2.0 REVISIONS TO THE DRAFT EIR

Revisions have been made to the text of the Draft EIR as a result of comments received on the document and CSUEB-initiated changes.

This section provides the location, section number, title, and page number from the Draft EIR, and shows the complete sentence(s) where the change was made. Text added to the Draft EIR is shown in underline format, and deleted text is shown in ~~strikethrough~~. Mitigation measure text has been revised in some instances. Changes to the impact and mitigation measure text for the proposed Master Plan are shown in **Table 2.0-1, Summary of Impacts and Mitigation Measures, Campus Master Plan**. Changes to the impacts and mitigation measure text for Volume 2 are shown in **Table 2.0-1, Summary of Impacts and Mitigation Measures, Pioneer Heights Phase IV Project** and **Table 3.0-1, Summary of Impacts and Mitigation Measures, Harder Road Parking Structure Project**.

This section, in combination with the Draft EIR, and the responses to comments section constitutes the Final EIR. Due to the nature of the text changes that are presented below, the changes are cited individually rather than in a reproduction of the entire Draft EIR. This presentation of revisions to the Draft EIR is consistent with *California Environmental Quality Act (CEQA) Guidelines* Section 15162 detailing required Final EIR contents.

VOLUME 1 REVISIONS

Section 2.0

Table 2.0-1, Summary of Impacts and Mitigation Measures, Campus Master Plan

Table 2.0-1, Summary of Impacts and Mitigation Measures, Campus Master Plan, located at the end of this section, summarizes the proposed project impacts and mitigation measures, as revised. The changes are not substantive and do not change the conclusions in the Draft EIR.

Section 3.0

Section 3.0, Project Description, page 3.0-2

Surrounding land uses are shown in Figure 3.0-3, Surrounding Land Uses, and include single- and multi-family residential developments, open space, public, and quasi-public uses, and commercial uses. Multi-family residential developments are located to the north and east of the campus. The former Highland Elementary School (currently Anchor Education, Inc.) is also located to the north of the campus across Hayward Boulevard and is designated as public and quasi-public land. Single-family residential developments abut the campus to the east. Commercial uses are located south of Hayward Boulevard, east of the campus. Open space abuts the southeastern boundary of the campus. Garin Regional Park is adjacent to the campus to the south. To the west, the campus is bordered by property previously acquired by the California ~~State Transportation Agency~~ Department of Transportation (Caltrans) as a right-of-way for the extension of SR-238. SR-238 was extended approximately 2,000 feet west of, rather than adjacent to, the Hayward campus. A limited number of residences as well as undeveloped parcels are found within this area. Further to the west beyond the Caltrans property, a mix of residential, retail and commercial, and auto-oriented and auto-serving uses adjoin Mission Boulevard, a major north-south arterial in the City.

Section 3.0, Project Description, page 3.0-7

The campus was established at its current site in 1963. The ages of campus buildings are shown on Figure 3.0-5, Age of Campus Buildings. The first buildings constructed were the Science, Music, and Art and Education buildings. The early years of the new campus were characterized by rapid growth and concurrent construction of facilities; by the end of 1974, most of the existing campus facilities had been built. From 1974 to 2000, CSUEB experienced a slow rate in growth, with only a few facilities constructed during this period. New facilities included the renovation and expansion of the cafeteria (renamed the Student Union), and Pioneer Heights I, consisting of 404 student housing beds, marking the campus' first

on-campus student housing. Since the early 2000s, the campus has seen more construction than at any time since its early years at the current site. The Valley Business and Technology building and the new University Union opened in 2006. ~~A new Student Services Replacement Building is under construction and is scheduled to open in the fall 2009.~~ The third phase of student housing at Pioneer Heights and dining commons was completed in fall 2008. The construction of a new Student Services Replacement Building which was commenced in 2008 has been halted. The completion date is not known as of this writing.

On-campus buildings range in height from 1 to 10 stories. The tallest building on campus is the 13-story Warren Hall, which is located along West Loop Road in the southern portion of the campus. The reduction of Warren Hall from 13 to 5 stories has been approved in order to address the seismic safety of the building ~~and will be renovated when the Student Services Replacement Building is complete.~~

Section 4.0

Section 4.1

Section 4.1, Aesthetics, page 4.1-3

The majority of buildings on the Hayward campus were constructed between 1963 and 1974. These buildings include Art and Education, Music and Business, University Theatre, Robinson Hall, University Library, Warren Hall, Student Services Hub, Meiklejohn Hall, Physical Education and Gymnasium, Science Buildings North and South, and Field House. Few buildings were constructed between 1975 and 1996. These include the C.E. Smith Museum of Anthropology, Pioneer Bookstore/Foundation Building, and the Pioneer Heights student housing facilities. A few buildings have been constructed since 1996, including the Valley Business and Technology building and the new University Union, which both opened in 2006. The completion of the Student Services Replacement Building has been delayed due to the state budget crisis ~~is under construction and is scheduled to open in fall 2009~~.

Section 4.6

Section 4.6, Hazards and Hazardous Materials, page 4.6-11

The Campus will continue to comply with the Certified Unified Program Agency's requirements related to hazardous materials use and storage and the appropriate permits and hazardous materials business plans will be obtained and maintained. These procedures would continue to avoid or substantially limit exposure of students, faculty, staff, and the community at large to hazardous materials. All projects implemented under the proposed Master Plan would comply with these controls. Therefore, campus

development under the proposed Master Plan would not create significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, or under upset and accident conditions involving the release of hazardous materials into the environment. The impact is considered less than significant.

Section 4.12

Section 4.12, Transportation and Traffic, page 4.12-3

Interstate 580 (I-580) is a six-lane freeway connecting Hayward to the Contra Costa Tri-Valley and San Joaquin Valley to the east, and Oakland/Berkeley to the north. Improvements providing full access to and from A Street via the Redwood Road interchange are expected to be completed by 2010.

Interstate 880 (I-880) is a four- to five-lane freeway running north-south through the project area, connecting Hayward to San Jose in Santa Clara County and to Oakland to the north, and to San Francisco and points north of Oakland, via I-80.

~~*SR*~~ *Interstate 238 (~~SR~~ I-238)* is a short, four-lane freeway connection between I-580 and I-880, near Hayward's north border. This widening of this facility to six lanes is expected to be completed by 2010. ~~SR 238 continues as a non-freeway facility on Foothill Boulevard and Mission Boulevard south of Foothill in Hayward.~~

State Route 92 (SR 92) is a six-lane freeway starting ~~at~~ west of ~~I-880~~ Santa Clara Street ~~and continuing west~~, connecting Hayward to San Mateo via the Hayward-San Mateo bridge. East of Santa Clara Street, SR 92 continues east as a non-freeway facility on Jackson Street to its junction with Mission and Foothill Boulevards.

Local Roadways

Foothill Boulevard is a six-lane arterial connecting I-580 to Mission Boulevard on downtown Hayward. Foothill Boulevard is Route 238 along this section.

Mission Boulevard is a four-lane arterial connecting East 14th Street and Oakland to the north to I-880 to the south in Fremont. In the study area, Mission Boulevard is SR 185 between East 14th Street and ~~Foothill~~ Jackson Street, and SR 238 south of ~~Foothill~~ Jackson Street.

Jackson Street is a four-to-six-lane divided arterial extending from Foothill and Mission Boulevards in the east to Santa Clara Street, where the facility continues west as a freeway. Jackson Street is SR 92 along its entire length.

Hayward Boulevard is four-lane arterial connecting the Hayward hills to Carlos Bee Boulevard at the campus entrance.

Carlos Bee Boulevard is a four-lane arterial connecting the campus to Mission Boulevard, and providing a route to SR 92 via ~~Orchard Avenue and Soto Road~~ Fletcher Lane and Watkins Street.

Harder Road is a four-lane arterial connecting the campus to SR 92 at Santa Clara Street.

Tennyson Road is a four-lane arterial connecting Mission Boulevard to Industrial ~~Avenue~~ Boulevard, providing access to I-880 at a full-access interchange.

Section 4.12, Transportation and Traffic, page 4.12-10

TRAFFIX version 7.9 was used to calculate signalized and unsignalized intersection LOS. **Table 4.12-3, Existing Intersection Levels of Service,** lists the current service levels at the study intersections. ~~The City of Hayward General Plan and Traffic Study requirements cite a LOS standard of D at intersections during peak commute periods, except when a LOS E may be acceptable due to costs of mitigation or when there would be other unacceptable impacts. Due to heavy regional and local travel demand through downtown Hayward on SR 238, SR 92, and SR 185, the City has used LOS E as the standard of significance in recent environmental documents such as the SR 238 Improvement Project EIR.~~ The City of Hayward's LOS Standard is E, which is consistent with recent environmental documents such as the SR 238 Corridor Improvement Project FEIR.

Section 4.12, Transportation and Traffic, page 4.12-13

Report lists four LOS F segments in the study area, two of which are grandfathered due to the LOS F condition in 1991:

- ~~SR~~ I-238 between I-580 and I-880, Westbound, PM
- I-880 between Alvarado-Niles and Tennyson, Northbound, PM
- ~~SR~~ I-238 between I-880 and I-~~880~~ 580, Eastbound, PM (grandfathered)
- SR 92 between Clawiter and I-880 Eastbound, PM (grandfathered)

Section 4.12, Transportation and Traffic, page 4.12-17

According to the City of Hayward Bicycle Master Plan Update, ~~updated in October~~ adopted by the Hayward City Council in 2007, there are currently the following bicycle facilities in the project study area:

- Class III routes on Hayward Boulevard – Carlos Bee Boulevard – Orchard Avenue from the eastern City limits to Soto Road; on Campus Drive between Hayward Boulevard and Second Street; and on Whitman Street – Sycamore Avenue – Silva Avenue – Meekland Avenue – Grand Street – Western Avenue, roughly paralleling Mission Boulevard to the west and providing a north-south route between the project site and downtown Hayward.
- A Class II bike lane on Harder Road – Santa Clara Street from Westview Way to A Street

The Hayward Bicycle Master Plan Update includes one potential new bikeway that could be built in the project area: the Hayward Fault Trail, which is included in the Mission-Foothills Neighborhood Plan adopted in 1992.

Section 4.12, Transportation and Traffic, page 4.12-23

The Future No Project intersection traffic projections are based on the City of Hayward Travel Demand Model runs conducted for the Route 238 Improvement Project EIR in 2007. The 2025 traffic volumes at the study intersections along Mission and Foothill Boulevards were taken from that analysis to ensure consistency. At the direction of the City of Hayward, the Route 238 Improvement Project was assumed to be completed in the forecasts and the traffic operations analysis. The improvement project includes conversion of portions of Mission Boulevard and Foothill Boulevard to one-way operation~~, and widening of portions of these roadways~~ in the downtown.

Section 4.12, Transportation and Traffic, page 4.12-49

Significance after Mitigation: ~~Significant and unavoidable~~ If, as a result of the implementation of the Master Plan, any of the CMP facilities fall to LOS F as part of the LOS Monitoring Program, then the University will work with the City to prepare a deficiency plan that will include mitigation measures to eliminate the deficiency. The University will be expected to pay its fair share of the cost of these improvements.

