levels near San Francisco Bay and deeper groundwater levels near the Diablo Range. Seasonal fluctuations can be found around 20 to 50 feet or more in some areas. Because the City is near the San Francisco Bay, groundwater levels beneath the project locations vary given seasonal rainfall and tidal fluctuations.[29]

Seismicity and Seismic Hazards

There are several major fault zones present in the Bay Area. The Working Group on California Earthquake Probabilities has estimated that there is a 62 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2002 and 2031.[30] Water improvement location 13 and sewer improvement locations 9 and 18 are located within or adjacent to the Hayward Fault Alquist Priolo Fault Zone.[31]

Liquefaction

Liquefaction is a result of seismic activity characterized by the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. The project locations west

[27] City of Hayward. *Hayward 2040 General Plan Background Report.* January 2014. Page 9-2.
[28] Ibid.
[29] Haley Aldrich. *Draft Geotechnical Desktop Study 2024 Water and Sewer Line Replacement Project Hayward, California*. July 2024.
[30] Working Group on California Earthquake Probabilities. "Uniform California Earthquake Rupture Forecast (Version 3)." Accessed December 6, 2024. https://wgcep.org/
[31] Haley Aldrich. *Draft Geotechnical Desktop Study 2024 Water and Sewer Line Replacement Project Hayward, California*. July 2024.

of the Mission Boulevard and adjacent to San Lorenzo Creek are located within a liquefaction hazard zone.[32]

Landslides and Lateral Spreading

The potential for landslides or downslope movement is dependent on slope geometry, subsurface soils, and groundwater conditions, prior slope behavior, and severity of ground shaking. Sewer improvement Location 14 is located in a landslide hazard zone.[33]

Paleontological or Geological Features

Most of Hayward is located on Quaternary sedimentary deposits which are from the most recent geologic periods dating back to 1.6 million years ago and have low potential to contain paleontological resources. However, some of eastern Hayward is located on sedimentary rocks from the Mesozoic period dating back to 245 million years ago, when dinosaurs inhabited the earth and therefore, may contain paleontological resources. There are no known paleontological resources or unique geologic features on the project locations.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– 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)?	☐	☐	☒	☐
– Strong seismic ground shaking?	☐	☐	☒	☐
– Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
– Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

[32] Ibid.

[33] California Department of Conservation. *Landslide Hazards in the Hayward Quadrangle and Parts of the Dublin Quadrangle, Alameda and Contra Costa Counties, California.* Map No. 37. 1995.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

Fault Rupture

As discussed in Section 4.7.1.1, the project locations are not located within an Alquist Priolo Fault zone, with the exception of water improvement Location 13 and sewer improvement Locations 9, 18, which are located in or near the Hayward Fault Alquist Priolo Fault Zone. Consistent with General Plan Policies HAZ-2.10, the project involves seismic upgrades to existing City infrastructure that does not meet current building code standards. In addition, the project would include design features to mitigate potential fault displacement impacts and restore service in the event of a major fault displacement event, consistent with HAZ-2.6. For these reasons, the project would not directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

Seismic Ground Shaking

As discussed in Section 4.7.1.2 Existing Conditions above, the project locations are in a seismically active region and would be subject to strong seismic ground shaking and seismic-related ground failure, including liquefaction in the event of a large earthquake. The Hayward Fault is located within the project locations along Mission Boulevard. The intensity of ground shaking on-site would

depend on the characteristics of the fault, distance from the fault, the earthquake magnitude and duration, and site-specific geologic conditions. The City requires project to comply with the most recent CBC (Title 24, California Code of Regulations), which includes stringent construction requirements for project in areas of high seismic risk based on numerous inter-related factors. Compliance with the applicable CBC sections would ensure that the potential impacts associated with ground shaking would be less than significant.

Liquefaction

The project locations west of the Mission Boulevard and adjacent to San Lorenzo Creek are located within a liquefaction hazard zone. A site-specific, design-level geotechnical report would be prepared prior to construction in order to ensure project safety and compliance with state policies and General Plan Policy HAZ-2.2.

Landslides

As discussed in Section 4.7.1.2 Existing Conditions, the project locations are not within a landslide hazard zone, with the exception of sewer improvement Location 14. The project would involve rehabilitations of underground utilities within existing public rights-of-way and roads. No buildings are proposed that would be subject to landslide hazards. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

With compliance to City and state engineering requirements, the proposed project would not directly or indirectly cause potential substantial adverse effects related to fault rupture, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides. **(Less than Significant Impact)**

b) Would the project result in substantial soil erosion or the loss of topsoil?

The project locations are relatively flat and currently developed with existing roadways with limited landscaping. Construction of the project would involve ground disturbing activities such as excavation and trenching. Such work would increase the potential for erosion from wind or stormwater runoff. As discussed in Section 4.11 Hydrology and Water Quality, the project would not include construction activities within or adjacent to a creek or river and the project would be required to adhere to the National Pollutant Discharge Elimination System (NPDES) requirements and implement construction sediment and erosion control measures as a Standard Condition of Approval. Implementation of this Standard Condition of Approval would avoid soil erosion and would not cause a significant loss of topsoil. **(Less than Significant Impact)**

c) Would the project 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?

As discussed in Section 4.7.1.2 Existing Conditions, and under checklist question a) above, the project locations west of the Mission Boulevard and adjacent to San Lorenzo Creek are located within a liquefaction hazard zone and sewer improvement Location 14 is located within a landslide hazard zone. With implementation of the standard engineering and seismic safety design techniques outlined in the CBC, the project would not exacerbate existing geologic hazards on-site. Therefore, the project would not result in impacts related to locations on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in geological hazards. **(Less than Significant Impact)**

d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?

Expansive soils can affect buildings and structures due to fluctuations in volume when saturated. On-site soils have high expansion potential. The proposed project does not include construction of any new structures. The project would be designed and constructed in accordance with the required design-level geotechnical report (refer to Checklist Question a) and adhere to engineering recommendations during construction which would ensure the proposed water and sewer rehabilitations would address the expansive soils on-site. For these reasons, the proposed project would not create substantial direct or indirect risks to life or property due to the expansive soils underlying the site. **(Less than Significant Impact)**

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would rehabilitate underground water and sewer infrastructure. Septic tanks or alternative wastewater disposal systems are not proposed by the project. Therefore, the project would not result in impacts due to soils incapable of adequately supporting such a system. **(No Impact)**

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

The project locations are not known to contain any subsurface paleontological resources or unique geological features. Although unlikely, grading of the project locations could result in the disturbance of previously undiscovered paleontological resources. Consistent with General Plan

Policy NR-7.2, the project would be required to implement a Standard Condition of Approval to avoid impacts to paleontological resources.

Standard Condition of Approval: The project would be required to implement the following conditions to ensure potential impacts to unrecorded paleontological resources are less than significant:

- Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City's Director of Public Works shall be notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

With implementation of the above Standard Condition of Approval, impacts to undiscovered paleontological resources would be less than significant. **(Less than Significant Impact)**

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Greenhouse gases (GHG) are gases that trap heat in the atmosphere and regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities (anthropogenic). Natural and anthropogenic sources of GHGs are generally as follows:

- CO_2 exchange between the atmosphere, ocean, and land surface
- CO_2, CH_4, and N_2O are emitted from wildfires and volcanic eruptions
- CO_2 and N_2O are byproducts of fossil fuel combustion
- N_2O is associated with agricultural operations such as fertilization of crops
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. Per the 2022 Scoping Plan from CARB, atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year, which will result in increased global temperatures.[34] The climate within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

[34] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 3.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32 and State Bill 32

Under the California Global Warming Solutions Act, known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to accelerate 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

2022 Scoping Plan

On December 15, 2022, CARB approved the 2022 Scoping Plan. The 2022 Scoping Plan provides a sector-by-sector guide on how to reduce man-made (i.e., anthropogenic) GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 over a 25-year horizon.[35] The primary focus of the 2022 Scoping Plan is to reduce the usage of fossil fuels by electricizing the transportation sector, procuring electricity from renewable resources, phasing out natural gas in land use developments, and building transit-oriented communities that encourage multi-modal transportation. If implemented successfully, the 2022 Scoping Plan would not only reduce GHG emissions but also reduce smog-forming air pollution (NO_x) by 71 percent and reduce fossil fuel demand by 94 percent. The 2022 Scoping Plan also details natural carbon capture and storage process along with mechanical carbon capture programs to address the remaining 15 of anthropogenic GHG emissions that will remain post-2045. To meet these goals, CARB also includes a revised goal of reducing state GHG emissions 48 percent below 1990 levels by 2030.

