CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 06/05/01
AGENDA ITEM _____
WORK SESSION ITEM WS 2

TO: Mayor and City Council

FROM: Director of Community and Economic Development

SUBJECT: Review of Draft Environmental Impact Report for Cannery Area Design Plan

RECOMMENDATION:

It is recommended that the City Council review and comment on the Draft Environmental Impact Report for the Cannery Area Design Plan and related General Plan Amendment/Zone Change.

BACKGROUND:

Pursuant to action taken by the City Council on June 27, 2000, staff has worked with the firm of Solomon E.T.C. and area property owners and residents to develop a Design Plan for the Cannery Area. The Cannery Study Area, which comprises approximately 120 acres, includes three distinct older industrial areas bordering the Burbank Neighborhood (see Exhibit A). As directed by the Council, the objective was to formulate a broad-brush, conceptual design that provides a vision for the study area and illustrates how future redevelopment of the area could be integrated with the surrounding neighborhoods. When adopted, the Design Plan will provide a framework for reviewing private sector development proposals and public agency capital improvements and related activities.

On December 12, 2000, Council selected a Preferred Design Concept as the basis for preparation of proposed amendments to the General Plan and Zoning Ordinance and for further analysis of possible environmental impacts. Since that time, several environmental studies have been completed, including an analysis of traffic impacts and a Phase I hazardous materials assessment. The Notice of Preparation of an environmental impact report was distributed on March 16, 2001, and the Draft Environmental Impact Report (DEIR) was released on May 11, 2001. The deadline for comments on the DEIR is June 25, 2001.

The purpose of this work session is to review the findings of the Draft Environmental Impact Report and to provide an opportunity for Council members to comment on the DEIR. At the close of the official review period, a Final Environmental Impact Report (FEIR) will be prepared that incorporates all oral and written comments on the DEIR and responses to those comments, including any necessary revisions to the DEIR. The FEIR will be available for review prior to public hearings on the Cannery Area Design Plan and General Plan Amendment/Zone Change, tentatively scheduled for the Planning Commission and City Council in July 2001.

DISCUSSION:

The Cannery Area Design Plan (previously distributed for your review) envisions a mix of residential and commercial uses, as well as new or expanded public facilities, including schools, parks and a community center. Most of the acreage designated for residential development is in Subarea 2, with some additional development shown in Subarea 3. The potential for additional housing development within the study area is approximately 805-962 dwelling units. Overall densities range from 10-30 units per net acre and include a variety of housing types: single-family detached, single-family attached (townhomes), multifamily (condominiums and apartments), and live-work spaces. The basic layout is a block grid pattern that blends with the adjacent neighborhood. The Design Plan also designates several areas for retail and office commercial development. In Subarea 1, additional retail and office development is envisioned when existing manufacturing uses are no longer viable. A small amount of neighborhood-serving retail space is shown in Subarea 2. In Subarea 3, office development (possibly 170,000-200,000 square feet) is shown adjacent to the BART Station.

The Design Plan also envisions the total acreage devoted to open space and public facilities increasing from 26 acres to 29.5 acres. Cannery Park and Burbank School together would occupy approximately 15 acres, with another 2 acres identified as a potential site for a new community center. Joint use agreements between the Hayward Area Recreation and Park District and the Hayward Unified School District could be developed to maximize use of these facilities. Centennial Park could be made more visible and accessible through improved street and pedestrian connections with adjacent neighborhoods; however, absent community support, HARD has indicated it will not pursue implementation of this aspect of the plan. Additional open space is provided in Subarea 2 with a square oriented around the water tower and linear parkways connecting the two parks, all serving the adjacent residential development. It is anticipated that the new housing within the study area would generate approximately 170-200 additional students at the K-6 grade levels. About 130-160 students would be in the attendance area of Burbank School, where current enrollment is approximately 750 students. The Design Plan contemplates the construction of a new, two-story elementary school to accommodate existing and projected enrollment.

The Draft Environmental Impact Report (previously distributed for your review) provides a description of the environmental setting, identifies environmental impacts, and lists mitigation measures that could reduce potentially significant impacts to less-than-significant levels. The DEIR identifies potentially significant impacts in the following areas: air quality, wetland and riparian habitat, archeological and historic resources, seismic hazards, hazardous materials and groundwater contamination, flooding, displacement of housing and businesses, noise and ground vibration, parks, and schools. The Summary of Environmental Impacts and Mitigation's (Table 1 in the DEIR) is attached for your convenience as Exhibit B. All of the impacts identified as potentially significant could be reduced to less-than-significant levels through implementation of the recommended mitigation measures. It should be noted that this is a Program DEIR in that it addresses general impacts and potential mitigation measures, and recognizes that further environmental reviews may be necessary for subsequent specific development projects.