Section 4.12, Transportation and Traffic, page 4.12-50 to 53

Reference to SR 238 in Tables 4.12-10a, 4.12-10b, 4.12-10c, and 4.12-10d is changed to I-238.

Section 4.12, Transportation and Traffic, page 4.12-58

MP MM TRANS-9b: If overflow parking in surrounding neighborhoods becomes a problem, the Campus will work with neighborhood representatives to develop strategies to mitigate the problem. Strategies could include a campus education program to discourage off-campus parking, parking restrictions during peak commute times

on affected streets~~,~~. The University will work with the City to analyze the need for expansion and revision ~~or institution~~ of residential permit parking programs, including participating in funding of new programs.

Section 4.12, Transportation and Traffic

The following figures have been revised and included at the end of this section. Changes to the figures are shown in yellow highlight. Changes to any figure titles in the Draft EIR are described here:

Figure 4.12-8, ~~Intersection Levels of Service~~ Project Trips – Future Conditions (No Third Entrance);

Figure 4.12-9, ~~Intersection Levels of Service~~ Project Trips – Future Conditions (With Third Entrance);

Figure 4.12-10, Future No Project Intersection Volumes;

Figure 4.12-11, Future With Project Intersection Volumes – (No Third Entrance); and

Figure 4.12-12, Future With Project Intersection Volumes – (With Third Entrance).

Section 4.13

Section 4.13, Utilities, Service Systems, and Energy, page 4.13-3

Drinking water to the Hayward campus is provided by the City of Hayward. The sole source of drinking water for the City of Hayward is the City and County of San Francisco regional system, which relies primarily on water from the Sierra Nevada delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by the San Francisco Public Utilities Commission (SFPUC) from its local facilities in Alameda and San Mateo Counties. The City of Hayward maintains a contract with the City and County of San Francisco that allows the City of Hayward to buy ~~unlimited~~ water to serve its needs. However, during drought years, the City has to reduce its use based on a formula used by SFPUC (City of Hayward 2005).

Section 4.13, Utilities, Service Systems, and Energy, page 4.13-5

~~The City is currently developing a project to substantially improve the performance of, and provide redundancies for, various processes in the City's wastewater treatment plant. Phase I of the project is currently being designed. Additional improvements may be implemented with the construction of the proposed Russell City Energy Center, which would make improvements to the system in order to use recycled process water.~~ The City has undertaken a project to improve the performance of, and provide

redundancies for, various processes in the City's Water Pollution Control Facility. Phase I of the project is completed and placed in service. Phase II is in the planning stage.

Section 4.13, Utilities, Service Systems, and Energy, page 4.13-6

Like other jurisdictions in Alameda County, the City of Hayward has set an aggressive goal of achieving 75 percent diversion of solid waste from landfills by the year 2010. To achieve its goal, the City offers one of the most progressive recycling services in the Bay Area. Several of the commercial, educational, and residential programs implemented by the City to achieve this target provide the Hayward campus with working examples of waste mitigation measures. These measures include providing containers free of charge, and education about separating waste. Also, since construction, activities have increased in the Bay Area, construction and demolition debris has become a significant component of the waste stream and is a targeted material for diversion. In addition to guidelines for builders and contractors set forth in the Hayward "Notice to Building Permit Applicants," the City of Hayward requires the following:

Section 4.13, Utilities and Service Systems, page 4.13-7

The City also incentivizes recycling by offering builders and contractors a $10 per ton rebate for tonnage that is properly documented as recycled. The City of Hayward has a Franchise Agreement with Waste Management of Alameda County for solid waste, organics collection and processing, and dry mixed recycling collection and processing services. In order to promote and foster increased commercial dry recyclables and organic recycling, the City's Franchise Agreement has provisions which currently provide for free commercial recycling and low cost organics composting services. The University could participate in these programs if it chooses to do so.

Section 4.13, Utilities and Service Systems, page 4.13-12

~~The maximum water consumption at the Hayward campus at this time is approximately 300,000-445,000 gpd. Therefore, the net increase in maximum water consumption at Master Plan buildout would be approximately 765,000 gpd.~~ The average ~~increase would be lower~~ daily water demand would increase from approximately 251,000 gpd under current conditions to 528,000 gpd at the buildout of the campus under the Master Plan, an increase of about 277,000 gpd. With reasonable conservation measures that can achieve a 35 percent reduction in water use, the average daily water demand at buildout would be 343,000 gpd, an increase of 92,000 gpd over current levels.

An increase in water demand associated with new classrooms and teaching labs, expanded ~~student union~~ University Union, and additional student housing on the Hayward campus was incorporated in the demand projections included in the 2005 UWMP (City of Hayward 2005). All projected construction on

the Hayward campus that was included in the 2005 UWMP has already been completed. The expansion of the Hayward campus as proposed in the current Master Plan was not considered in the 2005 UWMP (Ameri 2008).

~~At this time, there is no cap on the amount of water that the City of Hayward may obtain from the SFPUC in the contract between the two agencies.~~ According to the City's 2005 UWMP, the City of Hayward will have adequate supplies to meet demand in the region during non-critical years through 2030. The total projected water demand within the City of Hayward in the Master Plan buildout year of 2030 is 27.9 mgd. The net increase in ~~peak~~ average water demand under the proposed Master Plan of about 277,000 ~~765,000~~ gpd, or ~~0.77~~ 0.28 mgd represents approximately ~~2.8~~ 1 percent of the overall City of Hayward daily water demand in 2030. With conservation, the net increase would be smaller (about 92,000 gpd) and would represent 0.3 percent of the City's 2030 demand. While campus development outlined in the proposed Master Plan was not specifically considered in the projections included in the 2005 UWMP, the net increase in water demand is not considered substantial and would not result in the need for the City of Hayward to obtain additional entitlements to serve the campus at Master Plan buildout.

Section 4.13, Utilities and Service Systems, page 4.13-16

Increase in Energy Demands

Section 5.0

Section 5.0, Alternatives, page 5.0-4

~~Furthermore,~~ This alternative would eliminate one significant and unavoidable impact of the proposed Master Plan. However, it would not avoid or substantially lessen most of the significant impacts resulting from the proposed project. In contrast, this alternative would increase vehicle trip generation due to the additional trips by 220 faculty and staff who would commute between their off-campus places of residence and the campus. The alternative would have greater traffic and traffic-related air quality and noise impacts. For the reasons presented above, this alternative was not carried forth for detailed evaluation.

Section 5.0, Alternatives, page 5.0-9

Implementation of the proposed Master Plan would increase the population in the City of Hayward. However, based on Association of Bay Area Governments (ABAG) growth projections, the impact would be less than significant. The Reduced Faculty/Staff Housing alternative would develop the same number

of student beds but no faculty and staff housing on campus, although the enrollment capacity would still be 18,000 FTES. It is expected that the alternative would increase demand for 110 additional off-campus housing units. Specifically, the alternative would increase the housing demand in the City of Hayward by ~~271~~ 152 housing units in 2030, or ~~4.0~~ 2.3 percent of the projected additional housing units in the City, in comparison to 2 percent expected for the proposed project. The alternative would also increase housing demand in the County by ~~605~~ 457 units, representing ~~0.6~~ 0.43 percent of the ABAG projected housing demand in the County, in comparison to ~~0.4~~ 0.38 percent expected for the proposed project. Therefore, while housing demand would increase slightly, the population and housing impacts would be slightly greater but still less than significant.

Section 6.0

Section 6.0, Other CEQA Considerations, page 6.0-1

This section identifies significant impacts associated with implementation of the Hayward Campus Master Plan project that could not be mitigated to a less than significant level. As part of the certification process, the Board of Trustees of the California State University will make a final decision as to the significance of impacts and the feasibility of mitigation measures in this EIR. As detailed in **Section 4.0**, implementation of the Hayward Campus Master Plan project would result in the following significant impacts that could not be mitigated to a less than significant level:

MP Impact AES-1 Implementation of the proposed Master Plan would have a substantial adverse effect on a scenic vista from Grandview Avenue.

VOLUME 2 REVISIONS

Section 2.0

Table 2.0-1, Summary of Impacts and Mitigation Measures, Pioneer Heights Phase IV Project

Table 2.0-1, Summary of Impacts and Mitigation Measures, Pioneer Heights Phase IV Project, located at the end of this section, summarizes the proposed Pioneer Heights Phase IV Project impacts and mitigation measures, as revised. The changes are not substantive and do not change the conclusions in the Draft EIR.

Section 2.0, Pioneer Heights Phase IV Project, page 2.0-11

The project site will be landscaped appropriate to the neighborhood setting and will include trees along the perimeter of the project. Limited lawn areas are proposed within the central quad. As noted above, xeriscaping will be installed, which would consist of drought tolerant plants and trees and where possible native plant species will be used. Landscaping installed as part of the Pioneer Heights Phase IV Project will be in accordance with the Bay Friendly Landscaping practices and xeriscape will be used in all areas where landscaping is installed except where such landscaping would not be appropriate.

Section 2.0, Pioneer Heights Phase IV Project, page 2.0-13

The City of Hayward has ~~an open~~ a contract for water with the San Francisco Public Utilities Commission (SFPUC), and so the City of Hayward anticipates that it can provide water to meet additional water demands for future demands of the Hayward campus, including the PH Phase IV Project. The existing Pioneer Heights neighborhood is served by an 8-inch pipeline near Parking Lot D. It is expected that the same pipeline would serve the project.

Recycled Water and Grey Water

The project would plan for a potential grey water system by providing separate wastewater pipelines for grey water from the new buildings. As this time, it is anticipated that a grey water system would be implemented beyond the buildout of this project. The City of Hayward is starting to implement a recycled water project. ~~The City anticipates providing recycled water in the CSUEB area as part of Phase 2 of the Master Plan.~~ The timing of ~~this~~ the recycled water project is uncertain, but the proposed project would plan for future conversion of irrigated areas to recycled water by using purple pipe for irrigation systems and providing for a convenient connection point to a future recycled water system. This system could also be connected to the grey water system if that system is in operation prior to the recycled water system.

Section 2.0, Pioneer Heights Phase IV Project, page 2.0-19

A visual simulation of the proposed Pioneer Heights Phase IV buildings was prepared for one location along Grandview Avenue, as shown in Figure 2.0-4, Viewpoint Location**.** The new buildings of the proposed development would be four to six levels, ranging from 45 to ~~75~~ 65 feet in height. As shown in Figure 2.0-5, Pioneer Heights IV North Elevation, the buildings would have a similar color palette and building scale to the existing facilities in the complex, which have three to four floors.