Senate Bill 375 and Plan Bay Area 2050

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

[35] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 5.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), the Air District, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

SB 100

SB 100, known as The 100 Percent Clean Energy Act of 2018, was adopted on September 10, 2018. The overall goal is to have all retail electricity sold in California be procured from 100 percent renewable and zero-carbon resources by the year 2045. SB 100 also modified the renewables portfolio standard to 50 percent by 2025 and 60 percent by 2030.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, was approved on September 16, 2022 and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and implement strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

California Building Standards Code – Title 24 Part 11

The CALGreen Code is part of the California Building Standards Code under Title 24, Part 11.[36] The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 CALGreen Code) was effective as of January 1, 2023.

[36] California Department of General Services. "California Building Standards Commission." Accessed December 9, 2024. https://www.dgs.ca.gov/BSC/CALGreen.

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 Clean Air Plan prepared by the Air District includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

Air District CEQA Thresholds for Evaluating Climate Impacts from Land Use Projects and Plans

In April 2022, the Air District Board of Directors adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The report includes the Air District's thresholds of significance for use in determining whether a proposed project or plan will have a significant impact on climate change and provides substantial evidence to support these thresholds. The April 2022 GHG thresholds replace the GHG thresholds set forth in the May 2017 Air District CEQA Air Quality Guidelines and represent what is required of new land use development projects and plans to achieve California's long-term climate goal of carbon neutrality by 2045.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to GHG emissions and are applicable to the proposed project.

Policy	Description
LU-1.8	Green Building and Landscaping Requirements. The City shall maintain and implement green building and landscaping requirements for private- and public-sector developments to: • Reduce the use of energy, water, and natural resources • Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties • Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors • Encourage the use of durable, sustainably-sourced, and/or recycled building materials • Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste
NR-4.1	Energy Efficiency Measures. The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.
PFS-7.12	Construction and Demolition Waste Recycling. The City shall require demolition, remodeling and major new development projects to salvage or recycle asphalt and concrete and all other nonhazardous construction and demolition materials to the maximum extent practicable.

Hayward Climate Action Plan

In January 2024, Hayward City Council adopted the latest update to the Hayward Climate Action Plan. The plan aims to make Hayward a more environmentally and socially sustainable community by reducing greenhouse gas (GHG) emissions. Hayward's GHG reduction goals include:

- 20 percent below 2005 baseline emissions levels by 2020
- 30 percent below 2005 baseline emissions levels by 2025
- 55 percent below 2005 baseline emissions levels by 2030
- Work with the community to develop a plan that may result in the reduction of community-based GHG emissions to achieve carbon neutrality by 2045

As of 2019, the City of Hayward exceeded its goal of reducing GHG emissions 20 percent below 2005 baseline levels by 2020.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

The project locations are currently developed with existing utilities beneath public roads and rights-of-way. GHG emissions are limited to emissions generated by pumps for water pipes as the sewer system is gravity fed.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed project would rehabilitate existing water and sewer infrastructure. The water and sewer infrastructure serves existing and planned growth within the City of Hayward. GHG emissions would be generated during construction activities at the project locations, including trenching, grading, and paving. Construction equipment and trucks using diesel and other fuels would be the primary source of GHG emissions. These emissions would be temporary and would not represent an on-going source of GHG emissions in the area. After project completion, maintenance activities and operation of the sewer and water infrastructure would not generate substantial new GHG emissions from maintenance and operation. **(Less than Significant Impact)**

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

As noted in Section 4.8.1.2 Existing Conditions, the City of Hayward's CAP was adopted in January 2024 and includes a number of policies applicable to the proposed project which would reduce GHG emissions associated with the project. These measures and the projects' consistency with them are discussed in Table 4.8-1 below.

Table 4.8-1: Climate Action Plan Consistency

Policy	Description	Consistency
SW-2	Increase communitywide overall landfill diversion of waste to 75 percent by 2030 and 85 percent by 2045.	The proposed water and sewer rehabilitation projects would not generate solid waste during operation. During construction, the project would comply with City waste diversion requirements. Therefore, the project would be consistent with this measure.
WW-1	Reduce water consumption by 15 percent by 2030 and maintain it through 2045.	The project proposes replacement of existing water lines with new lines that meet current code requirements throughout the City. The new water lines would be more efficient than the existing lines as they would comply with current code requirements and less prone to leaks. As a result, less water would be lost through seepage into the surrounding soils. For these reasons, the project would be consistent with this measure.

For the reasons discussed in the table above, the project would be consistent with all applicable measures of the City of Hayward's Climate Action Plan and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[37]

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[38]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[39]

[37] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed May 11, 2020. https://www.epa.gov/superfund/superfund-cercla-overview.
[38] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed May 11, 2020. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[39] California Environmental Protection Agency. "Cortese List Data Resources." Accessed May 28, 2020. https://calepa.ca.gov/sitecleanup/corteselist/.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Alameda County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA began phasing out use of friable asbestos products in 1973 and issued a ban in 1978 on manufacture, import, processing, and distribution of some asbestos-containing products and new uses of asbestos products.[40] The EPA is currently considering a proposed ban on on-going use of asbestos.[41] National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

Local

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to hazards and hazardous materials and are applicable to the proposed project.

[40] United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Accessed April 19, 2022. https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos
[41] Ibid.

Policy	Description
HAZ-1.1	Multi-Jurisdictional Local Hazards Mitigation Plan. The City shall coordinate with regional and local agencies to implement the Multi-Jurisdictional Local Hazards Mitigation Plan for the San Francisco Bay Area.
HAZ-1.2	Plan Implementation and Monitoring. The City shall monitor and evaluate the success of Multi-Jurisdictional Local Hazards Mitigation Plan, including the local strategies provided in the Hayward Annex. The City shall ensure that strategies are prioritized and implement through the Capital Improvement Program.
HAZ-6.1	Hazardous Materials Program. The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Waste Management Program, which includes: • Hazardous Materials Release Response Plans and Inventories; • California Accidental Release Prevention (CalARP) Program; • Underground Storage Tank (UST) Program; • Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans; • Hazardous Waste Generator Program; • On-site Hazardous Waste Treatment Program • California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).
HAZ 6.2	Site Investigations. The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community.
HAZ-6.7	Agency Coordination. The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.

Hayward Executive Airport Land Use Compatibility Plan

The project locations are within the jurisdiction of the Hayward Executive Airport Land Use Compatibility Plan (ALUCP). The ALUCP identifies potential conflicting land uses within the Airport Influence Area (AIA).

4.9.1.2 *Existing Conditions*

Hazardous Materials Use, Storage, and Transport

Similar to most urban communities, Hayward contains a wide range of industries that use, store, and transport hazardous materials and generate hazardous waste. Many products containing hazardous chemicals also are routinely used and stored in homes. Hazardous materials in various forms can cause death, serious injury, long-lasting health effects and damage to the environment. These products also are shipped daily on the nation's highways, railroads, and roadways. Major transportation routes used to transport hazardous materials within Hayward include I-880, I-580, SR 92, SR 238 (Mission Boulevard), and Union Pacific Railroad lines. Local roadways are also used to transport materials from these major routes to various businesses and institutions.

The locations of facilities that use hazardous materials are distributed throughout the City of Hayward within industrial, light industrial, and commercial areas.

Existing Contamination

Much of Hayward was previously used for agricultural purposes. As a result of this previous agricultural use, contamination of soils with residual pesticides is common throughout the City. In addition, other historic uses throughout the City such as industrial and commercial uses have contributed to contamination of groundwater and soils throughout the City due to past spills, leaks, and accidents involving hazardous materials. Sites with known sources of current and historic contamination in Hayward include leaking underground storage tank and voluntary clean-up sites. In the vicinity of the proposed sewer and water locations, there are four active hazardous materials clean-up sites. These sites are described in detail in Table 4.9-1 below.