The Draft EIR also discusses several alternatives to the proposed Design Plan and presents a qualitative comparison of the potential impacts of these alternatives with those of the proposed Design Plan. Alternative 1 (No Project) assumes that the Design Plan and related actions are not approved, leaving intact the existing industrial General Plan designations and zoning classifications. This alternative assumes that existing buildings and land uses would remain in their respective current conditions and no development of any kind would occur. As a result, there would be no significant increase in on-site employment or production of additional housing units. The other alternatives reflect variations on the land use pattern within Area 2 as envisioned in the Design Plan. Alternative 2 (Housing and Commercial Office) emphasizes office uses rather than residential development in selected blocks. While this alternative would provide for more employment opportunities, it would reduce the potential for new housing and inhibit the city's ability to meet its housing needs and improve the local jobs/housing balance. Alternative 3 (Medium/High Density Residential) would lower residential densities in selected blocks. While this alternative, as well as Alternative 2, would lessen the impact on school enrollment capacities, it would also reduce the potential for new housing and inhibit the city's ability to meet its housing needs and improve the local jobs/housing balance. Alternative 4 (Combination of Alternative 2 and Alternative 3) would generate impacts associated with both of those alternatives. As a result, this alternative would have the least impact on school enrollments yet also create the least potential for additional housing units that could assist the city in meeting its housing need goals and improving the local jobs/housing balance. While the No Project Alternative is identified in the DEIR as the environmentally superior alternative, it fails to meet any of the project objectives. The other alternatives, whose environmental impacts are not significantly less than the proposed Design Plan, inhibit the potential to achieve greater housing densities in close proximity to transit stations and hinder the city's efforts to create a more favorable jobs/housing balance.

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Approved by:

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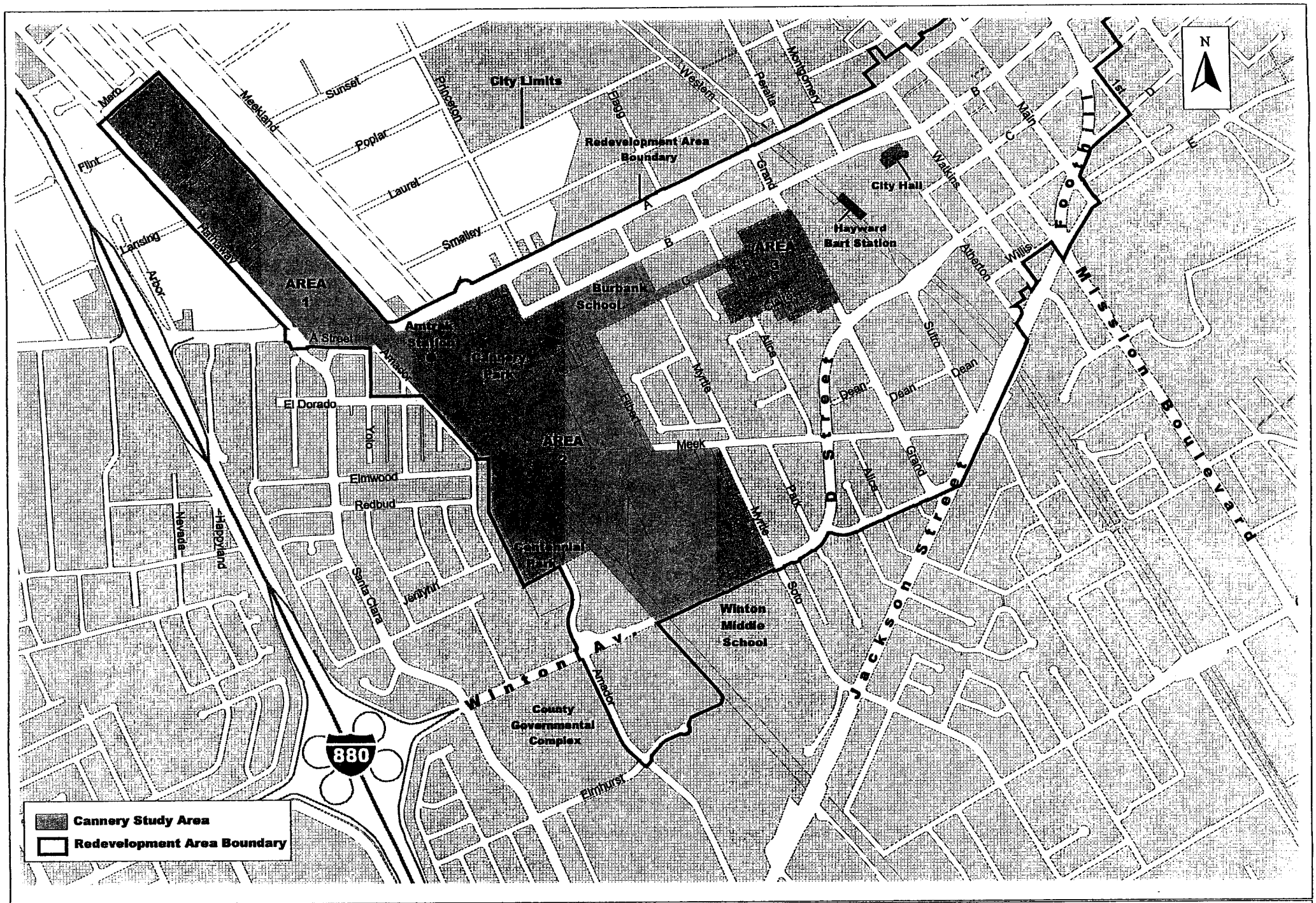
Attachments:

Exhibit A	Map of Cannery Study Area (Note: the Cannery Area Design Plan Final Report was previously distributed to City Council)
Exhibit B	Summary of Environmental Impacts and Mitigations (Note: The Draft Environmental Impact Report was previously distributed to City Council)

5.30.01



Cannery Study Area

EXHIBIT A

500 0 500 1000 1500 Feet

1.0 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATIONS

Table 1 below summarizes the environmental impacts and mitigations which are discussed in detail in the remainder of this Draft Environmental Impact Report.

Summary of Environmental Impacts and Mitigations

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.1-1	**Aesthetics:** Approval of the Design Plan and eventual construction of new development pursuant to the Plan would be an aesthetic improvement for the project area, since older, blighted buildings and uses would be phased out in favor of newer residential, office, open space and public and quasi-public buildings and land uses. New uses and buildings would be consistent with the Design Plan and would also be subject to design review approval by the City of Hayward (*beneficial impact*).	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.1-2	**Views and Vistas:** Approval of the Design Plan and eventual construction of new development pursuant to the Plan would represent an improvement for residents and visitors to access views and vistas off the project site. Development envisioned in the Design Plan would generally result in less intense development with lower building heights and more public open spaces (*beneficial impact*).	No mitigation measures are required.	
4.1-3	**Landform and topography:** No impacts with regard to landform or topographic changes are anticipated with regard to approval and implementation of the proposed Design Plan. The project area is already fully developed and any previous significant topographic features have been removed to accommodate existing or historic buildings and land uses (*no impact*).	No mitigation measures are required.	

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4.1.4	**Light and Glare:** Implementation of the proposed Design Plan would generate incrementally new sources of light and glare within and adjacent to the project area. However, since the Cannery Area is already largely urbanized with existing sources of light and glare, this impact is anticipated to be less-than-significant *(less-than-significant impact).*	No mitigation measures are required.	
4.2-1	**Air quality construction impacts:** The effects of project construction activities anticipated as a result of implementing the Cannery Area Design Plan would increase dustfall and locally elevated levels of PM_{10} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties *(potentially significant impact)*	**Mitigation Measure 4.2-1:** Future demolition and development projects within the Cannery Area shall incorporate dust control measures into grading, demolition and construction plan specifications, to include but not be limited to frequent watering of the site, use of soil stabilizers, hydroseeding of graded areas and other measures that comply with BAAQMD recommendations for dust control.	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.2-2	**Local long-term air quality impacts:** Incremental increases in air pollution could be anticipated with the construction of the proposed project, however, such increases would be below the standard of air quality significance through the year 2025, as established by the BAAQMD (*less-than-significant impact).*	**Mitigation Measure 4.2-2:** Future development projects within the Cannery Area shall incorporate the following measures: a) Voluntary Transportation System Management Plans should be encouraged for new employers within the project area to reduce the use of single occupant vehicles. b) Other measures shall be included as part of individual development projects, such as construction of sidewalks on abutting streets, installation of bus stops, pedestrian pathways and similar items.	**Less-than-significant**
4.2-3	**Permanent regional air quality impacts:** Based on consistency between City population growth projections, controls on toxics and odors and consistency with BAAQMD Transportation Control Measures, less-than-significant impacts are proposed regarding long-term permanent air quality (*less-than-significant impact*).	No mitigation measures are needed.	