Section 2.0, Pioneer Heights Phase IV Project, page 2.0-63

Table 2.0-4
Intersection Levels of Service – Near-term Conditions with Pioneer Height Phase IV Project

Intersection	Traffic Control[1]	Peak Hour	Existing Delay[3] (seconds)	Existing LOS[3]	2011 No Project Delay[3] (seconds)	2011 No Project LOS[3]	2011 With Project Delay[3] (seconds)	2011 With Project LOS[3]
1. Carlos Bee Blvd./Hayward Blvd.	Signal	AM	22	C	20	C	20	C
		PM	20	C	23	C	23	C
2. Carlos Bee Blvd./West Loop Rd.	AWS	AM	9	B	10	B	10	B
		PM	9	B	15	C	15	C
3. Harder Rd./West Loop Rd.	AWS	AM	7	B	7	B	7	B
		PM	12	C	20	C	20	C
4. Hayward Blvd./ Campus Dr.	Signal	AM	7	B	7	B	7	B
		PM	9	B	9	B	9	B
5. 2nd St./Campus Dr.[2]	SSSC	AM	2 (6)	A (B)	2 (7)	A (B)	2 (7)	A (B)
		PM	1 (8)	A (B)	2 (11)	A (C)	2 (11)	A (C)
6. Foothill Blvd./Mattox Rd./Castro Valley Blvd.	Signal	AM	33	D	**62**	**F**	**62**	**F**
		PM	32	D	**197**	**F**	**199**	**F**
7. Foothill Blvd./Grove Way	Signal	AM	17	C	21	C	21	C
		PM	19	C	**96**	**F**	**96**	**F**
8. Foothill Blvd./A St.	Signal	AM	33	D	47	E	47	D
		PM	25	D	28	D	28	D
9. Foothill Blvd./D St.	Signal	AM	29	D	40	E	40	E
		PM	31	D	49	E	50	E
10. Foothill Blvd./Mission Blvd./Jackson St./E St.[4]	Signal	AM	52	E	~~24~~ **73**	~~C~~ **E**	~~24~~ **73**	~~C~~ E
		PM	38	D	~~27~~ 47	D	28	E
11. Mission Blvd./Highland Blvd.	Signal	AM	14	B	16	C	16	C
		PM	15	C	56	E	57	E
12. Mission Blvd./Carlos Bee Blvd./Orchard Ave.	Signal	AM	43	E	**63**	**F**	**64**	**F**
		PM	47	E	**175**	**F**	**175**	**F**
13. Mission Blvd./Harder Rd.	Signal	AM	43	E	54	E	55	E
		PM	46	E	**176**	**F**	**180**	**F**
14. Mission Blvd./Tennyson Rd.	Signal	AM	20	C	15	B	15	B
		PM	44	E	**63**	**F**	**64**	**F**

Intersection	Traffic Control[1]	Peak Hour	Existing Delay[3] (seconds)	Existing LOS[3]	2011 No Project Delay[3] (seconds)	2011 No Project LOS[3]	2011 With Project Delay[3] (seconds)	2011 With Project LOS[3]
15. Jackson St./Santa Clara St./Harder Rd.	Signal	AM	47	E	**118**	**F**	**119**	**F**
		PM	49	E	**206**	**F**	**208**	**F**

[1] *Signal, Side-Street Stop Control (SSSC) or All-Way Stop (AWS).*
[2] *For side-street stop-controlled intersections, delays for worst movement are shown in parentheses.*
[3] *Intersections operating at unacceptable levels (LOS F) are shown in bold. Intersections with significant impacts are shaded. Dark shading indicates an impact due to LOS changing from E to F; light shading indicates an impact due to a change in delay of more than 4 seconds*
[4] *Intersection 10 was analyzed using the HCM 2000 method using Synchro software, as Traffix software cannot analyze five-legged intersections*
Source: Fehr & Peers, October 2008.

Section 2.0, Pioneer Heights Phase IV Project, page 2.0-77

Hazards and Hazardous Materials

No Project Alternative would avoid the proposed project's less-than-significant impact related to wildland fires. All other ~~The~~ less than significant impacts related to hazards and hazardous materials would be avoided under this alternative.

Section 2.0, Pioneer Heights Phase IV Project

The following figures have been revised and included at the end of this section. Changes to Figure 2.0-9 are shown in yellow highlight. Figures 2.0-7 and 2.0-10 have been reprinted for clarity because of printing errors in the Draft EIR. No changes to the figure titles from the Draft EIR were needed:

Figure 2.0-7, Estimated 2011 No Project Traffic Volumes;

Figure 2.0-9, Pioneer Heights IV Project Trip Assignments; and

Figure 2.0-10, Pioneer Heights IV With Project Volumes.

Section 3.0

Table 3.0-1, Summary of Impacts and Mitigation Measures, Harder Road Parking Structure Project

Table 3.0-1, Summary of Impacts and Mitigation Measures, **Harder Road Parking Structure Project,** located at the end of this section, summarizes the proposed Harder Road Parking Structure Project impacts and mitigation measures, as revised. Note that text changes in HPS Impact BIO-2, HPS Impact

BIO-3, and HPS Impact HYDRO-2 reflect only text changes for Table 3.0-1. This text was revised to be consistent with the impact statements within the Biological Resources and Hydrology and Water Quality sections in Section 3.0. The changes are not substantive and do not change the conclusions found in the Draft EIR.

Table 2.0-1
Summary of ~~Proposed Project~~ Impacts and Mitigation Measures, Campus Master Plan