Table 4.9-1: Off-Site Sources of Contamination

Address	Proximity to Nearest Project Location	Description	Current Status
73 West Jackson Street (Jackson Street Lumber Company)	Adjacent to north of Water Location 10	In 1979, the road on-site was oiled for dust control using waste oil that contained metals. The road was paved and a no further action status was granted on June 27, 1994.[1]	Open - No Further Action
27501 Loyola Avenue (Shell Station Redevelopment)	Adjacent to west of Water Location 8	Site was historically used as a commercial gas station and contained underground storage tanks (UST). The USTs were removed. Regulatory oversight was established during site redevelopment with single-family residences. Impacted groundwater, soil, and soil vapor are down gradient from site.	Open
24773 Mission Blvd.	105 feet west of Sewer Location 14	In 1988, two USTs were removed from the site. Soil and groundwater were impacted by petroleum hydrocarbons.	Open - Remediation
898 A Street (Former Unocal Station 6049)	900 feet east of Sewer Location 9	Site is operated as a gas station and contains two USTs. Oversight transferred to Regional Board.	Open – Site Assessment

Source:

[1] Department of Toxic Substances Control. EnviroStor Database, Jackson Street Lumber Company (01240033). Accessed March 6, 2025.

Other Hazards

Airports

Hayward Executive Airport is the nearest airport to the project locations. Sewer Locations 13 and 19 are located within the Airport Influence Area of Hayward Executive Airport. Sewer Location 13 is

located within the 60 dBA noise contour and Sewer Location 19 is located within the 50 dBA noise contour.[42]

Wildland Fire Hazards

CalFire is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project locations are not located within an FHSZ.[43]

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

[42] County of Alameda. *Airport Land Use Compatibility Plan for Hayward Executive Airport*. August 2012. Figure 3-3.
[43] CalFire. *Alameda County Fire Hazard Severity Zones in State Responsibility Area (SRA)*. Map. Adopted November 21, 2022. https://osfm.fire.ca.gov/-/media/OSFM%20Website/What%20We%20Do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map-2022/fire-hazard-severity-zones-maps-2022-Files/fhsz_county_sra_11x17_2022_alameda_ada

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

The proposed project would involve rehabilitation of existing water and sewer infrastructure. Construction of the project would involve the use of materials that are generally regarded as hazardous, such as gasoline, hydraulic fluids, and other similar materials. Operation of the project would not transport, use or dispose of hazardous materials. **(No Impact)**

b) Would the project 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?

Construction

Construction of the proposed water and sewer rehabilitations would require site preparation and excavation. As discussed in Section 4.9.1.2 Existing Conditions, the project would occur in proximity to four active clean-up sites. Two of the four sites are located downgradient from the project locations and one (898 A Street) is located 900 feet east of the project locations. Based on the location of these sites, downgradient and distant from the project locations, ground disturbing construction activities associated with the proposed project would not result in a hazard to the public or the environment due to upset or accident conditions involving the release of hazardous materials into the environment. The site at 73 West Jackson Street was remediated and no further action status was granted on June 27, 1994. Due to the satisfactory cleanup of that site and length of time that has passed since a no further action status was granted, project construction would not result in a release of hazardous materials associated with the Jackson Street site (Water Location 10).**(Less than Significant Impact)**

Operations

Operation of the proposed sewer and water rehabilitations would transport sewage and water in pipes beneath the ground and would not create a significant hazard to the public or the environment. As discussed in Section 3.2.1 and Section 3.2.2, the project would replace existing aging pipes with new pipes designed to withstand potential disruption and corrosion, improving the safety of the pipes. For these reasons, implementation of the project would not result in a release

of hazardous materials into the environment due to upset or accident conditions. **(Less than Significant Impact)**

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are several schools located within 0.25 miles of the project locations including Mt. Eden High School, Chabot College, Cherryland, Schafer Park, and Shepherd Elementary Schools. As discussed under checklist question b) above, although the project would occur in proximity to active hazardous materials cleanup sites, based on the location of these sites and the contaminated media present, construction activities associated with the proposed project would not result in release of hazardous materials during construction. Furthermore, the operation of the proposed project would transport sewage and water in pipes below ground and would not emit hazardous materials or handle hazardous or acutely hazardous materials, substances or waste. **(Less than Significant Impact)**

d) Would the project 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?

None of the identified water or sewer locations is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. **(No Impact)**

e) If 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 or excessive noise for people residing or working in the project area?

The project would include sewer rehabilitations within two miles of Hayward Executive Airport.[44] Unlike a residential project, the project would not introduce people or develop tall structures on any site that could pose hazards to aircrafts. The project, therefore, would not expose people to airport-related safety hazards. **(No Impact)**

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

During construction, the project would implement standard best management practices to maintain efficiency of public services such as covering trenches and bore holes during off-hours of construction. The project contractor would submit specific traffic control plans for work in all streets. Additionally, Caltrans would require a traffic control plan prior to issuance of an encroachment permit for projects within Caltrans right-of-way. The traffic control plan would

[44] Sewer Locations 13 and 19 are located within the airport influence area of Hayward Executive Airport.

ensure adequate access through the project locations. As such, the proposed project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project would involve sewer and water infrastructure rehabilitations throughout the City. Construction of the project would take place within existing previously developed roads and public rights-of-way located in urbanized areas with low fire risks. As such, the project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project locations are within the jurisdiction of the San Francisco Bay RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.[45]

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit

[45] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed September 2, 2022. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to hydrology and water quality and are applicable to the proposed project.

Policy	Description
HAZ-4.4	FIRM Maps. The City shall strive to provide updated Flood Insurance Rate Maps that reflect rising sea levels and changing flood conditions.
NR-6.4	Minimizing Grading. The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.
NR-6.5	Erosion Control. The City shall concentrate new urban development in areas that are the last susceptible to soil erosion into water bodies in order to reduce water pollution.
NR-6.6	Stormwater Management. The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.
NR-6.7	Toxic Metal Waste Remediation. The City shall protect Baylands by ensuring that proper measures are in place to safely remove toxic metals in sewage prior to disposal.
NR-6.8	NPDES Permit Compliance. The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.
NR-6.9	Water Conservation. The City shall require customers to actively conserve water year-round, and especially during drought years.
NR-6.10	Water Recycling. The City shall support efforts by the regional water provider to increase water recycling by residents, businesses, non-profits, industries, and developers, including identifying methods for water recycling and rainwater catchment for indoor and landscape uses in new development.

Policy	Description
NR-6.13	Water Recycling Program Advocacy. The City shall coordinate with the East Bay Municipal Utility District and the Hayward Area Recreation and Park District to advance water recycling programs, including using treated wastewater to irrigate parks, golf courses, and roadway landscaping and encouraging rainwater catchment system-wide and greywater usage techniques in new buildings.

City of Hayward Stormwater Management and Urban Runoff Control Ordinance

The City's Stormwater Management and Urban Runoff Control Ordinance (Article 11.5 of the HMC) is intended to protect and enhance the water quality of watercourses, water bodies, and wetlands in a manner pursuant and consistent with the Clean Water Act and the current MRP NPDES Permit. The ordinance requires projects to implement stormwater treatment measures to reduce water quality impacts of urban runoff and to implement the City's Construction Best Management Practices (BMPs).

East Bay Plain Subbasin Groundwater Sustainability Plan

In January 2022, the City of Hayward City Council adopted a Groundwater Sustainability Plan (GSP) for the East Bay Plain Subbasin. The East Bay Plain Subbasin Groundwater Sustainability Plan creates the framework for sustainable management of groundwater in the EBP Subbasin. The East Bay Municipal Utility District (EBMUD) and the City of Hayward are the water providers that lie atop the subbasin and became the exclusive groundwater sustainability agencies for the portions of the EBP Subbasin located beneath their service areas and have jointly prepared this GSP that meets the regulatory requirements listed in California Code of Regulations Title 23, Section 354 (Groundwater Sustainability Plans, Plan Contents).

4.10.1.2 *Existing Conditions*

Stormwater

The project locations are within the Old Alameda Creek, Hayward Creek, Lower Sulphur Creek, and San Lorenzo Creek watersheds, which all generally flow from the Diablo Range to the San Francisco Bay.[46]

The project locations are currently developed with existing paved roadways and public rights-of-way. All project locations are paved with impervious surfaces.

Groundwater

The City of Hayward is located in the Santa Clara Valley Groundwater Basin.[47] The project locations are within the East Bay Plain Subbasin. The East Bay Plain Subbasin is bounded by the San Francisco

[46] Alameda County Flood Control & Water Conservation District. Interactive Map: Alameda County Watersheds. Accessed October 23, 2024. https://acfloodcontrol.org/the-work-we-do/resources/#explore-watersheds
[47] City of Hayward. *Hayward 2040 General Plan Draft EIR.* January 30, 2014. Page 13-1.