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4.3-1	**Wetland and riparian habitat impact:** Development activities on properties within the project area and within the drainage area of Sulphur Creek could have a potentially significant impact to Sulphur Creek itself and associated riparian plant and animal species that may be found within the Creek (*potentially significant impact*).	**Mitigation Measure 4.3-1:** For development and redevelopment applications on properties that abut Sulphur Creek, applicants shall: a) Obtain a reconnaissance-level report from a qualified biologist regarding the presence or absence of riparian, or endangered or special-status plant or animal species within the Creek adjacent to the development application. b) If such plant or animal species are identified, the report shall identify the type, location and status of the species within the Creek area.	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
		c) If warranted, a biological resource plan shall be prepared for the approval of the City of Hayward, California Department of Fish and Game, U.S. Fish and Wildlife Service and other local, state or federal agencies as applicable. The biological resource plan shall include specific steps to be taken to reduce any potential impacts to riparian, endangered or special-status species to a less-than-significant level. d) All necessary permits and agreements shall be obtained from local, state and federal biological regulatory agencies prior to commencement of construction on the site.	
4.3-2	**Plant and animal species and habitats:** Approval of the proposed Design Plan and construction of new buildings and facilities within the project area would remove existing vegetation, but would provide replacement landscaping as part of new development. Replacement landscaping would continue to provide habitat for local animal species (*less-than-significant impact)*	No mitigation measures are needed.	

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4.4-1	**Archeological and Native American resources:** Although no prehistoric or archeologically significant resources have been identified within the project area, construction of new buildings, structures, underground utility lines and similar facilities under the auspices of the Cannery Design Plan could result in disturbance to archeological and/or Native American underground resources *(potentially significant impact)*.	**Mitigation Measure 4.4-1:** All future development projects within the Cannery Area shall be evaluated as part of normal CEQA-level review to identify potential impacts to subsurface archeological or Native American artifacts. If an archeological or Native American artifact is identified, work on the project shall cease until a resource protection plan conforming to CEQA Appendix K is prepared by a qualified archeologist and approved by the Hayward Community and Economic Development Director. Project work may be resumed in compliance with such plan. If human remains are encountered, the County Coroner shall be contacted immediately.	**Less-than-significant**
4.4-2	**Historical resources:** Although the one historic landmark within the project area, the water tower, would be preserved as part of the proposed Design Plan, relocation of Myrtle Street as called for in the Plan, may impact the historic house located at 24072 Myrtle Street *(potentially significant impact)*.	**Mitigation Measure 4.4-2:** Plans for the realignment of Myrtle Street near 24072 Myrtle shall be reviewed by a qualified architectural historian to ensure that less-than-significant impacts would occur to this historic property.	**Less-than-significant**

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4.5-1	**Seismic hazard:** During a major earthquake on a segment of one of the nearby faults, moderate to strong ground shaking can be expected to occur within the project area. Strong shaking during an earthquake could result in damage to buildings, roads, utility lines and other structures with associated risk to residents, employees and visitors in the area *(potentially significant impact)*.	**Mitigation Measure 4.5-1:** Site specific geotechnical investigations shall be required for each building constructed in the development plan area. Design and construction of structures shall be in accordance with the seismic design requirements of the Uniform Building Code (UBC), which includes near fault factors. The site specific geotechnical investigation should further investigate the presence of potentially liquefiable material at the site.	**Less-than-significant**
4.5-2	**Expansive soils:** New development occurring within the Cannery Area based on the proposed Design Plan may be subject to foundation damage caused by liquefaction, differential settlement and similar hazards related to expansive soils (*potentially significant impact*).	**Mitigation Measure 4.5-2:** For each building constructed in the development plan area, the required site specific geotechnical investigation shall address expansive soils and provide appropriate engineering and construction techniques to reduce potential damage to buildings.	**Less-than-significant**
4.5-3	**Site grading and excavation:** Approval of the proposed Cannery Area Design Plan and subsequent construction based on the Plan would cause increased amounts of site grading and excavation for construction as properties within the project area are redeveloped. Grading operations would proceed based on grading and excavation plans approved by the City of Hayward (*less-than-significant impact*).	No mitigation measures are needed.	