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.1 Aesthetics			
MP Impact AES-1		**Mitigation Measure AES-1**	
Implementation of the proposed Master Plan would have a substantial adverse effect on a scenic vista from Grandview Avenue.	Potentially significant	**MP Mitigation Measure AES-1:** If the potential site located along Grandview Avenue is chosen by California State University East Bay for faculty housing faculty/staff housing, structures within the complex shall not exceed two stories in height. Additionally, prior to approval by the Board of Trustees, a visual resources impact analysis shall be prepared that includes visual simulations of the proposed faculty housing faculty/staff housing complex to confirm that the proposed design would not result in obstruction of views from the northern side of Grandview Avenue.	Significant and unavoidable with faculty and staff housing project; less than significant without faculty and staff housing
MP Impact AES-2		**Mitigation Measure AES-2**	
Implementation of the proposed Master Plan would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than significant	No mitigation is required.	Less than significant
MP Impact AES-3		**Mitigation Measure AES-3**	
Implementation of the proposed Master Plan would not substantially degrade the existing visual character or quality of the site and its surroundings.	Less than significant	No mitigation is required.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact AES-4		**Mitigation Measure AES-4**	
Implementation of the proposed Master Plan would create a new source of substantial light or glare which could adversely affect day or nighttime views in the area.	Potentially significant	**MP Mitigation Measure AES-4:** All future projects along the outer edge of existing campus development will be reviewed by ~~the campus~~ the University for their potential to result in light spill and glare and measures such as use of downward directed lighting, cut-off type lighting, and minimal lighting for safe operations will be incorporated into the projects.	Less than significant
4.2 Air Quality			
MP Impact AIR-1 ~~AQ-1~~		**Mitigation Measure AIR-1 ~~AQ-1~~**	
Construction of the Proposed Project would generate short-term emissions of fugitive dust and asbestos that could adversely affect local air quality in the vicinity of the construction site.	Significant	**MP Mitigation Measure AIR-1a ~~AQ-1~~:** The control measures contained in Table 2 of the *BAAQMD CEQA Guidelines* listed below shall be implemented, as appropriate and feasible, during construction of each project under the proposed Hayward Campus Master Plan. The following Basic Control Measures shall be implemented at all construction sites: • Water all active construction areas at least twice daily. • Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). • Pave, apply water three times daily (or as sufficient to prevent dust from leaving the site), or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. • Sweep daily or as appropriate (with water sweepers using reclaimed water if possible) all paved access roads, parking areas, and staging areas at construction sites. • Sweep streets daily or as appropriate (with water sweepers using reclaimed water if possible) if visible soil material is carried onto adjacent public streets.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact AIR-1 ~~AQ-1~~ (continued)		**Mitigation Measure AIR-1 ~~AQ-1~~ (continued)**	
		In addition to the Basic Control Measures, the following Enhanced Control Measures shall be implemented at construction sites greater than 4 acres in area: • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more). • Enclose, cover, water twice daily (or as sufficient to prevent dust from leaving the site), or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). • Limit traffic speeds on unpaved roads to 15 miles per hour. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. The following Optional Control Measures are strongly encouraged at construction sites that are large in area or located near sensitive receptors, or may, for any other reason, warrant additional emissions reductions: • Install wheel washers or wash off the tires or tracks of all trucks and equipment leaving the site. • Install windbreaks or plant trees/vegetative windbreaks at the windward side(s) of construction areas. • Suspend excavation and grading activity when sustained winds exceed 25 mph. **MP Mitigation Measure AIR-1b ~~AQ-1~~:** ~~The Campus~~ The University shall consult with the BAAQMD's Enforcement Division prior to commencing demolition of a building containing asbestos building materials and implement any control measures required by the BAAQMD.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact AIR-2 ~~AQ-2~~		**Mitigation Measure AIR-2 ~~AQ-2~~**	
Campus development under the proposed Master Plan would generate long-term operational emissions of criteria pollutants that would exceed the BAAQMD thresholds and could therefore conflict or obstruct with implementation of the regional air quality plan.	Significant	**MP Mitigation Measure AIR-2a:** Implement **MP Mitigation Measure TRANS-1.** **MP Mitigation Measure AIR-2b:** To the extent feasible, future development within the campus shall incorporate the strategies to reduce energy demand and associated air emissions as listed in **~~Table 4.2-10~~ Table 4.2-11**. **MP MM AIR-2c:** The ~~Campus~~ University will work with ABAG and the City of Hayward to ensure that campus growth is accounted for in the regional population forecasts and with the BAAQMD to ensure that campus growth-related emissions are accounted for in future air quality planning efforts.	Significant and unavoidable
MP Impact AIR-3~~AQ-3~~		**Mitigation Measure AIR-3 ~~AQ-3~~**	
The Proposed Project would increase carbon monoxide concentrations at busy intersections and along congested roadways in the project vicinity but would not expose sensitive receptors to substantial pollution concentrations.	Less than significant	No mitigation is required.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact AIR-4 ~~AQ-4~~		**Mitigation Measure AIR-4 ~~AQ-4~~**	
The Proposed Project would not create objectionable odors affecting a substantial number of people.	Less than significant	No mitigation is required.	Less than significant
MP Impact AIR-5 ~~AQ-5~~		**Mitigation Measure AIR-5 ~~AQ-5~~**	
The Proposed Project could expose individuals to toxic air contaminants.	Potentially significant	**MP Mitigation Measure AIR-5**: Prior to issuance of any permit for installation of boilers, chillers, and/or cooling towers within the CSUEB Hayward Campus, Campus officials shall work with BAAQMD to ensure that environmental review of projects that will result in new TACs (e.g., installation of boilers, chillers, and/or cooling towers, laboratories) are closely coordinated with the BAAQMD's permitting process. The analysis of TACs from these new sources shall be conducted in accordance with the *BAAQMD CEQA Guidelines* and appropriate and feasible mitigation measures shall be developed as necessary to ensure that impacts are reduced to a less-than-significant level. In the event the cancer risk exceeds 10 in one million, BAAQMD will require implementation of measures that would reduce this risk to less than significant. Mitigation measures that could be incorporated into future projects include, but are not limited to the establishment of buffer zones, the installation of control devices on equipment, and changes to operational practices.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact AIR-6 ~~AQ-6~~		**Mitigation Measure AIR-6 ~~AQ-6~~**	
The Proposed Project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.	Significant	**MP Mitigation Measure AIR-6:** Implement **MP Mitigation Measures AIR-1, AIR-2a, and AIR-2b.**	Significant and unavoidable
MP Impact AIR-7 ~~AQ-7~~		**Mitigation Measure AIR-7 ~~AQ-7~~**	
Although the Proposed Project would result in greenhouse gas emissions, its contribution to the significant cumulative impact associated with greenhouse gas emissions would not be cumulatively considerable.	Less than significant	No mitigation is required.	Less than significant
4.3 Biological Resources			
MP Impact BIO-1		**Mitigation Measure BIO-1**	
The implementation of the proposed Master Plan could have a substantial adverse effect on special status species.	Potentially significant	**MP Mitigation Measure BIO-1a:** Appropriately timed surveys for locally occurring special-status plant species shall be conducted prior to the commencement of construction activities within grassland and mixed scrub habitats (see Figure 4.3-1). The surveys shall occur during the blooming period of the target species (see **Table 4.3-2**). Should any special-status plant species be identified, if feasible, the proposed campus project shall be relocated to avoid the construction-related loss of special-status plants. Alternatively, a mitigation plan shall be developed to offset the loss of special-status plants. At a minimum, the plan may include transplanting individual plants (if feasible), collecting seed and reestablishing the population, or protecting and enhancing other populations of the same species of special-status plants.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact BIO-1 (continued)		**Mitigation Measure BIO-1 (continued)**	
		MP Mitigation Measure BIO-1b: If a construction project is proposed on the campus that would commence anytime during the nesting/breeding season of native bird species potentially nesting/roosting on the site (typically February through August in the project region), a pre-construction survey of the project vicinity for nesting birds shall be conducted. This survey shall be conducted by a qualified biologist (i.e., experienced with the nesting behavior of bird species of the region) within two weeks of the commencement of construction activities that would occur during the nesting/breeding season. The intent of the survey shall be to determine if active nests of special status bird species or other species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present within the construction zone or within 500 feet of the construction zone. The survey area shall include all trees and shrubs, as well as grassland habitats (which could be utilized by burrowing owls) in the construction zone and a surrounding 500-feet area. The surveys shall be timed such that the last survey is concluded no more than two weeks prior to initiation of construction or tree removal. If ground disturbance activities are delayed following a survey, then an additional pre-construction survey shall be conducted such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact BIO-1 (continued)		**Mitigation Measure BIO-1 (continued)**	
		If active nests are found in areas that could be directly affected or are within 500 feet of construction and would be subject to prolonged construction-related noise, a no disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined through consultation with the CDFG, taking into account factors such as the following: • Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; • Distance and amount of vegetation or other screening between the construction site and the nest; and • Sensitivity of individual nesting species and behaviors of the nesting birds. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or another appropriate barrier and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas of special status bird species to ensure that no impacts on these nests occur.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact BIO-1 (continued)		**Mitigation Measure BIO-1 (continued)**	
		MP Mitigation Measure BIO-1c: Prior to the commencement of construction activities within grassland habitats occurring during the non-nesting season of burrowing owl (typically September through January), a qualified biologist shall conduct a clearance survey for wintering burrowing owls. The survey shall be conducted no more than 14 days prior to commencement of construction activities. If non-breeding burrowing owls are observed within the disturbance footprint, they would be excluded from all occupied burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices, utilizing one-way doors, shall be installed in the entrance of all active burrows. The devices shall be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows would then be excavated by hand and refilled to prevent reoccupation. Exclusion shall continue until the owls have been successfully excluded from the site, as determined by a qualified biologist. **MP Mitigation Measure BIO-1d:** If trees or buildings are to be removed/demolished during the nesting season of native bat species in California (generally April 1 through August 31), the presence of active maternity roosts in trees or buildings shall be evaluated by a qualified biologist prior to their removal. If it is determined that the trees or structures to be removed provide potential bat roosting habitat, a focused survey shall be conducted by a qualified bat biologist to determine if active maternity roosts of special status bats are present. Should an active maternity roost of a special status bat species be identified, the roost shall not be disturbed until the roost is vacated and juveniles have fledged, as determined by the biologist. Once all young have fledged, the tree or structure may be removed or demolished.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact BIO-2		**Mitigation Measure BIO-2**	
The implementation of the proposed Master Plan could have a substantial adverse effect on a riparian habitat or other sensitive natural community.	Potentially significant	**MP Mitigation Measure BIO-2:** Should it be determined that faculty/staff housing would be developed in the grassland in the far western portion of the campus, the following measures would be implemented: (1) the boundaries of the riparian woodland associated with the nearby drainage shall be delineated and the faculty/staff housing shall be designed, to the extent feasible, to avoid the woodland; (2) should avoidance of the woodland not be possible, then a riparian restoration plan shall be prepared and implemented. The plan shall outline the procedures to be implemented that would ensure that no net loss of riparian habitat occurs. A Streambed Alteration Agreement would also be required from the CDFG and all conditions of that Agreement shall be complied with; and (3) a lighting plan shall be designed to prevent substantial light spillage (above current levels) into the nearby woodland.	Less than significant
MP Impact BIO-3		**Mitigation Measure BIO-3**	
The implementation of the proposed Master Plan could have a substantial adverse effect on a federally protected wetland.	Potentially significant	**MP Mitigation Measure BIO-3:** Should it be determined that faculty/staff housing would be developed in grassland in the far western portion of the campus and that the project may involve alterations to the nearby drainage, the following measures would be implemented: (1) a jurisdictional delineation shall be conducted of the nearby drainage and the faculty/staff housing shall be designed, to the extent practical, to avoid affecting jurisdictional areas; (2) should avoidance of the jurisdictional resources not be practical, then a creek restoration plan shall be prepared and implemented. The plan shall outline the procedures to be implemented that would ensure that no net loss of riparian and aquatic habitat occurs (this plan may be part of the plan potentially required by **Mitigation Measure BIO-2**, above). A Section 404 permit would also be required from the USACE and all conditions of that permit shall be complied with.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact BIO-4		**Mitigation Measure BIO-4**	
The implementation of the proposed Master Plan would not interfere substantially with the movement of wildlife.	Less than significant	No mitigation is required.	Less than significant
MP Impact BIO-5		**Mitigation Measure BIO-5**	
The implementation of the proposed Master Plan would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.	No impact	No mitigation is required.	No impact
MP Impact BIO-6		**Mitigation Measure BIO-6**	
The implementation of the proposed Master Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No impact	No mitigation is required.	No impact
4.4 Cultural Resources			
MP Impact CULT-1		**Mitigation Measure CULT-1**	
Implementation of the proposed Master Plan could cause a substantial adverse change in the significance of an archaeological resource through damage or destruction that could occur as a result of grading, excavation, ground disturbance or other project development.	Potentially significant	**MP Mitigation Measure CULT-1a**: During the planning and environmental review of specific development projects under the proposed Master Plan, for projects proposed on previously undisturbed campus lands, ~~the Campus~~ the University shall retain a qualified archaeologist to conduct a pedestrian survey of the site to evaluate the potential for archaeological resources to occur on the project site. If archaeological resources are encountered, **MP Mitigation Measure CULT-1c** will apply.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact CULT-1 (continued)		**Mitigation Measure CULT-1 (continued)**	
		MP Mitigation Measure CULT-1b: Regardless of the location of the project on the campus, all construction contracts for campus projects shall include a standard inadvertent discovery clause, which requires that if an archaeological resource is discovered during construction (whether or not an archaeologist is present), all soil-disturbing work within 100 feet of the find shall cease, and ~~the Campus~~ the University shall implement **MP Mitigation Measure CULT 1c.** **MP Mitigation Measure CULT-1c:** For an archaeological site that is encountered during the pedestrian survey conducted on a project site or during construction, the ~~Campus~~ University shall: • Retain a qualified archaeologist to determine whether the resource qualifies as an historical resource or a unique archaeological resource. • If the resource is determined to be a historical resource or a unique archaeological resource, the qualified archaeologist, in consultation with the ~~Campus~~ University, shall prepare a research design and archaeological data recovery plan for the recovery of the categories of data for which the site is significant, and implement the data recovery plan prior to or during development of the site. The archaeologist shall also perform appropriate technical analyses, prepare a full written report and file it with the appropriate information center, and provide for the permanent curation of recovered materials.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact CULT-2		**Mitigation Measure CULT-2**	
Implementation of the proposed Master Plan could cause a substantial adverse change in the significance of a historical building or structure, as a result of alteration, removal, or demolition of the building, or alteration of the site associated with project development.	Potentially significant	**MP Mitigation Measure CULT-2a:** Potential historic structures present on the campus will be evaluated as follows in conjunction with specific development projects: • Before altering or otherwise affecting a building or structure 50 years old or older, ~~the Campus~~ the University shall retain a qualified architectural historian to assess it based on professional standards and State CEQA Guidelines Section 15064.5. The evaluation process shall include the development of appropriate historical background research as context for the assessment of the significance of the structure in the history of the California State University system, the campus, and/or the region. For historic buildings, structures, or features that do not meet the CEQA criteria for a historical resource, no further mitigation is required. • For a building or structure that qualifies as a historic resource, the architectural historian and ~~the Campus~~ the University shall consider measures that would enable the project to avoid direct or indirect impacts to the building or structure. These measures could include preserving a building on the margin of the project site, using it "as is," or other measures that would not alter the building. If the project cannot avoid modifications to a significant building or structure, ~~the Campus~~ the University shall implement **MP Mitigation Measure CULT-2b**.	Significant and unavoidable