Bay in the north and the west, the Hayward Fault Zone to the east and the Nile Cones Subbasin to the south. The City of Hayward acts as the Groundwater Sustainability Agency (GSA) for the portion of the East Bay Plain Subbasin that includes the project locations.[48]

Based on the geotechnical study prepared for the project, groundwater in the vicinity of the project locations ranges from five to 50 feet bgs.[49]

Flood Hazards

None of the water rehabilitation locations are within a special hazard flood zone. Sewer rehabilitation Location 5 is located in zone AO and Sewer Location 15 is in Zone AE.[50] Flood Zone AO is defined as a river or stream flood hazard area with one percent or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from one to three feet.[51] Flood Zone AE is defined as the base flood plain where base flood elevations are provided.[52]

Seiches, Tsunamis, and Mudflow Hazards

The project locations are not within a tsunami inundation area.[53] There are no lakes or other bodies of water within the vicinity of the project locations that would be subject to seiches.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

[48] East Bay Municipal Utility District and the City of Hayward. East Bay Plain Subbasin Sustainable Groundwater Management – Draft Stakeholder Communication and Engagement Plan. February 2018. https://www.hayward-ca.gov/sites/default/files/Draft%20C%26E%20Plan_022718.pdf

[49] Haley Aldrich. *Draft Geotechnical Desktop Study 2024 Water and Sewer Line Replacement Project Hayward, California*. July 2024.

[50] Federal Emergency Management Agency (FEMA). *Flood Insurance Rate Maps 06001C0286G, 06001C0289G*. Effective August 3, 2009.

[51] FEMA. "Zone AO." Last updated April 20, 2023. https://www.fema.gov/about/glossary/zone-ao#:~:text=River%20or%20stream%20flood%20hazard,are%20shown%20within%20these%20zones.

[52] FEMA. "Zone AE." Last updated April 20, 2023. https://www.fema.gov/about/glossary/zone-ae

[53] California Department of Conservation. California Tsunami Maps and Data. Accessed October 23, 2024. https://www.conservation.ca.gov/cgs/tsunami/maps

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
– result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
– impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

Construction activities (e.g., trenching, jack and bore/microtunneling) in the project locations may result in temporary impacts to surface water quality. When disturbance of underlying soils occurs, the surface runoff that flows across the site may contain sediments that are discharged into the storm drainage system. Construction of the proposed project would disturb more than one acre and would therefore be required to comply with the NPDES General Permit for Construction Activities. All development projects in Hayward are required to comply with the City's Municipal Stormwater

Management and Urban Runoff Control Ordinance. This ordinance requires that all projects include construction best management practices (BMPs) to prevent stormwater pollution.

Pursuant to City requirements, the following Standard Conditions of Approval would be required during construction to reduce potential construction-related water quality impacts.

Standard Condition of Approval: The project would be required to implement the following construction BMPs as part of the SWPPP prepared for the project to ensure construction-related water quality impacts are less than significant.

- Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project locations prior to: 1) start of the rainy season; 2) site dewatering activities; or 3) street washing activities; and 4) saw cutting asphalt or concrete, or to retain any debris or dirt flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash.
- Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project locations that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill.
- Never clean machinery, tools, brushes, etc., or rinse containers into a street, gutter, storm drain or stream. See "Building Maintenance/Remodeling" flyer for more information.
- Ensure that concrete/gunite supply trucks or concrete/plaster finishing operations do not discharge wash water into street gutters or drains.
- The contractor shall immediately report any soil or water contamination noticed during construction to the City Fire Department Hazardous Materials Division, the Alameda County Department of Health and the Regional Water Quality Control Board.
- No site grading shall occur during the rainy season, between October 15 and April 15, unless approved erosion control measures are in place.
- Non-storm water discharges to the City storm sewer system are prohibited. Prohibited discharges include but are not limited to the following: polluted cooling water, chlorinated or chloraminated swimming pool water, hazardous or toxic chemicals, grease, animal wastes, detergents, solvents, pesticides, herbicides, fertilizers, and dirt. All discharges of material other than storm water must comply with a NPDES Permit issued for the discharge other than NPDES Permit No. CAS612008.

Compliance with the NPDES General Permit for Construction Activities and the City's BMPs would ensure that construction would not substantially degrade surface water or groundwater quality. **(Less than Significant Impact)**

Operations

The proposed project would involve in kind replacement of existing pavement within roadways and public rights-of-way citywide. Operation of the project would not result in a change in impervious

surfaces which could affect water quality. Therefore, the project would not substantially degrade surface water or groundwater quality. **(Less than Significant Impact)**

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Although Hayward does not use groundwater as a regular water supply, the City maintains groundwater wells that are critical to the City's ability to provide water service during an earthquake or other water supply emergency. Given that the project locations are currently developed almost entirely with impervious surfaces, the locations are not considered an important groundwater recharge zone. The project would not result in a change in impervious surface area; therefore, it would not result in a change in the opportunity for groundwater recharge.

The project would involve rehabilitation of existing water and sewer infrastructure and would not use groundwater. The project locations would require excavation to a maximum depth of six feet bgs for the water rehabilitations and 22 feet bgs for the sewer rehabilitations. Given that groundwater is located approximately five feet bgs near San Francisco Bay to 50 feet bgs near the Diablo Range, temporary dewatering may be required during construction. However, as discussed under checklist question a) above, the project would comply with the NPDES General Permit for Construction Activities including measures to minimize dewatering during construction. With compliance with the NPDES General Permit for Construction Activities, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

The proposed project would involve rehabilitation of existing water and sewer infrastructure and in-kind replacement of existing pavement within roadways and public rights-of-way citywide. The operation of the project would not result in a change in impervious surfaces or the existing drainage pattern. Therefore, the project would not substantially alter the existing drainage pattern of the site or area. **(No Impact)**

d) Would the project risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones?

As noted in Section 4.10.1.2 Existing Conditions above, the project locations are not located in a tsunami or seiche hazard zone. With the exception of Sewer Locations 5 and 15 which are located within flood zone AO and AE, respectively, none of the project locations are within a special hazard flood zone. As discussed in Section 4.9 Hazardous Materials, the project would comply with federal and state law to reduce potential risk of release of these pollutants, including during flood events. For these reasons, the project would not result in a release of pollutants due to project inundation. **(Less than Significant Impact)**

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

In January 2022, the City of Hayward City Council adopted a Groundwater Sustainability Plan for the East Bay Plain Subbasin. The Groundwater Sustainability Plan identifies the need for planning and specialized studies, ongoing monitoring of groundwater levels within the subbasin, and installation of new groundwater facilities. The project locations are not located within an identified recharge zone. Furthermore, as discussed in Checklist Questions a) and b) above, through implementation of construction BMPs, the project would be consistent with the City's Stormwater Management and Urban Runoff Control Ordinance and would not result in water quality impacts. For these reasons, the project would not conflict with implementation of a water quality or groundwater management plan. **(Less than Significant Impact)**

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to land use and planning and are applicable to the proposed project.

Policy	Description
LU-1.10	Infrastructure Capacities. The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.
M-11.4	Rail Crossings. The City shall coordinate with the California Public Utilities Commission to address safety concerns and conflicts at at-grade rail crossings.
ED-6.9	Infrastructure and Utilities. The City shall encourage the construction and maintenance of utility, communications, and technology infrastructure that will help attract business and industry to the Hayward community.

4.11.1.2 *Existing Conditions*

The project locations are within existing public roads and rights-of-way throughout the City. No buildings are present within any of the project locations.

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Would the project physically divide an established community?

Examples of projects that have the potential to physically divide an established community include new freeways and highways, major arterial streets, and railroad lines. The project proposes rehabilitation of existing underground water and sewer infrastructure throughout the City. The

rehabilitation of underground infrastructure would not create a physical barrier that would divide an established community. **(No Impact)**

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Consistent with the General Plan, the project proposes to rehabilitate the existing utilities to provide better service to residents and businesses within the City. The proposed rehabilitations would be completed underground and would not conflict with existing or future land uses. Proposed fire hydrant rehabilitations would represent a minimal change from existing conditions and would not conflict with existing or future land uses. For these reasons, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that was adopted for the purpose of avoiding or mitigating an environmental effect. **(No Impact)**

4.12 Mineral Resources

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to mineral resources and are applicable to the proposed project.