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4.6-1	**Demolition activities:** Demolition of existing buildings, utility facilities and other older facilities could release potentially hazardous material into the atmosphere including asbestos containing materials (ACMs) and lead-based paints (LBPs), potentially resulting in health hazards to construction employees and local visitors and residents (*potentially significant impact*).	**Mitigation Measure 4.6-1.** Prior to commencement of demolition activities within the project area, project developers shall contact the Alameda County Environmental Health Department and the Hazardous Materials Division of the Hayward Fire Department, for site clearances and facility closure with regard to demolition and removal of hazardous material from the site. This shall include worker safety plans.	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.6-2	**Hazardous materials:** Construction of new residential and other uses under the auspices of an approved Design Plan could result in a potentially significant human health hazard as a result of existing and potentially undocumented contaminated soils and groundwater within the project area (*potentially significant impact*).	**Mitigation Measure. 4.6-2.** Soil and Water Management Plans (SWMPs) shall be prepared for individual site development and redevelopment plans within the project area. SWMPs shall be prepared by a state-certified environmental professional and shall include, at minimum, a description of soils to be graded or disturbed as part of the project, detailed soil and water sampling to see if contaminations are present, procedures for removing contaminations (if found) and a list of agencies to be notified if contaminants are found. Closure letters and permits shall be obtained from appropriate agencies if site contamination is found. Special attention shall be paid to the following individual sites within the project area:	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
		• Area 1: Owens Brockway glass plant, Costco parcel (including the Tire Center), warehouse at 22300 Hathaway Avenue, general testing for soil-borne pesticides and agriculture residue. • Area 2: Cannery Park, vacant parcel between Cannery Park and the railroad tracks, United Can, Cannery Court, Select Foods, Centennial Park and the former Shell Oil gas station In addition, additional research and testing shall be performed on each individual parcel for which a development application is submitted regarding the presence of undocumented private water wells. If found, water wells shall be closed per the standards of the City of Hayward and Alameda County Environmental Health Department.	

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4.6-3	**Contaminated groundwater:** Site grading, trenching or other activities that would have the potential to disturb site soils in Area 2 have the potential to release potentially hazardous contaminated water that could impact construction workers, residents and site visitors (*potentially significant impact).*	**Mitigation Measure 4.6-3: Prior to issuance of grading plans for any property within Area 2, additional groundwater investigations shall be conducted to identify the source(s) of contaminated groundwater plumes to the satisfaction of the City or Agency. If required, based on recognized health and safety standards, remediation efforts shall be undertaken to reduce groundwater contamination to a less-than-significant level.**	**Less-than-significant**
4.6-4	**Groundwater vapors:** Vapors released from contaminated underground plumes could have a potentially negative health effect on future site residents and visitors (*potentially significant impact).*	**Mitigation Measure 4.6-4:** Future site construction shall incorporate vapor barriers and venting of underground spaces, including garages.	**Less-than-significant**
4.7-1	**Flooding:** Portions of the project area are located within 100-year flood hazard areas, which would result in damage to buildings and other improvements during a 100-year storm (*potentially significant impact).*	**Mitigation 4.7-1:** The City shall obtain a revision of the flood hazard maps published by FEMA prior to occupancy of any buildings within the project area currently mapped as within the 100-year flood zone. This is to be done by filing a Letter of Map Revision (LOMR) with FEMA. Approval of the LOMR will ensure that the entire site complies with local and Federal flood protection requirements.	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.7-2	**Soil erosion:** During construction, short-term increases of soil erosion could result as the project area is stripped of the limited natural vegetation and exposure to wind and water erosion (*potentially significant impact*).	**Mitigation Measure 4.7-2:** Individual project developers within the project area shall prepare an erosion and sedimentation control plan for implementation throughout project construction. The plan should be prepared in accordance with City of Hayward and RWQCB design standards. It is recommended that this plan, at a minimum, include the following provisions: a. Existing vegetated areas should be left undisturbed until construction of improvements on each portion of the development site is actually ready to commence; b. All disturbed areas should be immediately revegetated or otherwise protected from both wind and water erosion upon the completion of grading activities; c. Stormwater runoff should be collected into stable drainage channels, from small drainage basins, to prevent the buildup of large, potentially erosive stormwater flows;	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
		d. Specific measures should be implemented to control erosion from stockpiled earth and exposed soil; e. Runoff should be directed away from all areas disturbed by construction; f. Sediment ponds or siltation basins should be used to trap eroded soils before runoff is discharged into on-site or offsite drainage culverts and channels. g. To the extent possible, project sponsors should schedule major site development work involving excavation and earth moving for construction during the dry season.	
4.7-3	**Non-point source pollution:** The quality of stormwater runoff from the project area would be expected to gradually improve as existing older industrial and warehouse sites are redeveloped using Best Management Practices (BMPs) required by the City of Hayward to improve surface water quality. BMPs would reduce debris, landscaping chemicals, and heavy metals, oil and gas residues, and other items that reduce water quality (*beneficial impact).*	No mitigation measures required.	