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact CULT-2 (continued)		**Mitigation Measure CULT-2 (continued)**	
		MP Mitigation Measure CULT-2b: For a structure or building that has been determined by a qualified architectural historian to qualify as a historical resource, and where avoidance is not feasible, documentation and treatment shall be carried out as described below: • If the building or structure can be preserved on-site, but remodeling, renovation or other alterations are required; this work shall be conducted in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building. • If a significant historic building or structure is proposed for major alteration or renovation, or to be moved and/or demolished, ~~the Campus~~ the University shall ensure that a qualified architectural historian thoroughly documents the building and associated landscaping and setting. Documentation shall include still and video photography and a written documentary record of the building to the standards of the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER), including accurate scaled mapping, architectural descriptions, and scaled architectural plans, if available. A copy of the record shall be deposited with the CSUEB Hayward Library. The record shall be accompanied by a report containing site-specific history and appropriate contextual information. This information shall be gathered through site specific and comparative archival research, and oral history collection as appropriate.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact CULT-2 (continued)		**Mitigation Measure CULT-2 (continued)**	
		• If preservation and reuse at the site are not feasible, the historical building shall be documented as described above and, when physically and financially feasible, be moved and preserved or reused. • If the nature and significance of the building is such that its demolition or destruction cannot be fully mitigated through documentation in the opinion of the qualified architectural historian, ~~the Campus~~ the University shall reconsider project plans in light of the high value of the resource, and implement modifications to the proposed project that would allow the structure to be preserved intact. These could include project redesign, relocation, or abandonment.	
MP Impact CULT-3		**Mitigation Measure CULT-3**	
Implementation of the proposed Master Plan could disturb human remains, including those interred outside of formal cemeteries.	Potentially significant	**MP Mitigation Measure CULT-3a:** ~~the Campus~~ The University shall implement **MP Mitigation Measure CULT-1** to minimize the potential for disturbance or destruction of human remains in an archaeological context and to preserve them in place, if feasible. **MP Mitigation Measure CULT-3b:** ~~the Campus~~ The University shall arrange for a representative of the local Native American community to monitor any excavation (including archaeological excavation) within the boundaries of a known Native American archaeological site.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact CULT-3 (continued)		**Mitigation Measure CULT-3 (continued)**	
		MP Mitigation Measure CULT-3c: In the event of a discovery of human bone, suspected human bone, or a burial, all excavation in the vicinity will halt immediately and the area of the find will be protected until a qualified archaeologist determines whether the bone is human. If the qualified archaeologist determines the bone is human, or if a qualified archaeologist is not present, ~~the Campus~~ the University will notify the County of Alameda Medical Examiner before additional disturbance occurs. ~~the Campus~~ The University will ensure that the remains and vicinity of the find are protected against further disturbance until the Coroner has made a finding with regard to PRC 5097 procedures, in compliance with California Health and Safety Code Section 7050.5(b). If it is determined that the find is of Native American origin, ~~the Campus~~ the University will comply with the provisions of PRC Section 5097.98 regarding identification and involvement of the Native American Most Likely Descendant (MLD). **MP Mitigation Measure CULT-3d:** If human remains cannot be left in place, ~~the Campus~~ the University shall ensure that the qualified archaeologist and the MLD consult regarding archaeological treatment of human remains, and that appropriate studies, as identified through this consultation, are carried out prior to interring the remains. ~~the Campus~~ The University shall provide results of all such studies to the local Native American community, and shall provide an opportunity for local Native American involvement in any interpretative reporting. As stipulated by the provisions of the California Native American Graves Protection and Repatriation Act, ~~the Campus~~ the University shall ensure that human remains and associated artifacts recovered from campus projects on state lands are repatriated to the appropriate local tribal group if requested.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact CULT-4		**Mitigation Measure CULT-4**	
Implementation of the proposed Master Plan would not disturb or destroy unique paleontological or geologic resources.	Less than significant	**MP Mitigation Measure CULT-4a:** As part of the construction contract, ~~the Campus~~ the University shall inform construction contractors to watch for paleontological resources during grading and excavation and to inform ~~The Campus~~ The University immediately if such resources are encountered. **MP Mitigation Measure CULT-4b:** If paleontological resources are discovered, all ground-disturbing activities within 100 feet of the find will be halted and a qualified paleontologist will be retained by ~~the Campus~~ the University to evaluate the find and recommend appropriate handling and treatment of the find. If the find is determined to be significant or potentially significant, the paleontologist will design and carry out a data recovery plan consistent with the Standards of the Society of Vertebrate Paleontologists. Adequate recordation and recovery would, at a minimum, include the following: • Development of a site specific environmental and contextual information • Archival research • Excavation of the resource and its accurate recordation • For a significant major find, identification of a museum or repository for curation of the resource	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.5 Geology and Soils			
MP Impact GEO-1		**Mitigation Measure GEO-1**	
Development under the proposed Master Plan would not expose people and structures on campus to substantial adverse effects associated with fault rupture, but could result in substantial adverse effects related to seismic ground shaking or seismic-related ground failure, including liquefaction, lateral spreading, landslides, and/or settlement.	Potentially significant	**MP Mitigation Measure GEO-1:** Where existing geotechnical information is not adequate, detailed geotechnical investigations shall be performed for areas that will support buildings or foundations. Such investigations for building or foundation projects on the CSUEB Hayward ~~campus~~ Campus will comply with the California Geological Survey's Guidelines for Evaluating and Mitigating Seismic Hazards in California (Special Publication 117), which specifically address the mitigation of liquefaction and landslide hazards in designated Seismic Hazard Zones (CGS 2003). All recommendations of the geotechnical investigations will be incorporated into project designs. Recommendations for buildings located near mapped faults, ~~prepared by the California State University seismic review committee,~~ shall be reviewed by the California State University Seismic Review Board prior to project design.	Less than significant
MP Impact GEO-2		**Mitigation Measure GEO-2**	
Development under the proposed Master Plan would not result in substantial erosion of soils during construction.	Less than significant	No mitigation is required.	Less than significant
MP Impact GEO-3		**Mitigation Measure GEO-3**	
Expansive soils are present on the project site and could result in unstable conditions where buildings are proposed.	Potentially significant	**MP Mitigation Measure GEO-3:** ~~The Campus~~ The University shall implement **MP Mitigation Measure GEO-1.**	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.6 Hazards and Hazardous Materials			
MP Impact HAZ-1		**Mitigation Measure HAZ-1**	
Campus development and activities under the proposed Master Plan would not create significant hazards to the public or the environment from the use, storage, and transport of hazardous materials under routine or upset conditions.	Less than significant	No mitigation is required.	Less than significant
MP Impact HAZ-2		**Mitigation Measure HAZ-2**	
Campus development and activities under the proposed Master Plan would not create significant hazards to the public or the environment, such that existing or proposed adjacent schools may be affected.	Less than significant	No mitigation is required.	Less than significant
MP Impact HAZ-3		**Mitigation Measure HAZ-3**	
Construction and demolition activities under the proposed Master Plan in one area of the campus could expose construction workers, campus occupants, or the public to contaminated soil or groundwater.	Potentially significant	**MP Mitigation Measures HAZ-3:** As and when a project is proposed in the vicinity of the LUST site, ~~the Campus~~ the University shall conduct a Phase I Environmental Site Assessment (ESA) and if necessary a Phase 2 ESA of the contaminated site. Based on the results of the investigation, ~~the Campus~~ the University in conjunction with the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) and DTSC shall determine if remediation is required. Remediation will be implemented before the site is excavated or otherwise disturbed for construction.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact HAZ-4		**Mitigation Measure HAZ-4**	
Demolition or renovation of buildings under the proposed Master Plan could expose construction workers, campus occupants or the public to contaminated building materials.	Potentially significant	**MP Mitigation Measure HAZ-4:** ~~The Campus~~ The University shall develop a procedure for the demolition of ~~structures containing~~ contaminated ~~building materials~~ laboratory space. These provisions shall ensure the removal of hazardous materials; the decontamination of surfaces and equipment; proper characterization, storage and shipment of hazardous materials removed from laboratories; and proper worker training and safety procedures. These procedures shall provide for the following: • Removal of all hazardous materials. • User inspection for contamination. • Performance of a site audit to determine likelihood of chemical spills. • Performance of sampling for potential chemical contamination, if site audit finds that this is warranted. • Use of survey meters or wipe samples to detect lingering radioactivity, if radioactive materials were present. ~~• Performance of sampling for potential chemical contamination, if site audit finds that this is warranted.~~ • Communication with workers to ensure any remaining risk and health and safety procedures are understood and followed during demolition. • Following proper procedures for characterizing, storing, and shipping hazardous wastes, if necessary.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact HAZ-5		**Mitigation Measure HAZ-5**	
Campus development under the proposed Master Plan would not interfere physically with ~~the Campus~~ the University's Emergency Operations Plan (EOP).	Less than significant	**MP Mitigation Measure HAZ-5a:** ~~The Campus~~ The University shall require new construction under the Master Plan to adhere to the following standards already established by Facilities Planning & Operations: • Construction work shall be conducted so as to ensure the least possible obstruction to traffic. • Contractors shall notify ~~the Campus~~ the University Representative at least two weeks before any road closure. • When paths, lanes, or roadways are blocked, detour signs shall be installed to clearly designate an alternate route. • Fire hydrants shall be kept accessible to fire fighting equipment at all times. • To ensure adequate access for emergency vehicles when construction projects will result in temporary lane or roadway closures, campus police and dispatchers shall be notified of the closures and alternative travel routes. **MP Mitigation Measure HAZ-5b:** New or updated building and/or department-specific EOPs shall be developed for any new development project.	Less than significant
MP Impact HAZ-6		**Mitigation Measure HAZ-6**	
Campus development under the proposed Master Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	Less than significant	No mitigation is required.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.7 Hydrology and Water Quality			
MP Impact HYDRO-1		**Mitigation Measure HYDRO-1**	
Compliance with NPDES requirements and campus stormwater management policies would result in a less than significant impact on water quality, including erosion and sedimentation, during construction.	Less than significant	No mitigation is required.	Less than significant
MP Impact HYDRO-2		**Mitigation Measure HYDRO-2**	
Compliance with NPDES requirements and campus stormwater management policies would result in a less than significant impact to water quality, including erosion and sedimentation, during operation.	Less than significant	**MP Mitigation Measure HYDRO-2:** During the design review phase of each future development project on the campus, ~~the Campus~~ the University will verify that the stormwater BMPs were evaluated for the proposed project and those determined to be appropriate were incorporated into the proposed project. ~~The Campus~~ The University will also verify that post-development runoff from the project site will approximate pre-development runoff volumes.	Less than significant
MP Impact HYDRO-3		**Mitigation Measure HYDRO-3**	
Development of the campus under the proposed Master Plan would not substantially alter the existing drainage patterns in a way that would result in on- or off-site flooding.	Less than significant	No mitigation is required.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact HYDRO-4		**Mitigation Measure HYDRO-4**	
Implementation of the proposed Master Plan would not substantially deplete groundwater or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.	Less than significant	No mitigation is required.	Less than significant
MP Impact HYDRO-5		**Mitigation Measure HYDRO-5**	
Implementation of the proposed Master Plan would not place housing or structures that would impede or redirect flood flows within a 100-year flood hazard area or levee or dam inundation zone.	No impact	No mitigation is required.	No impact
MP Impact HYDRO-6		**Mitigation Measure HYDRO-6**	
Development on the Hayward campus under the proposed Master Plan would not be affected by inundation associated with a tsunami or seiche event due to elevation and location relative to the Pacific Ocean and enclosed water bodies.	No impact	No mitigation is required.	No impact
4.8 Land Use and Planning			
MP Impact LU-1		**Mitigation Measure LU-1**	
Growth and development under the proposed Master Plan would not physically divide an established community.	No impact	No mitigation is required.	No impact