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

4.12.1.2 *Existing Conditions*

According to the General Plan, the only designated mineral resource sector of regional significance within the City of Hayward was the La Vista Quarry. The La Vista Quarry was located east of Mission Boulevard and Tennyson Road and ceased operation prior to 2008 due to depletion of the accessible aggregate resource within the quarry.[54]

[54] City of Hayward. *Hayward 2040 General Plan Background Report.* January 2014. Page 7-109.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

The project locations are currently developed with public roads and median landscaping. No mining operations currently occur or have occurred on-site. The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

b) Would the project 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?

The only designated mineral resource recovery site identified within the City of Hayward was the La Vista Quarry. The La Vista Quarry ceased operations in 2008 when its mineral resource (aggregate) was depleted. Therefore, the project would not 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. **(No Impact)**

4.13 Noise

4.13.1 Environmental Setting

4.13.1.1 *Regulatory Framework*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[55] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

[55] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

4.13.1.2 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. These criteria can be applied to construction projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria

Land Use Category	**Groundborne Vibration Impact Levels (VdB inch/sec)**		
	Frequent Event	**Occasional Events**	**Infrequent Events**
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83
Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.			

State and Local

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to noise and are applicable to the proposed project.

Policy	Description
HAZ-8.13	Utilities. The City shall require the evaluation of public facilities (e.g., utility substations, water storage facilities, and pumping stations) to determine potential noise impacts on surrounding uses and identify appropriate mitigation measures.
HAZ-8.20	Construction Noise Study. The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.
HAZ-8.21	Construction and Maintenance Noise Limits. The City shall limit the hours of construction and maintenance activities to a less sensitive hours of the day (7:00 AM to 7:00 PM Monday through Saturday and 10:00 AM to 6:00 PM on Sundays and holidays)
HAZ-8.22	Vibration Impact Assessment. The City shall require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

4.13.1.3 *Existing Conditions*

The project locations are within existing public roads and rights-of-way throughout the City. No buildings are present within any of the project locations. The primary source of noise at the project locations is traffic noise from roadways in the project locations. Table 4.13-2 shows traffic noise levels on major roadways in the project locations.

Table 4.13-2: Existing Noise Levels on Major Roadways in Project Area

Roadway	From	To	General Plan 2040 Noise Level (CNEL, dB at 50 feet)
A Street	Mission Boulevard	4th Street	71-72
Carlos Bee Boulevard	Mission Boulevard	Tanglewood	65.6
Hesperian Boulevard	SR 92	Depot Road	73.5
Jackson Street	Santa Clara Street	Sycamore Avenue	73.1-73.5
Mission Boulevard	Carlos Bee Boulevard	A Street	71.8-73.0
SR 92	I-880	Jackson Street	80.8

Source: City of Hayward. *Hayward 2040 General Plan Draft EIR*. January 30, 2014. Page 15-15.

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

As noted in Sections 3.2.1 and 3.2.2, construction of the proposed water and sewer rehabilitations would occur within City right-of-way and would be completed in 11 days for every 1,000 feet of water pipe rehabilitated and in one to 13 days per sewer location, depending on the length of the pipe replaced. During this time, construction of both the water and sewer rehabilitations would occur between 7:30 AM and 4:30 PM Monday through Friday in all locations except those on Jackson Avenue, Hesperian Boulevard, and A Street where high peak hour traffic prohibits daytime construction. In these locations, construction would take place between 8:00 PM and 5:00 AM Monday through Friday.

Construction of the proposed water and sewer rehabilitations would generate noise with the highest noise levels occurring during demolition of the existing pavement and trenching. Table 4.13-3 shows the typical noise levels from proposed construction equipment.

Table 4.13-3: Typical Noise Levels from Construction Equipment

Equipment	Typical Noise Level at 50 Feet (dBA L_{eq})
Concrete/Industrial Saw	82.6
Excavator	76.7
Generator Set	77.6
Compactor	76.2
Flat Bed Truck	70.3

Source: Roadway Construction Noise Model. Accessed March 19, 2025.

As shown in Table 4.13-3, project construction would generate noise levels up to 82.6 dBA at 50 feet when equipment is in use. Due to the nature of the proposed project, noise from open trench construction activities would not occur adjacent to any one receptor for more than one day as equipment would be moved along a linear street as pipes and other infrastructure is removed and replaced. Construction noise associated with trenchless construction methods would be more centralized as equipment would be stationed in one location for the duration of the work before being moved to the next location. Although project-generated construction noise levels would exceed ambient levels in the vicinity of project locations (refer to Table 4.13-3), construction noise would be within typical maximum noise levels experienced during the day and night on roadways throughout the City.[56] Therefore, although the project would result in a temporary increase in noise levels during construction, these noise levels would not be considered substantial. **(Less than Significant Impact)**

Operations

The project would involve rehabilitation of existing underground utilities and fire hydrants. No new structures or noise-generating mechanical equipment (such as pump stations) are proposed. For these reasons, the proposed water and sewer rehabilitations would not generate perceptible operational noise level increases compared to existing conditions. **(Less than Significant Impact)**

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction of the proposed project, which is anticipated to take up to 11 days in each location for water rehabilitations and up to 13 days in each location for sewer rehabilitations, may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams, etc.) are used. Vibration generated during construction is not expected to damage buildings adjacent to the proposed utility rehabilitations. While perceptible, vibration levels during construction are not considered significant, given the intermittent and short duration of the activities that have the highest potential of producing vibration (use of equipment to remove and replace pavement). For

[56] Illingworth & Rodkin, Inc. *Mission Crossings Mixed-Use Project Environmental Noise and Vibration Assessment, Hayward, California.* February 23, 2017. Figure 4.

these reasons, the project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact)**

c) For a project located within the vicinity of a private airstrip or 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?

The project locations are outside the noise contour lines for aircraft activities at Hayward Executive Airport (i.e., the nearest airport), with the exception of Sewer Locations 13 and 19 which are within the 60 and 55 dBA contours, respectively. The proposed project would involve rehabilitation of existing water and sewer infrastructure. Unlike a residential project, the proposed water and sewer rehabilitations would not introduce sensitive receptors to the project area. For these reasons, the proposed project would not expose people to excessive noise levels from airport operations. **(No Impact)**

4.14 Population and Housing

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[57] The City of Hayward Housing Element and related land use policies were last updated in February 2023.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[58]

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

[57] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed December 6, 2024. http://hcd.ca.gov/community-development/housing-element/index.shtml.

[58] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

4.14.1.2 *Existing Conditions*

According to the last Census, the City of Hayward had a population of 162,954 in April 2020. As of May 2025, there are approximately 52,268 residential units in the City.[59] According to ABAG projections, Hayward's population is expected to grow to a total of 178,270 by 2040.[60]

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new housing units or commercial structures are proposed. Therefore, the project would not directly result in population growth. Although the project would increase the size and capacity of existing water and sewer infrastructure compared to existing conditions, these rehabilitations are designed to better accommodate existing demand and replace aging infrastructure. For these reasons, the project would not extend infrastructure such that it would indirectly induce unplanned population growth. **(Less than Significant Impact)**

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project locations are within existing roads and public right-of-way across the City. There are no existing housing units within the project locations. Therefore, the proposed project would not

[59] California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State 2020-2025. Accessed June 9, 2025. Available at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/

[60] Association of Bay Area Governments. "Projections 2040." Accessed July 23, 2024. Available at: http://projections.planbayarea.org/.

displace substantial numbers of existing people or housing, necessitating construction of replacement housing elsewhere. **(No Impact)**

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

Local

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to public services and are applicable to the proposed project.

Policy	Description
CS-2.4	Response Time for Priority 1 Calls. The City shall strive to arrive at the scene of Priority 1 Police Calls within 5 minutes of dispatch, 90 percent of the time.
CS-2.5	Police Equipment and Facilities. The City shall ensure that Police equipment and facilities are provided and maintained to meet modern standards of safety, dependability, and efficiency.
CS-3.2	Fire and Building Codes. The City shall adopt and enforce fire and building codes.
CS-4.12	Adequate Water Supply for Fire Suppression. The City shall require new development projects to have adequate water supplies to meet the fire suppression needs of the project without compromising existing fire suppression services to existing uses.