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4.7-4	**Stormwater runoff:** Redevelopment of the project area under the auspices of the Cannery Area Design Plan would reduce the amount of stormwater runoff from the project area, since existing large warehouses and associated parking lots would transition to a mix of housing, retail and office uses. New land uses would have more pervious surfaces than presently exist, allowing greater recharge of the underground water table and a smaller amount of stormwater runoff (*beneficial impact*).	No mitigation measures required.	
4.8-1a	**On-site land use impacts:** Approval and implementation of the proposed Design Plan would convert the project area from a predominantly warehouse and light industrial area to a residential neighborhood. Since the project area lies within a redevelopment area with identified blighted conditions, construction of new uses and facilities would represent a *beneficial impact* on surrounding uses.	No mitigation measures required.	
4.8.1b	**Business and housing displacement:** Approval and implementation of the proposed Design Plan would facilitate displacement of existing older businesses and residences within the project area (*potentially significant impact).*	**Mitigation Measure 4.8-1b:** Businesses and residences displaced to implement the proposed Design Plan shall be provided relocation assistance by the Hayward Redevelopment Agency consistent with City, state and federal requirements.	**Less-than-significant**

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4.8-2	**Surrounding land use impacts.** The majority of existing land uses surrounding the proposed Design Plan area are low density, single family residential. Approval and implementation of the Design Plan envisions primarily higher density residential uses; however, the proposed arrangement of land uses within the Design Plan would provide buffering and land use consistency with surrounding uses. The proposed Design Plan would therefore result in less-than-significant land use impacts to surrounding uses (*less-than-significant impact*).	No mitigation measures required.	
4.8-3	**Regulatory impacts:** Approval and implementation of the proposed Design Plan, including the proposed General Plan Amendment and rezonings, would be consistent with the goals and policies of the Hayward General Policies Plan, Growth Management Element, Burbank Neighborhood Plan, Santa Clara Neighborhood Plan and the Hayward Zoning Ordinance (*no impact).*	No mitigation measures required.	