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact LU-2		**Mitigation Measure LU-2**	
Growth and development under the proposed Master Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purposes of avoiding or mitigating an environmental effect.	Less than significant	No mitigation is required.	Less than significant
4.9 Noise			
MP Impact NOI-1		**Mitigation Measure NOI-1**	
Campus development under the proposed Hayward Campus Master Plan would result in increased vehicular traffic on the regional road network, which would not significantly increase ambient traffic noise levels at existing on- and off-site noise sensitive uses.	Less than significant	No mitigation is required.	Less than significant
MP Impact NOI-2		**Mitigation Measure NOI-2**	
Daily operations within the campus would not expose existing off-site and future on-site noise sensitive receptors to significant elevated noise levels.	Less than significant	No mitigation is required.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact NOI-3		**Mitigation Measure NOI-3**	
Construction on the campus pursuant to the Hayward Campus Master Plan could expose existing and future noise-sensitive receptors to elevated construction noise levels.	Potentially significant	**MP Mitigation Measure NOI-3a:** Construction activities on campus shall be restricted to between the hours of 7:00 AM and 7:00 PM on weekdays and Saturdays and 10:00 AM to 6:00 PM on Sundays and holidays. **MP Mitigation Measure NOI-3b:** Prior to initiation of campus construction within 500 feet of a noise sensitive receptor, ~~the Campus~~ the University shall approve a construction noise mitigation program including but not limited to the following. • All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with exhaust mufflers and air-inlet silencers where appropriate, in good operating condition that meet or exceed original factory specification. • Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. • All mobile or fixed noise producing equipment used on the project, which is regulated for noise output by local, state or federal agency, shall comply with such regulation while engaged in project-related activities. • Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where practicable.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact NOI-3 (continued)		**Mitigation Measure NOI-3 (continued)**	
		• Material stockpiles and mobile equipment staging, construction vehicle parking and maintenance areas shall be located as far as practicable from noise-sensitive land uses. • Stationary noise sources such as generators or pumps shall be located away from noise-sensitive land uses as feasible. • The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only. No project-related public address loudspeaker, two-way radio, or music system shall be audible at any adjacent noise-sensitive receptor except for emergency use. • The erection of temporary noise barriers shall be considered where project activity is unavoidably close to noise-sensitive receptors. • The noisiest construction operations shall be scheduled to occur together to avoid continuing periods of the greatest annoyance, wherever possible. • Construction vehicle trips be routed as far as practical from existing residential uses. • The loudest campus construction activities, such as demolition, blasting, and pile driving, shall be scheduled during summer, Thanksgiving, winter, and spring breaks when fewer people would be disturbed by construction noise. • Whenever possible, academic, administrative, and residential areas that will be subject to construction noise shall be informed a week before the start of each construction project.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
4.10 Population and Housing			
MP Impact POP-1		**Mitigation Measure POP-1**	
Implementation of the proposed Master Plan would not substantially increase the population of the City of Hayward or Alameda County such that additional housing would be required, the construction of which could cause significant environmental impacts.	Less than significant	No mitigation is required.	Less than significant
MP Impact POP-2		**Mitigation Measure POP-2**	
Implementation of the proposed Master Plan would not displace existing housing or population.	No impact	No mitigation is required.	No impact
4.11 Public Services			
MP Impact PUB-1		**Mitigation Measure PUB-1**	
Campus development under the proposed Master Plan would not require the construction of new or physically altered fire protection facilities, which could cause significant environmental impacts.	Less than significant	No mitigation is required.	Less than significant
MP Impact PUB-2		**Mitigation Measure PUB-2**	
The proposed Master Plan would not require the construction of new or physically altered law enforcement facilities, which could cause significant environmental impacts.	Less than significant	No mitigation is required.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact PUB-3		**Mitigation Measure PUB-3**	
The proposed Master Plan would not result in impacts to parks or other recreational facilities.	Less than significant	No mitigation is required.	Less than significant
MP Impact PUB- 4		**Mitigation Measure PUB-4**	
Campus development under the proposed Master Plan would not result in impacts to City of Hayward schools.	Less than significant	No mitigation is required.	Less than significant
4.12 Transportation and Traffic			
MP Impact TRANS-1		**Mitigation Measure TRANS-1**	
Full build-out of the campus under the proposed Master Plan, with and without the Third Entrance, will contribute to sub-standard intersection operations at eight study intersections, in either the AM peak hour or PM peak hour, or both peak hours.	Potentially significant	**MP Mitigation Measure TRANS-1a**: ~~The Campus~~ The University shall prepare a comprehensive TDM Implementation Plan that includes the steps necessary to plan for, fund, implement, and monitor the effectiveness of the measures outlined in the Master Plan TDM section and listed below. *Improved Transit Service* • Enhanced AC Transit Route 92 service to the Downtown Hayward BART station, ensuring frequent ~~15-minute~~ headways from 6 AM to ~~10~~11 PM; that are coordinated with BART arrival times to meet passenger demand, provided free to University staff, faculty, and students. ~~or continued and enhanced campus shuttle service providing a direct connection between campus and Downtown Hayward BART.~~ • Alternative Mode Use Incentives	Significant and unavoidable

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-1 (continued)		**Mitigation Measure TRANS-1 (continued)**	
		• Discounted or free AC Transit passes for all students, faculty and staff • Discounted BART tickets for students, faculty and staff through the Commuter Check program or a similar program; or a 'Clean Air Cash' program where those choosing to commute by BART receive a cash payment and are not allowed to purchase a normal parking permit • Carpool matching service and vanpool program • Preferential parking for carpools and vanpools • Continued participation in the Alameda County Congestion Management Agency's Guaranteed Ride Home program for alternative mode users • Provision of a flexible car rental service program (carsharing) on campus to provide access to vehicles for those who choose not to commute to campus by car or residents who do not maintain a car on campus • Provision for participants in alternative mode programs to purchase a certain number of single-day parking permits to allow for commute flexibility and promote alternative mode use for those who may occasionally need to use a car.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-1 (continued)		**Mitigation Measure TRANS-1 (continued)**	
		Parking Management • Provide a scaled parking permit pricing structure that ties the cost of parking to the level of use and location, and that provides the funding needed to maintain and operate the parking system, including provision of new parking lots/structures. In planning for future permit price changes, aim to increase parking costs to a level even with the costs of commuting by bus or BART to the campus to the extent feasible within the context of CSU collective bargaining agreements and equity for students. • Manage the campus parking supply to achieve a peak occupancy level of 85 percent, to avoid over-supply when new lots/structures are provided and undersupply when new buildings are constructed on sites identified in the Hayward Campus Master Plan. • ~~Discourage on-campus residents from bringing cars to campus, and encourage the use of transit service(s) and the flexible rental car service (when instituted) for travel off-campus.~~	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-1 (continued)		**Mitigation Measure TRANS-1 (continued)**	
		TDM Implementation Plan Development As part of its TDM Implementation Plan for the Hayward campus, the University will undertake an alternative transportation and parking study to fully evaluate the cost and projected effectiveness of the strategies listed by the City along with others identified in the Hayward Campus Master Plan. The study will identify alternative combinations of strategies, recommend a preferred combination, and identify specific targets for trip reduction, transit ridership, carpooling, parking provision, and parking permit pricing at regular intervals, scaled to projected enrollment growth and campus building plans. The TDM Implementation Plan will include a monitoring program at three-year intervals tied to the phasing of capital construction and enrollment growth. The monitoring program will include detailed counts at all entrances, to assess the relationship between automobile use, other modes of access and enrollment growth. A critical aspect of the monitoring program will be to ascertain the elasticity of demand for transit in relation to students' and employees' travel patterns, the level of transit service available, cost of automobile use, and parking management. The TDM Implementation Plan will also consider how the provision of additional housing, food service and convenience services on campus will reduce the need for off-campus trips, particularly at peak hours. This study and implementation plan will be completed within two years of the adoption of the Master Plan. Based on the TDM Implementation Plan, the University will review its congestion management analysis and revise as warranted. The University will provide an annual report to the City regarding progress on the implementation of the TDM Plan as well as the results of the monitoring, the strategies being implemented, and the effectiveness of these strategies in reducing vehicular traffic.	

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-1 (continued)		**Mitigation Measure TRANS-1 (continued)**	
		The City and University will develop a plan and enter into a Memorandum of Understanding (MOU) to address the deficiencies at City intersections and/or roadway segments significantly impacted by the implementation of the Hayward Campus Master Plan and determine appropriate cost sharing based on a fair share analysis. The MOU will include a timetable for improvements at relevant City intersections and a schedule for University contributions tied to capital improvements that support enrollment growth that significantly increases traffic.	
		MP Mitigation Measure TRANS-1b: ~~The Campus~~The University will conduct periodic traffic counts at the primary gateways (Harder Road, Carlos Bee Boulevard, and the new Third Entrance if and when constructed) to monitor the effectiveness of new TDM programs as they are implemented. This information will be helpful in fine-tuning the TDM programs to ensure maximum effectiveness at reducing growth in single-occupant vehicle travel.	
MP Impact TRANS-2		**Mitigation Measure TRANS-2**	
Campus gateway intersections will operate at unacceptable levels of service in the future.	Potentially significant	**MP Mitigation Measure TRANS-2:** ~~The Campus~~The University shall monitor traffic volumes and conditions periodically at Carlos Bee Boulevard/West Loop Road and Harder Road/West Loop Road, and retain a registered traffic engineer to conduct a full warrant study when peak hour volumes reach the level of the peak hour volume warrant. If the study indicates the need for a signal at either location, ~~the Campus~~ the University will construct the new signal. ~~The Campus~~ The University will also ensure that the new campus gateway intersection on Hayward Boulevard, if approved by the City and constructed, is signalized and provides a left turn lane to serve traffic turning into the campus.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-3		**Mitigation Measure TRANS-3**	
Traffic added by the proposed project would not adversely affect intersection operations at Hayward Boulevard and Civic Avenue.	Less than significant	No mitigation is required.	Less than significant
MP Impact TRANS-4		**Mitigation Measure TRANS-4**	
Pedestrian safety on Harder Road in the vicinity of the student housing area could be affected by traffic volumes and speeds, with the provision of the third entrance on Hayward Boulevard.	Potentially significant	**MP Mitigation Measure TRANS-4:** If the Third Entrance on Hayward Boulevard is constructed, ~~the Campus~~ the University will design and construct traffic calming measures along Harder Road and retain the traffic signal serving pedestrian crossings between the student housing and the core campus, in order to maintain a pedestrian-friendly environment and manage the volume and speed of traffic along this roadway.	Less than significant
MP Impact TRANS-5		**Mitigation Measure TRANS-5**	
Campus development under the proposed Master Plan will substantially increase volumes on several segments of the CMP or MTS networks.	Potentially significant	**MP Mitigation Measure TRANS-5:** The City of Hayward should review the projected volume growth on the CMP and MTS networks within the City and prepare a deficiency plan to address future projected deficiencies. If, as a result of the implementation of the Master Plan, any of the CMP facilities fall to LOS F as part of the LOS Monitoring Program, then the University will work with the City to prepare a deficiency plan that will include mitigation measures to eliminate the deficiency and determine appropriate funding based on a fair share analysis. ~~The Campus will cooperate with the City in developing measures to address future deficiencies, including the measures described in **MP Mitigation MeasureTRANS-1**.~~	Significant and unavoidable