4.15.1.2 *Existing Conditions*

Fire Protection Services

The Hayward Fire Department (HFD) provides fire protection services throughout the City. The HFD staffs nine different stations housing nine engine companies and two truck companies.[61]

Police Protection Services

The Hayward Police Department (HPD) provides police protection services throughout the City. The HPD has a staff of 300, including sworn and professional personnel.[62] The HPD is headquartered at 300 West Winton Avenue.

Schools

The project locations are served by the Hayward Unified School District (HUSD). Water Location 8 is adjacent to Mt. Eden High School.

[61] Hayward Fire Department. "Stations." Accessed July 23, 2024. https://www.hayward-ca.gov/firedepartment/Stations

[62] Hayward Police Department. "Divisions." Accessed March 15, 2023. https://www.hayward-ca.gov/policedepartment/about

Parks

The City of Hayward contains more than 3,000 acres of parks and open space and features 20 miles of running and hiking trails. The City does not administer its own parks. Parks within the City are managed by the Hayward Area Recreation District (HARD) and the East Bay Regional Parks District (EBRPD).

Other Public Facilities

Libraries

The Hayward Public Library provides library services within the City of Hayward. The Hayward Public Library consists of two branch locations, the main library located at 888 C Street and the Weeks branch located at 27300 Patrick Avenue. Sewer Location 9 is adjacent to the main library and Sewer Location 23 is located adjacent to the Weekes branch library.

Community Centers

The HARD operates 11 community centers available for rent within its total jurisdiction, which includes all of the City of Hayward as well as some unincorporated communities of Castro Valley, San Lorenzo, Ashland, Cherryland, and Fairview.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	☐	☐	☐	☒
b) Police Protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other Public Facilities?	☐	☐	☐	☒

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

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. The project would not increase demand for fire protection services. For these reasons, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. **(No Impact)**

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

The project proposes rehabilitation to underground water and sewer infrastructure and replacement of existing fire hydrants throughout the City. The project would not increase demand for police protection services. For these reasons, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. **(No Impact)**

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

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new housing units or commercial structures are proposed. Therefore, the project would not increase demand for schools. For these reasons, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. **(No Impact)**

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

The project proposes rehabilitation of underground water and sewer infrastructure and replacement of existing fire hydrants throughout the City. No new housing units or commercial structures are proposed. Therefore, the project would not increase demand for parks. For these reasons, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. **(No Impact)**

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

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new housing units or commercial structures are proposed. Therefore, the project would not increase demand for libraries or community centers. For these reasons, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. **(No Impact)**

4.16 Recreation

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

Local

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to recreation and are applicable to the proposed project.

Policy	Description
HQL-10.2	Parks Standard. The City shall seek to increase the number of parks throughout the city by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents: • Two acres of local parks, • Two acres of school parks, • Three acres of regional parks, • One mile of trails and linear parks, and • Five acres of parks district-wide.

4.16.1.2 *Existing Conditions*

The City of Hayward contains more than 3,000 acres of parks and open space and features 20 miles of running and hiking trails. The City does not administer its own parks. Parks within the City are managed by the HARD and the EBRPD.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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?

The project proposes rehabilitation of underground water and sewer infrastructure and replacement of existing fire hydrants throughout the City. No new housing units or commercial structures are proposed. Therefore, the project would not increase the use of existing parks and recreational facilities. For these reasons, the project would not result in substantial physical deterioration of these facilities. **(No Impact)**

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?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new recreational facilities are proposed. The project would not increase demand for recreational facilities. For these reasons, the project would not require the construction or expansion of recreational facilities which might result in an adverse physical effect on the environment. **(No Impact)**

4.17 Transportation

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by the Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

Regional and Local

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Alameda County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Congestion Management Program

Alameda County oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital improvement element. Alameda County has review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to transportation and are applicable to the proposed project.

Policy	Description
M-1.1	Transportation System. The City shall provide a safe and efficient transportation system for the movement of people, goods, and services through, and within Hayward.
M-3.3	Balancing Needs. The City shall balance the needs of all travel modes when planning transportation improvements and managing transportation use in the public right-of-way.
M-3.11	Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.
M-4.1	Traffic Operations. The City shall strive to address traffic operations, including traffic congestion, intersection delays, and travel speeds, while balancing neighborhood safety concerns.
M-4.2	Roadway Network Development. The City shall develop a roadway network that categorizes streets according to function and type as shown on the Circulation Diagram and considering surrounding land use context.
M-4.3	Level of Service. The City shall maintain a minimum vehicle Level of Service E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distance or unacceptable crossing delays.
M-4.5	Emergency Access. The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.

City of Hayward Bicycle and Pedestrian Master Plan

On September 29, 2020, the Hayward City Council adopted the 2020 Bicycle and Pedestrian Master Plan (BPMP), which details the City's plan to establish a network of accessible, safe, and integrated bicycle and pedestrian facilities. The 2020 BPMP replaces and builds on the City's original 2007 Bicycle Master Plan with its inclusion of pedestrian-centered facilities and extensive public input. The new plan recommends a total of 153 miles of new bicycle facilities, including 32 miles of multiuse paths for both pedestrians and cyclists.

4.17.1.2 *Existing Conditions*

The project would occur within existing public roads and rights-of-way throughout the City. Roadways within which the project would occur include two-lane local roads, regional connectors, collectors, and arterials.

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. After construction, there would be no change to the transportation network or changes in traffic volumes. Therefore, the project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system including transit, roadways, bicycle lanes, and pedestrian facilities. **(No Impact)**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. After construction, there would be no change to the transportation network or changes in traffic volumes. Therefore, the project would not conflict with the City's VMT policy. **(No Impact)**

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. After construction, there would be no change in the transportation network. Therefore, the project would not result in increased hazards due to a geometric design feature or incompatible use. **(No Impact)**

d) Would the project result in inadequate emergency access?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. During construction, a minimum of one travel lane and street parking would be closed to allow for construction of the proposed rehabilitations. Emergency access would be maintained on all roads during construction. The project would implement standard best management practices to maintain efficiency of public services such as covering trenches and bore holes during off-hours of construction. The project contractor would also submit specific traffic control plans for work in all streets. Additionally, Caltrans would require a traffic control plan prior to issuance of an encroachment permit for projects within Caltrans right-of-way. The traffic control plan would ensure adequate access through the project locations during construction. After construction, there would be no change in the transportation network. Therefore, the project would result in less than significant impacts to emergency access. **(Less than Significant Impact)**

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a TCR, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a TCR or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

Hayward is situated within the historic territory of the Chochenyo Triblet of the Costanoan Indians (also known as the Ohlone).[63] Historic accounts suggest that the Native Americans may have had a village site along San Lorenzo Creek as well as temporary camps in its vicinity. The Costanoan aboriginal way of life disappeared by 1810 due to introduced diseases, a declining birth rate, and the impact of the Spanish mission system.[64]

As discussed in Section 4.5 Cultural Resources, no recorded archaeological resources were identified within the proposed water or sewer improvement locations. However, seven archaeological resources were recorded within 0.25-mile of the project locations. In addition, four previous studies were reported within the project locations.

[63] City of Hayward. *Hayward 2040 General Plan Background Report.* January 2014. Page 1-28.
[64] Ibid.

Based on soil, historic ecological data, and proximity to known resources, Water Locations 1, 4 and 11 and Sewer Locations 2, 3, 9, and 11[65] were determined to be sensitive for Native American archaeological resources.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

AB 52 provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Prior to the release of an Environmental Impact Report or Negative Declaration/Mitigated Negative Declaration for public review, a lead agency must provide the opportunity to consult with local tribes.

On March 2, 2016, the Ione Band of Miwok Indians requested AB 52 notification of projects in accordance with Public Resources Code Section 21080.3.1 subd(b). In addition, the Confederated Villages of Lisjan, a tribe that is traditionally and culturally affiliated with the geographic area of

[65] No improvements are proposed at Sewer Location 11.