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4.9-1	**Construction noise impacts:** Future residents within the Cannery area and nearby residential neighborhoods could be subject to short-term but potentially significant noise due to demolition of existing buildingsand improvements and construction of new buildings, public projects and associated improvements within the project area *(potentially significant impact).*	**Mitigation Measure 4.9-1:** Individual project developers shall submit a Construction Noise Management Plan that identifies measures to be taken to minimize construction noise on surrounding developed properties. Noise Management Plans shall be approved by the City of Hayward Community and Economic Development and Public Works Departments prior to issuance of grading permits and shall contain, at minimum, a listing of hours of construction operations, use of mufflers on construction equipment, limitation on on-site speed limits, identification of haul routes to minimize travel through residential areas and identification of noise monitor. Specific noise management measures shall be included in appropriate contractor specifications.	**Less-than-significant**
4.9-2	**Ground-borne vibration impacts:** Ground-borne vibration from trains and/or BART operations as well as short-term demolition and construction operations could disturb residents of future residences adjacent to these areas *(potentially significant impact).*	**Mitigation Measure 4.9-2:** For any residential development proposed within 100 feet of the Union Pacific or BART tracks, a vibration analysis shall be prepared by a qualified consultant to identify the extent of vibration, consistency with City vibration standards and specific methods to reduce ground-borne vibration to a less-than-significant level.	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.9-3	**Permanent noise impacts:** Residential dwellings proposed to be constructed as part of the Design Plan could be exposed to future noise levels above the conditionally acceptable to normally unacceptable noise levels as set forth in the Noise Element of the General Plan. Noise sources include a combination of increased vehicle noise and noise generated by operation of non-residential land uses. This would include a potential for increased railroad noise levels for existing single family residences lying west of the existing Select Foods warehouse west of the UPRR railroad tracks south of A Street (*potentially significant impact*).	**Mitigation Measure 4.9-3:** Site-specific acoustic reports shall be prepared by qualified acoustical consultants for individual residential projects at the time development plan applications (including but not limited to subdivision maps and Site Development Plans for apartment projects) are filed with the City of Hayward. The acoustic reports shall include detailed identification of noise exposure levels on the individual project site and a listing of specific measures to reduce both interior and exterior noise levels to normally acceptable levels, including but not limited to glazing and ventilation systems, construction of noise barriers and use of structures to shield noise.	**Less-than-significant**
4.10-1	**Housing and population:** Approval and implementation of the proposed Design Plan would facilitate the addition of a maximum of 962 dwelling units and approximately 2,886 residents to the City of Hayward. Since proposed land uses and construction of the dwellings would generally be consistent with regional housing and population projections used for planning infrastructure needs, this impact would be less-than-significant (*less-than-significant impact*).	No mitigation measures are required.	

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4.10-2	**Housing affordability:** Although prices or rental rates of the proposed dwelling units have not been established, given the proposed density and City of Hayward Redevelopment Agency housing affordability requirements, approval of the Cannery Area Design Plan would contribute to meeting the City's fair share allocation of affordable housing units (*beneficial impact*).	No mitigation measures are required.	
4.10-3	**Employment:** The project site would generate approximately 1,249 jobs at full built out of land uses envisioned in Design Plan area, plus an unknown number of short-term construction jobs. A number of existing warehouse and light industrial jobs would either be lost, or the job transferred to a new facility outside the project area. This amount of employment growth is generally consistent with ABAG's regional employment projections. Since this amount of employment growth is being planned as part of a mixed use, transit-oriented project, a less-than-significant impact is expected (*less-than-significant impact.*)	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.10-4	**Jobs-housing balance:** Approval and construction of the proposed project would contribute to a slight improvement in the local jobs/housing balance by reducing the number of employee generating light industrial and warehouse jobs and replacing these older uses with housing units and more employed residents (*less-than-significant impact*).	No mitigation measures are required.	
4.11-1	**Project related traffic:** Approval and implementation of the proposed Design Plan would increase the total number of vehicular trips within the project area by 5174 trips. However, the number of peak hour trips at major project intersections would not exceed City of Hayward traffic operation standards. (*less-than-significant impact*).	No mitigation measures are required.	
4.11-2	**Truck traffic:** New land uses proposed within the Cannery Area would result in less truck traffic than existing warehouse and light industrial uses *(beneficial impact).*	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.11-3	**Cumulative traffic:** Approval and implementation of the proposed Design Plan would increase the estimated future vehicular trips in the year 2010 and beyond, however, less-than-significant impacts would result at study intersections during morning and evening peak hour periods (*less-than-significant impact*).	No mitigation measures are required.	
4.11-4	**Public transit:** Approval and construction of the proposed Design Plan would result in an incremental increase in the use of public transit facilities near the project area, as existing warehouse and light industrial uses are transformed into higher density residential neighborhoods near local and regional transportation hubs. The increase in public transit ridership is consistent with the City's policy to encourage transit-oriented development. The increased ridership is expected to enhance the existing infrastructure and should provide the opportunity for AC Transit and BART to recover operating expense from the farebox. No need for additional transit service is foreseen *(beneficial impact)*.	No mitigation measures are required.	