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-6		**Mitigation Measure TRANS-6**	
Campus development under the proposed Master Plan will increase BART ridership, but will not lead to over-capacity conditions in the peak commute hours.	Less than significant	No mitigation is required.	Less than significant
MP Impact TRANS-7		**Mitigation Measure TRANS-7**	
Implementation of the proposed Master Plan will increase bus transit demand, particularly for connections between the campus and the Downtown Hayward and Castro Valley BART stations.	Potentially significant	**MP Mitigation Measure TRANS-7**: ~~The Campus~~ The University shall implement **MP Mitigation Measure TRANS-1**, which includes enhancing AC Transit Route 92 service to the Downtown Hayward BART station, ensuring frequent ~~15-minute~~ headways from 6 AM to ~~10~~ 11 PM, that are coordinated with BART arrival times to meet passenger demand, provided free to University staff, faculty and students. ~~; or continued and enhanced campus shuttle service providing a direct connection between campus and Downtown Hayward BART.~~	Less than significant
MP Impact TRANS-8		**Mitigation Measure TRANS-8**	
Walking and bicycling trips to the campus may increase moderately with implementation of the proposed Master Plan.	Potentially significant	**MP Mitigation Measure TRANS-8**: ~~The Campus~~ The University will ensure that the third campus entrance, if constructed, is designed with crosswalks and pedestrian call buttons to serve pedestrians and bicycles entering the campus from neighborhoods to the east.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact TRANS-9		**Mitigation Measure TRANS-9**	
The proposed Master Plan could result in overflow parking on nearby neighborhood streets, if the supply is not managed to meet demand as the campus grows.	Potentially significant	**MP Mitigation Measure TRANS-9a**: ~~The Campus~~ The University shall monitor parking occupancy in all campus lots/structures on a yearly basis, and will also monitor participation in its TDM programs to determine how many single-occupant-vehicle trips are being diverted to carpools, transit, bicycle, and pedestrian trips. Based on these surveys, and the traffic counts noted in **MP Mitigation Measure TRANS-2**, the parking supply management plan will be periodically re-evaluated to ensure that construction of new parking keeps pace with demand. **MP Mitigation Measure TRANS-9b**: If overflow parking in surrounding neighborhoods becomes a problem, ~~the Campus~~ the University will work with neighborhood representatives to develop strategies to mitigate the problem. Strategies could include a campus education program to discourage off-campus parking, parking restrictions during peak commute times on affected streets, or institution of residential permit parking programs.	Less than significant
4.13 Utilities			
MP Impact UTIL-1		**Mitigation Measure UTIL-1**	
Growth and development under the proposed Master Plan would result in a demand for water currently not anticipated in the City's 2005 UWMP.	Significant	**MP Mitigation Measure UTIL-1:** The CSUEB Hayward ~~campus~~ Campus shall implement water conservation measures included in the Hayward Campus Master Plan Sustainability Framework and Infrastructure and Utilities Framework and achieve a 20 percent reduction in average and peak water demand compared to business as usual by 2015 and a 35 percent reduction in average and peak water demand compared to business as usual by 2030.	Less than significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
MP Impact UTIL-2		**Mitigation Measure UTIL-2**	
Growth and development under the proposed Master Plan would not require the construction or expansion of wastewater conveyance or treatment facilities.	Less than significant	No mitigation is required.	Less than significant
MP Impact UTIL-3		**Mitigation Measure UTIL-3**	
The proposed Master Plan would result in the construction of new electrical, natural gas, and heating water facilities, which would not cause significant environmental impacts.	Less than significant	No mitigation is required.	Less than significant
MP Impact UTIL-4		**Mitigation Measure UTIL-4**	
Growth and development under the proposed Master Plan would require minor expansion of the storm water conveyance system, which would not cause significant environmental impacts.	Less than significant	No mitigation is required.	Less than significant
MP Impact UTIL-5		**Mitigation Measure UTIL-5**	
The proposed Master Plan would not conflict with applicable solid waste regulations, nor would it result in solid waste requiring disposal that would exceed the landfill capacity.	Less than significant	No mitigation is required.	Less than significant

Table 2.0-1
Summary of Impacts and Mitigation Measures
Pioneer Heights Phase IV Project

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
2.6.1 Aesthetics			
PH Phase IV Impact AES-1		**Mitigation Measure AES-1**	
Implementation of the proposed project would not have a substantial adverse effect on scenic vistas from Grandview Avenue.	Less than Significant	No mitigation is required.	Less than Significant
PH Phase IV Impact AES-2		**Mitigation Measure AES-2**	
Implementation of the proposed project would create a new source of substantial light or glare which could adversely affect day or nighttime views in the area.	Potentially Significant	**PH Phase IV Mitigation Measure AES-2a**: ~~The Campus~~ The University shall carefully design the buildings for Pioneer Heights Phase IV to make sure that light and glare along the project's eastern and northern façade is minimized. Landscaping for the eastern portion of the project site shall be selected to include fast growing tall trees and to ensure that it aesthetically screens the new buildings and helps reduce light and glare. **PH Phase IV Mitigation Measure AES-2b:** All lighting proposed within and outside the buildings on the eastern and northern façade of the proposed housing development shall be limited to the minimal amount of lighting needed for safe operations.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
2.6.2 Air Quality			
PH Phase IV Impact AIR-1		**Mitigation Measure AIR-1**	
The PH Phase IV Project would generate long-term operational emissions of criteria pollutants from increases in traffic and stationary and area sources that would not adversely affect air quality.	Less than Significant	No mitigation is required.	Less than Significant
PH Phase IV Impact AIR-2		**Mitigation Measure AIR-2**	
The Pioneer Heights Phase IV Project would not expose maximally exposed individuals to cancer risks exceeding 10 in one million or to ground level concentrations of non-carcinogenic toxic air contaminants that would result in a Hazard Index greater than 1.0 for the maximally exposed individual.	Less than Significant	No mitigation is required.	Less than Significant
PH Phase IV Impact AIR-3		**Mitigation Measure AIR-3**	
The Pioneer Heights Phase IV Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.	Less than significant	No mitigation is required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
2.6.3 Biological Resources			
PH Phase IV Impact BIO-1		**Mitigation Measure BIO-1**	
The construction of the proposed project would not have a substantial adverse effect on special status plant species.	Less than Significant	No mitigation is required.	Less than Significant
PH Phase IV Impact BIO-2		**Mitigation Measure BIO-2**	
The construction of the proposed project could result in the loss of an active nest of a special-status raptor species.	Potentially Significant	~~The Campus~~ The University shall implement **MP Mitigation Measure BIO-1b.**	Less than Significant
PH Phase IV Impact BIO-3		**Mitigation Measure BIO-3**	
The construction of the proposed project could result in the loss of an active maternity roost of a special-status bat species.	Potentially Significant	~~The Campus~~ The University shall implement **MP Mitigation Measure BIO-1d.**	Less than Significant
2.6.4 Cultural Resources			
PH Phase IV Impact CULT-1		**Mitigation Measure CULT-1**	
Construction associated with the proposed project could result in the disturbance of previously undiscovered historic or prehistoric cultural resources, deposits, artifacts, or human remains, including buried material.	Potentially Significant	~~The Campus~~ The University shall implement **MP Mitigation Measures CULT-1b, -1c, -3,** and **-4.**	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
2.6.5 Geology and Soils			
PH Phase IV Impact GEO-1		**Mitigation Measure GEO-1**	
Development of Pioneer Heights Phase IV would not expose people and structures to substantial adverse effects associated with fault rupture, but could result in substantial adverse effects related to seismic ground shaking or seismic-related ground failure, including liquefaction, lateral spreading, landslides, and/or settlement.	Less than Significant	No mitigation required other than **MP Mitigation Measure GEO-1.**	Less than Significant
2.6.6 Hazards and Hazardous Materials			
PH Phase IV Impact HAZ-1		**Mitigation Measure HAZ-1**	
Pioneer Heights Phase IV development would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	Less than Significant	No mitigation is required.	Less than Significant
2.6.7 Hydrology and Water Quality			
PH Phase IV Impact HYDRO-1		**Mitigation Measure HYDRO-1**	
Compliance with NPDES requirements and campus stormwater management policies would result in a less than significant impact on water quality, including erosion and sedimentation, during construction of the proposed project.	Less than Significant	No mitigation is required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
PH Phase IV Impact HYDRO-2		**Mitigation Measure HYDRO-2**	
Development of the proposed project would not substantially alter the existing drainage patterns in a way that would result in on- or off-site flooding, but could potentially result in an impact related to erosion and sedimentation in the receiving waters.	Potentially Significant	**PH Phase IV Mitigation Measure HYDRO-2:** ~~The Campus~~ The University shall incorporate additional BMPs into the proposed project to detain the additional runoff generated at the project site such that post-development peak flows equal pre-development peak flows. These BMPs could include a surface pond, an underground vault, or any other appropriate design feature.	Less than Significant
2.6.8 Land Use and Planning			
PH Phase IV Impact LU-1		**Mitigation Measure LU-1**	
Implementation of the proposed project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purposes of avoiding or mitigating an environmental effect.	Less than Significant	No mitigation is required.	Less than Significant
2.6.9 Noise			
PH Phase IV Impact NOI-1		**Mitigation Measure NOI-1**	
Daily operations within the Pioneer Heights Phase IV Project would not expose existing off-site and future on-site noise sensitive receptors to elevated noise levels.	Less than Significant	No mitigation is required.	Less than Significant
PH Phase IV Impact NOI-2		**Mitigation Measure NOI-2**	
Construction of the Pioneer Heights Phase IV Project could expose existing on site noise-sensitive receptors to elevated construction noise levels.	Potentially Significant	~~The Campus~~ The University shall implement **MP Mitigation Measures NOI-3a** through **3b.**	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
2.6.10 Population and Housing			
PH Phase IV Impact POP-1		**Mitigation Measure POP-1**	
Implementation of the proposed project would provide 600 student housing beds, increasing the on-campus residential population by 600 students.	Less than Significant	No mitigation is required.	Less than Significant
2.6.12 Traffic, Circulation and Parking			
PH Phase IV Impact TRANS-1		**Mitigation Measure TRANS-1**	
The proposed PH Phase IV Project would not cause an intersection to degrade to an unacceptable level of service, nor would it add significant delay to intersections that would operate at unacceptable levels of service in 2011.	Less than Significant	No mitigation is required.	Less than Significant
PH Phase IV Impact TRANS-2		**Mitigation Measure TRANS-2**	
The construction of the PH Phase IV Project would add vehicle, pedestrian and bicycle traffic to the vicinity of Harder Road/West Loop Road and Harder Road/Pioneer Heights Access Road/pedestrian crossing, potentially causing congestion and safety concerns.	Potentially Significant	**PH Phase IV Mitigation Measure TRANS-2:** The University will review the operation of the signalized pedestrian crossing at Pioneer Heights/Harder Road, including the interaction between vehicles accessing the residential parking and pedestrians, and develop improvements if needed to address the larger pedestrian volume associated with the Project. Improvements may include diverting vehicle access to a roadway further west, roughly half-way between the West Loop intersection and the signal, to eliminate direct conflicts between vehicles and pedestrians at this high-pedestrian-activity location.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
2.6.13 Utilities and Service Systems			
PH Phase IV Impact UTIL-1		**Mitigation Measure UTIL-1**	
Implementation of the proposed project would not result in significant environmental impacts associated with the construction of wastewater facilities.	Less than Significant	No mitigation is required.	Less than Significant