Hayward, also has requested notification of projects pursuant to AB 52. Accordingly, AB 52 notification for this project was sent electronically to the Muwekma Ohlone Indian Tribe of the SF Bay Area, Costanoan Rumsen Carmel Tribe, Ohlone Indian Tribe, Confederated Villages of Lisjan Nation, North Valley Yokuts Tribe, Indian Canyon Mutsun Band of Costanoan, Rumsen Am:a Tur:ataj Ohlone, and Amah Mutsun Tribal Band of Mission San Juan Bautista on June 30, 2025. Notification of the project was also sent to Ione Band of Miwok Indians on September 8, 2025. On July 16, 2025, the Confederated Villages of Lisjan Nation responded requesting a copy of the Archaeological Sensitivity Assessment prepared for the project. No other tribe responded to the notifications sent. On July 23, 2025, the City submitted the Archaeological Sensitivity Assessment which included the results of the Sacred Lands File and CHRIS searches to the tribe via email. Two emails were sent by the City to the Confederated Villages of Lisjan on August 12, 2025, and August 18, 2025, soliciting questions/and or comments from the tribe regarding the information provided. The Confederated Villages of Lisjan responded on September 8, 2025, requesting consultation on the project due to the proximity of project locations to known cultural resources. A consultation meeting was held on September 19, 2025, between the City and the Confederated Villages of Lisjan. During this consultation meeting, the tribe requested further information regarding the location of replacement sewer and water lines and the methodology used to screen project locations for archaeological sensitivity. An email response was sent by the City to the Tribe on October 1, 2025. The Tribe responded via email on October 6, 2025, expressing concern that unrecorded tribal archaeological resources could still be present within previously disturbed areas of the City. The City responded in agreement that unrecorded tribal archaeological resources could be present and provided draft mitigation measures to address potential impacts to the tribe on October 10, 2025 via email. The City requested the tribe provide any comments or revisions on the draft mitigation measures by October 17, 2025. After not receiving a response by the requested date, the City assumed the tribe had no further comments on the project, and that the Mitigation Measures MM CUL-1.1 through MM CUL-1.4 and the Standard Condition of Approval identified in Section 4.5 Cultural Resources are adequate. The City sent a letter to the Confederated Villages of Lisjan, via certified mail, concluding tribal consultation on October 21, 2025.

Based on the results of the tribal consultation, the project would not result in a substantial adverse change in the significance of a listed tribal cultural resource. **(Less than Significant Impact)**

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As discussed under checklist question a) above, no tribal cultural resources were identified during the records search or Native American consultation process for the project. If previously unrecorded cultural resources are encountered during project construction, compliance with Mitigation Measures MM CUL-1.1 through MM CUL-1.4 and the Standard Condition of Approval identified in Section 4.5 Cultural Resources would ensure impacts to these resources would be less than significant. For these reasons, the project would not result in a substantial adverse change in

the significance of a tribal cultural resource. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Hayward adopted its most recent UWMP in July 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the California Integrated Waste Management Board (CIWMB), required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels) by 2000 and thereafter. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for all buildings in California. The code is updated every three years.[66] CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

[66] California Building Standards Commission. "California Building Standards Code." Accessed December 6, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.

Local

Construction and Demolition Diversion Deposit Program

The Construction and Demolition Diversion Deposit Program (CDDD) requires projects to divert at least 50 percent of total projected project waste to be refunded the deposit. Permit holders pay this fully refundable deposit upon application for the construction permit with the City if the project is a demolition, alteration, renovation, or a certain type of tenant improvement. The minimum project valuation for a deposit is $2,000 for an alteration-renovation residential project and $5,000 for a non-residential project. There is no minimum valuation for a demolition project and no square footage limit for the deposit applicability. The deposit is fully refundable if C&D materials were reused, donated, or recycled at a City-certified processing facility. Reuse and donation require acceptable documentation, such as photos, estimated weight quantities, and receipts from donations centers stating materials and quantities. Though not a requirement, the permit holder may want to consider conducting an inventory of the existing building(s), determining the material types and quantities to recover, and salvaging materials during deconstruction.

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to utilities and service systems and are applicable to the proposed project.

Policy	Description
PFS-4.3	Sewer Collection System. Minimization of Sanitary Sewer Overflows. The City shall operate and maintain the sewer collection system to minimize the potential for sewer system overflows.
PFS-4.4	Water Pollution Control Facility Operations and Maintenance. The City shall operate and maintain WPCF to ensure that wastewater discharge meets all applicable NPDES permit provisions.
PFS-4.9	Service New and Existing Development. The City shall ensure the provision of adequate wastewater service to all new development, before new developments are approved, and support the extension of wastewater service to existing developed areas where this service is lacking.
PFS-7.4	Solid Waste Diversion. The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.
PFS-7.12	Construction and Demolition Waste Recycling. The City shall require demolition, remodeling and major new development projects that salvage or recycle asphalt and concrete and other nonhazardous construction and demolition materials to the maximum extent practicable.
CS-3.5	Water Supply Infrastructure. The City shall require development to construct and install fire suppression infrastructure and equipment needed to serve the project.

Hayward Urban Water Management Plan (2020)

The Urban Water Management Plan (UWMP) is a long-range plan that assesses the City's water supply over a 20-year planning horizon (2040) to ensure adequate water supplies to meet existing and future demands for water. The UWMP presents forecasted supplies and demands, describes conservation programs, and includes a water shortage contingency analysis.

4.19.1.2 *Existing Conditions*

Water Supply

The City of Hayward purchases 100 percent of its potable water from the San Francisco Public Utilities Commission (SFPUC). Under normal conditions, the SFPUC meets demand in its service area from its watersheds, which consist of the Tuolumne River, San Antonio Creek, Upper Alameda Creek, Arroyo Honda, and San Mateo Creek watersheds.[67] The City completed construction of a new one-million-gallon tank, pump station, and recycled water distribution system in 2019 and a treatment plant was completed in 2020. Recycled water is currently provided to customers west of I-880. The project locations are not served by recycled water.[68] The City will continue to explore greater opportunities to increase the use of recycled water throughout the City.

Stormwater

The project locations are within the Old Alameda Creek, Hayward Creek, Lower Sulphur Creek, and San Lorenzo Creek watersheds, which all generally flow from the Diablo Range to the San Francisco Bay.[69]

Stormwater on-site is collected and transported to the San Franciso Bay via the municipal stormwater system in existing roads.

Wastewater

The City of Hayward owns and operates the wastewater collection, treatment, and disposal system that serves the majority of the City, including the project locations. Wastewater is collected and transported via underground sewer lines to the City of Hayward Water Pollution Control Facility (WPCF).[70]

Solid Waste

Solid waste is collected from Hayward homes and businesses and is processed by Waste Management, Inc (WM). The Hayward community currently recycles or composts 75 percent of its

[67] City of Hayward. *2020 Urban Water Management Plan.* July 2021. Page 51.
[68] City of Hayward. "Hayward Recycled Water Project." Accessed September 20, 2024. https://www.hayward-ca.gov/your-government/departments/utilities-environmental-services/recycled-water
[69] Alameda County Flood Control & Water Conservation District. Interactive Map: Alameda County Watersheds. Accessed October 23, 2024. https://acfloodcontrol.org/the-work-we-do/resources/#explore-watersheds
[70] City of Hayward. *Hayward 2040 General Plan Background Report.* January 2014. Page 8-26.

waste.[71] After collection, WM first delivers solid waste to the Davis Street Transfer Station in San Leandro to be sorted and combined. Then, residential recyclables are sorted at the Tri-City Economic Development Corporation (Tri-CED) facility in Union City, organics are composted at the Redwood Recycling Center in Marin County, and solid waste that is not recyclable or compostable is delivered to the Altamont Landfill outside of Livermore.[72]

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

[71] Ibid.

[72] City of Hayward. "Garbage and Recycling." Accessed March 15, 2023. https://www.hayward-ca.gov/your-environment/garbage-and-recycling

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project proposes rehabilitation of underground water and sewer infrastructure and replacement of existing fire hydrants throughout the City. No new structures are proposed that would require electric power, natural gas, or telecommunications facilities. The environmental impacts associated with construction of the proposed water and sewer infrastructure rehabilitations are discussed throughout this Initial Study and were found to be less than significant with implementation of mitigation measures and Standard Conditions of Approval. For these reasons, the project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects. **(Less than Significant Impact)**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The City of Hayward purchases 100 percent of its water supply from the SFPUC. According to the 2020 UWMP, the City would have sufficient water supplies to meet increased demand during normal years through 2040. However, the City would experience water shortages during single-dry and multiple-dry year scenarios every year leading up to 2040. In the event of water shortages, the City would implement its water shortage contingency plan to reduce water demand Citywide. The City has access to five emergency groundwater wells and has emergency water agreements with the EBMUD and the Alameda County Water District (ACWD).