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4.11-5	**Parking impacts:** Construction of new residential uses that would be allowed under the proposed Design Plan would be required to provide on-site parking to meet standards established in the Hayward Zoning Ordinance and the proposed Design Plan to ensure that overflow parking would not impact adjacent uses and nearby streets *(less-than-significant impact).*	No mitigation measures are required.	
4.12-1	**Fire protection:** Approval and implementation of the proposed Design Plan would increase the number of calls for service for fire protection and emergency medical response. The risk of danger to people and property would also be increased through construction of new residences with an associated larger on-site resident population. However, compliance with current Fire and Building Codes for all new buildings would reduce this impact to a less-than-significant level *(less-than-significant impact).*	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.12-2	**Police protection:** Approval and implementation of the proposed Design Plan is expected to increase calls for police services, specifically regarding burglary, theft and neighborhood and domestic disturbances. Future staffing will be reviewed and supplemented, as appropriate, as part of the City's budgeting process (*less-than-significant impact).*	No mitigation measures are required.	
4.12-3	**Solid waste disposal:** Based on discussions with City of Hayward Utility Division staff approval and implementation of the proposed Design Plan would increase the amount of solid waste entering the waste stream. Additional quantities of solid waste, including construction debris could be accommodated at the nearest landfill. Additional capital equipment and personnel would be funded from user fees and charges (*less-than-significant impact).*	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4-12-4	**Water demand:** Approval and implementation of the proposed Design Plan would generate an incremental increase in water demand to accommodate new residential land uses. Since the City of Hayward has long-term water agreements in place, increased water demand would be less-than-significant (*less-than-significant impact).*	No mitigation measures are required.	
4-12-5	**Wastewater generation and treatment:** Approval and implementation of the proposed Design Plan would generate increased wastewater flows through City facilities. According to City Public Works Department staff, existing and planned wastewater collection and treatment facilities can accommodate the buildout of the project (*less-than-significant impact).*	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.12-6	**Wastewater disposal:** Approval and implementation of the proposed project would generate an increase in the amount of treated effluent leaving the City's wastewater treatment plant. Based on discussions with City staff, the local wastewater disposal system is anticipated to be adequate to accommodate full buildout of new residential and non-residential uses envisioned in the Design Plan. Disposal of increased quantities of treated wastewater would be less-than-significant (*less-than-significant impact).*	No mitigation measures are required.	
4-12-7	**Electrical and natural gas systems:** Approval and implementation of the proposed Design Plan would result in incremental increases in the demand for electrical power and natural gas; however, the primary power provider has indicated that urban uses have occupied the site for a number of years and capacity exists to serve planned uses. Existing and future uses on the site may be subject to periodic rolling blackouts and brownouts until a reliable, long-term energy supply can be secured (*less-than-significant impact*).	No mitigation measures are required.	

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.12-8	**Telecommunication facilities:** Approval and implementation of the proposed Design Plan would increase the demand for telecommunication facilities within the project area. However, existing facilities can be extended to serve the site with no increases anticipated in staffing so the impact to telecommunication services would be less-than-significant (*less-than-significant impact.*)	No mitigation measures are required.	
4.13-1	**Parks and recreation facilities:** Approval and implementation of the proposed Design Plan would increase the demand for local and community park and recreation facilities within the Cannery Area. New and upgraded park and community facilities are included within the Design Plan as well as enhanced access to existing facilities and a new community center. With joint use agreements, additional parkland can be provided. However, the increased parkland acreage would still not be sufficient to meet existing standards. In addition, methods must be identified to fund the proposed parks and related facilities *(potentially significant impact).*	**Mitigation Measure 4.13-1:** Developers of future residential projects shall pay required park in-lieu fees or contribute in other ways, as deemed acceptable by HARD and the City, to the construction of related facilities, such as the proposed community center or pedestrian overcrossing of the UPRR tracks near Centennial Park.	**Less-than-significant**

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.13-2	**Schools:** Implementation of the proposed Design Plan project would generate an estimated range of 163-201 elementary school students, 64-78 middle school students and 64-79 high school students at project buildout. The Design Plan calls for expansion of the Burbank School Site and construction of a new elementary school to accommodate the projected enrollment. However, methods must be identified to fund the proposed acquisition and construction *(potentially significant impact).*	**Mitigation Measure 4.13.1:** Prior to approvals of land use entitlements for individual development projects within the Cannery Area by the City of Hayward, including but not limited to tentative subdivisions, site plans and other approvals, the project proponent shall pay school mitigation fees to the City in effect at the time building permits are granted or provide other mitigation as found acceptable by the school district.	**Less –than-significant**