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new structures or land uses are proposed that would affect existing water demand in the City. The project is intended to improve water service reliability by replacing aging infrastructure. Therefore, the project would not impact water supply in Hayward. **(No Impact)**

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. No new structures or land uses are proposed that would affect existing wastewater generation in the City. Therefore, the project would not result in a determination by the wastewater treatment provider which serves the project that it does not have adequate capacity. **(No Impact)**

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Solid waste generated in Hayward that is not recyclable or compostable is sent to the Altamont Landfill. The Altamont Landfill has a remining capacity of 65 million cubic yards[73] of solid waste and is anticipated to have disposal capacity through 2045.[74] According to WM, the Altamont Landfill is able to accept unlimited tons of waste for disposal from Alameda County, which includes the City of Hayward.[75]

The project proposes rehabilitation of underground water and sewer infrastructure and fire hydrants throughout the City. During construction, the project would comply with the City's construction and demolition debris disposal requirements which require 65 percent of all construction and demolition debris to be recycled and 100 percent of all asphalt, concrete, and similar materials to be recycled. After construction, the project would not generate solid waste. For these reasons, the project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure. **(Less than Significant Impact)**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

The project would comply with solid waste management and reduction statutes and regulations through adherence to existing City of Hayward programs for solid waste disposal, recycling, and composting. **(Less than Significant Impact)**

[73] CalRecycle. "Altamont Landfill & Resource Recovery (01-AA00009)." Accessed October 31, 2024. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/7?siteID=7
[74] WM. "Sustainability." Accessed October 31, 2024. https://altamontlandfill.wm.com/sustainability/index.jsp#:%7E:text=As%20a%20result%2C%20the%20Altamont,the%20management%20of%20discarded%20materials
[75] WM. "Altamont Landfill." Accessed October 31, 2024. https://altamontlandfill.wm.com/index.jsp

4.20 Wildfire

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

Hayward 2040 General Plan Policy Document

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from projects within the City. The following policies are specific to wildfire and are applicable to the proposed project.

Policy	Description
CS-3.7	Removal of Fire Hazards. The City shall maintain code enforcement programs that require private and public property owners to minimize fire risks by: • Maintaining buildings and properties to prevent blighted conditions, • Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds) and • Removing litter, rubbish, and illegally dumped items from properties.
HAZ-5.1	Wildland/Urban Interface Guidelines. The City shall maintain and implement Wildland/ Urban Interface Guidelines for new development within fire hazard areas.

4.20.1.2 *Existing Conditions*

CalFire is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project locations are not located within an FHSZ.[76]

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

[76] CalFire. *Alameda County Fire Hazard Severity Zones in State Responsibility Area (SRA)*. Map. Adopted November 21, 2022. https://osfm.fire.ca.gov/-/media/OSFM%20Website/What%20We%20Do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map-2022/fire-hazard-severity-zones-maps-2022-Files/fhsz_county_sra_11x17_2022_alameda_ada

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The project locations are not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

4.21 Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to substantially 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, substantially 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?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

As discussed in the individual resource sections of this Initial Study, the proposed project would not degrade the quality of the environment with the implementation of identified Standard Conditions of Approval and mitigation measures. The project would implement the Standard Conditions of Approval identified in Section 4.4 Biological Resources to avoid disturbance to nesting birds and raptors in the project vicinity. Furthermore, implementation of MM CUL-1.1 through MM CUL-1.4 in Section 4.5 Cultural Resources, would ensure that the projects would have a less than significant impact on unrecorded archaeological resources and human remains and would not eliminate examples of major periods of California History or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the Air District thresholds used by the City of Hayward were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in significant emissions of criteria air pollutants or GHG emissions under Air District thresholds, and therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts. The discussion of project criteria pollutant impacts presented in Section 4.3 Air Quality also reflects cumulative conditions, and the project would not contribute to significant cumulative impacts. The project's contribution to cumulative climate change impacts was presented in Section 4.8 Greenhouse Gas Emissions as less than cumulatively considerable. Similarly, the discussion of the project's energy impacts also reflects cumulative conditions, since the project's consumption of electricity, natural gas, and gasoline was assessed in comparison with consumption at the state and county level. Therefore, the proposed project would not make a substantial contribution to cumulative air quality, energy use, or GHG emissions impacts.

The project would not impact agricultural or forestry resources or mineral resources, therefore, there is no potential for cumulative impacts to these resources. Nor are there any cumulative impacts associated with wildfire risk, as the project locations are not in or near a state responsibility area or lands classified as very high fire hazard severity zones.

The project would result in less than significant impacts to aesthetics, hydrology and water quality, land use, population and housing, public services, recreational facilities, transportation, and utilities and service systems without imposition of mitigation measures. The proposed project would result in highly localized and temporary air quality, biological, cultural, geology and soils, hazards and hazardous materials, and noise impacts during construction. The timing of construction of the proposed rehabilitations relative to other pending or approved development projects in the vicinity, which could contribute to cumulative air quality and noise impacts, is unknown. Cumulative projects located within 1,000 feet of water and/or sewer locations include Pimental Place (Water Locations 2 and 3, Sewer Location 10), Sequoia Grove (Water Location 5, Sewer Locations 4 and 5), Bellara (Sewer Location 2), 1190 Russell Way (Sewer Location 2), 22810 Atherton Street (Sewer Location 9), Maple & Main and Lincoln Landing (Sewer Locations 1, 4 and 9), Bunker Hill (Sewer

Location 14), and Hayward Retail Center (Water Location 13, Sewer Location 18) projects.[77] However, due to the limited scale and length of construction associated with the proposed sewer and water rehabilitations, the project would not contribute to a cumulatively significant impact. All planned or approved projects would be subject to the restrictions placed on the taking of birds protected by the Migratory Bird Treaty Act and California Fish and Game Code and any trees removed by other projects within the City would be replaced in accordance with the City's Municipal Code. Cumulative projects would also be subject to state law and Standard Conditions of Approval that protect subsurface archaeological and paleontological resources. Accordingly, with implementation of the mitigation measures identified in this Initial Study, construction-level impacts would be mitigated to a less than significant level and would not be cumulatively considerable. Therefore, the project would not contribute to a significant cumulative impact on these resources.

For the reasons discussed above, the project would result in less than significant cumulative impacts. **(Less than Significant Impact)**

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

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction TACs, exposure to hazardous materials, and noise. However, implementation of Standard Conditions of Approval and City policies would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact)**

[77] City of Hayward. "Development Explorer." Accessed April 9, 2025. https://maps.hayward-ca.gov/development-explorer/

Section 5.0 References

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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Section 6.0 Lead Agency and Consultants

6.1 Lead Agency

Department of Public Works

Derek Pham, P.E., S.E., Senior Utilities Engineer

6.2 Consultants

David J. Powers & Associates, Inc.

Environmental Consultants and Planners

Will Burns, Principal Project Manager

Carolyn Mogollon, Project Manager

Ryan Osako, Graphic Artist

Archaeological/Historical Consultants, Inc.

Archaeologists

Jennifer Pennell, M.A.A.

Molly Fierer-Donaldson, PH.D., RPA

Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos-containing material
Air District	Bay Area Air District
ALUCP	Airport Land Use Compatibility Plan
ATCM	air toxic control measure
Bay Area	San Francisco Bay Area
bgs	below ground surface
Btu	British thermal unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
CRHR	California Register of Historical Resources

CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EO	Executive Order
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GWh	gigawatt hour
GWP	Global Warming Potential
HSWA	Hazardous and Solid Waste Amendments
ibid	Same source as previous footnote
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
mpg	miles per gallon
MTC	Metropolitan Transportation Commission
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NO_2	nitrogen dioxide
NOD	Notice of Determination

NO_x	nitrogen oxides
NRHP	National Register of Historic Places
O_3	ozone
PCB	polychlorinated biphenyls
PFC	perfluorocarbon
PDA	Priority Development Areas
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM_{10}	particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
R&D	Research and Development
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SMP	Site Management Plan
SO_x	sulfur oxides
SR	State Route
SRA	State Responsibility Area
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
Title 24	Title 24, Part 6 of the California Code of Regulations
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers

USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled
Williamson Act	California Land Conservation Act
WUI	wildland-urban interface