Table 3.0-1
Summary ~~Table~~ of Impacts and Mitigation Measures
Harder Road Parking Structure Project ~~Garage~~

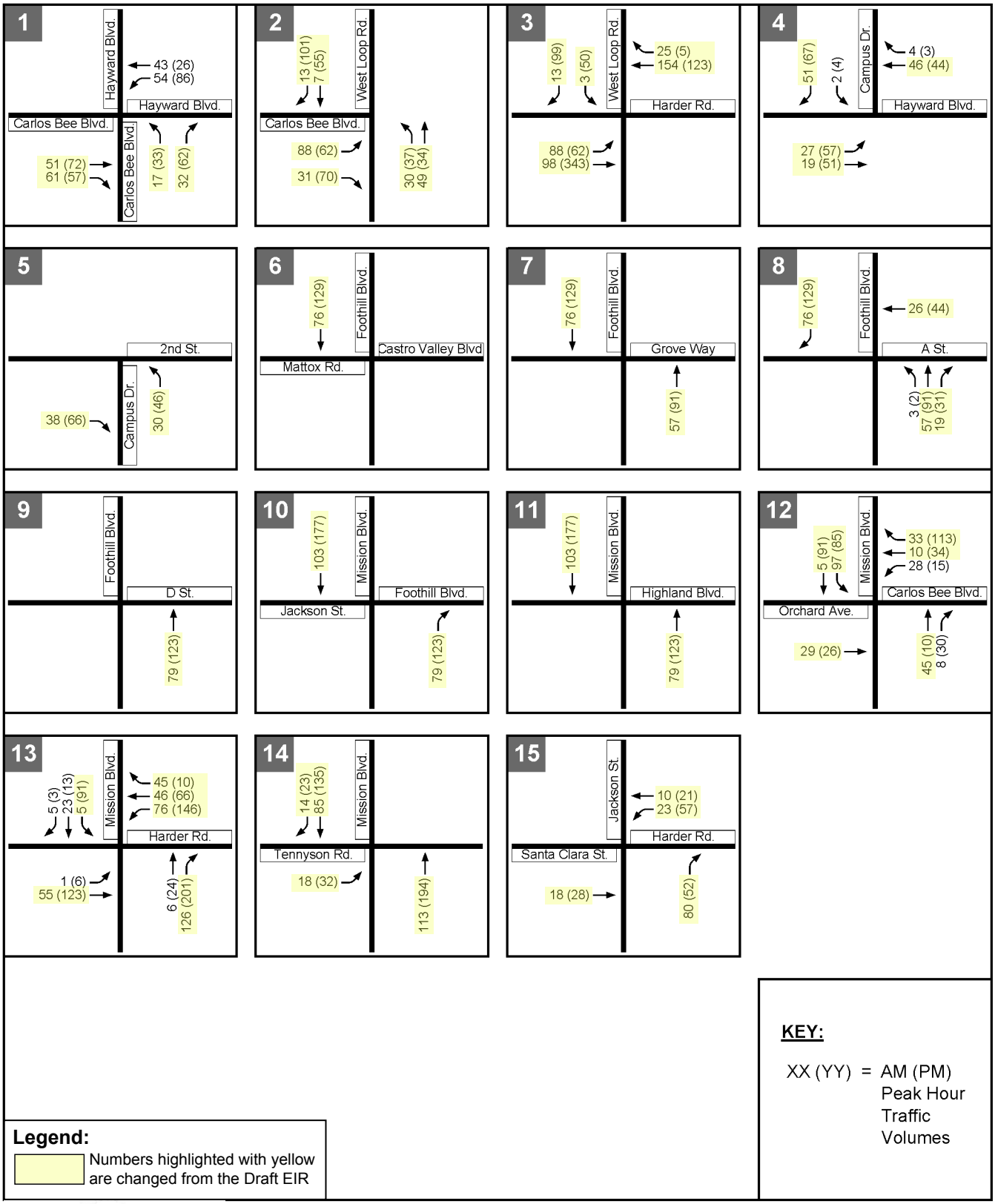
Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.4.1 Aesthetics			
HPS Impact AES-1		**Mitigation Measure AES-1**	
Implementation of the proposed project would not have a substantial adverse effect on visual character of the area, including views from Harder Road.	Less than Significant	No mitigation is required.	Less than Significant
HPS Impact AES-2		**Mitigation Measure AES-2**	
Implementation of the proposed 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	**HPS Mitigation Measure AES-2:** ~~The Campus~~ The University shall design the exterior lighting of the garage to be down-directed and shall keep the lighting to the minimum required for safe operations.	Less than Significant
3.4.2 Air Quality			
HPS Impact AIR-1		**Mitigation Measure AIR-1**	
The construction of the proposed Harder Road Parking Structure would generate potentially significant emissions of PM10.	Potentially Significant	**HPS Mitigation Measure AIR-1:** ~~The Campus~~ The University shall implement **MP Mitigation Measure AIR-2.**	Less than Significant
HPS Impact AIR-2		**Mitigation Measure AIR-2**	
The Harder Road Parking Structure would generate long-term operational emissions of criteria pollutants from increases in traffic that would not adversely affect air quality.	Less than Significant	No mitigation is required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.4.2 Air Quality (continued)			
HPS Impact AIR-3		**Mitigation Measure AIR-3**	
The Harder Road Parking Structure Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.	Less than Significant	No mitigation is required.	Less than Significant
3.4.3 Biological Resources			
HPS Impact BIO-1		**Mitigation Measure BIO-1**	
The construction of the proposed project would not have a substantial adverse effect on special status plant species.	Less than Significant	No mitigation is required.	Less than Significant
HPS Impact BIO-2		**Mitigation Measure BIO-2**	
The construction of the proposed project would not ~~could~~ result in the loss of an active nest of a special-status raptor species.	Less than Significant	**HPS Mitigation Measure BIO-2:** Mitigation not required for the potential loss of a nest of a special-status bird species. However, ~~the Campus~~ the University shall implement **MP Mitigation Measure BIO-1b** to prevent the loss of an active nest of a common bird species protected by the Migratory Bird Treaty Act and/or California Fish and Game Code.	Less than Significant
HPS Impact BIO-3		**Mitigation Measure BIO-3**	
The construction of the proposed project would not ~~could~~ result in the loss of an active maternity roost of a special-status bat species.	Less than Significant	No mitigation is required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.4.4 Cultural Resources			
HPS Impact CULT-1		**Mitigation Measure CULT-1**	
Construction associated with the proposed project could result in the disturbance of previously undiscovered historic or prehistoric cultural resources, deposits, artifacts, or human remains, including buried material.	Potentially Significant	~~The Campus~~ The University shall implement **MP Mitigation Measures CULT-1b, -1c, and -3a through -3d.**	Less than Significant
3.4.5 Geology and Soils			
HPS Impact GEO-1		**Mitigation Measure GEO-1**	
Development of Harder Road Parking Structure would not expose people and structures to substantial adverse effects associated with fault rupture, but could result in substantial adverse effects related to seismic ground shaking or seismic-related ground failure, including liquefaction, lateral spreading, landslides, and/or settlement.	Less than Significant	~~The Campus~~ The University shall implement **MP Mitigation Measure GEO-1.**	Less than Significant
3.4.6 Hazards and Hazardous Materials			
HPS Impact HAZ-1		**Mitigation Measure HAZ-1**	
Harder Road Parking Structure development would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	Less than Significant	No mitigation is required.	Less than Significant
3.4.7 Hydrology and Water Quality			
HPS Impact HYDRO-1		**Mitigation Measure HYDRO-1**	
Compliance with NPDES requirements and campus stormwater management policies would result in a less than significant impact on water quality, including erosion and sedimentation, during construction of the proposed project.	Potentially ~~Less than~~ Significant	No mitigation is required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.4.7 Hydrology and Water Quality (continued)			
HPS Impact HYDRO-2		**Mitigation Measure HYDRO-2**	
Development of the proposed project would not substantially alter the existing drainage patterns in a way that would result in on- or off-site flooding, but could potentially result in an impact related to erosion and sedimentation in the receiving waters.	Less than Significant	**HPS Mitigation Measure HYDRO-2:** ~~The Campus~~ The University shall incorporate additional BMPs into the proposed project to detain the additional runoff generated at the project site such that post-development peak flows equal pre-development peak flows. These BMPs could include a surface pond, an underground vault, or any other appropriate design feature.	Less than Significant
3.4.8 Land Use and Planning			
HPS Impact LU-1		**Mitigation Measure LU-1**	
Implementation of the proposed project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purposes of avoiding or mitigating an environmental effect.	Less than Significant	No mitigation is required.	Less than Significant
3.4.9 Noise			
HPS Impact NOI-1		**Mitigation Measure NOI-1**	
Implementation of the Harder Road Parking Structure Project would result in increased vehicular traffic on the regional road network, which would increase ambient traffic noise levels at existing on- and off-site noise sensitive uses.	Less than Significant	No mitigation is required.	Less than Significant

Environmental Topic and Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.4.12 Traffic, Circulation and Parking			
HPS Impact TRANS-1		**Mitigation Measure TRANS-1**	
Construction and full utilization of the Harder Road Parking Structure, accommodating campus growth to 2017-2018, will contribute to sub-standard intersection operations at three study intersections outside of the campus, in either the AM peak hour, PM peak hour, or both peak hours.	Potentially Significant	**HPS Mitigation Measure TRANS-1a:** ~~The Campus~~ The University shall implement **MP Mitigation Measure TRANS-1**. **HPS Mitigation Measure TRANS-1b:** Once the Harder Parking Structure is constructed, the University will evaluate the parking supply needed to serve the campus without resulting in over or under supply, and will take the appropriate number of parking spaces in surface parking lots offline until required by future enrollment growth.	Significant and Unavoidable
HPS Impact TRANS-2		**Mitigation Measure TRANS-2**	
The construction and full utilization of the Harder Road Parking Structure may result in the need for signalization or provision of traffic capacity improvements at Harder Road/West Loop Road.	Potentially Significant	**HPS Mitigation Measure TRANS-2:** ~~The Campus~~ The University shall implement **MP Mitigation Measure TRANS-2.**	Less than Significant

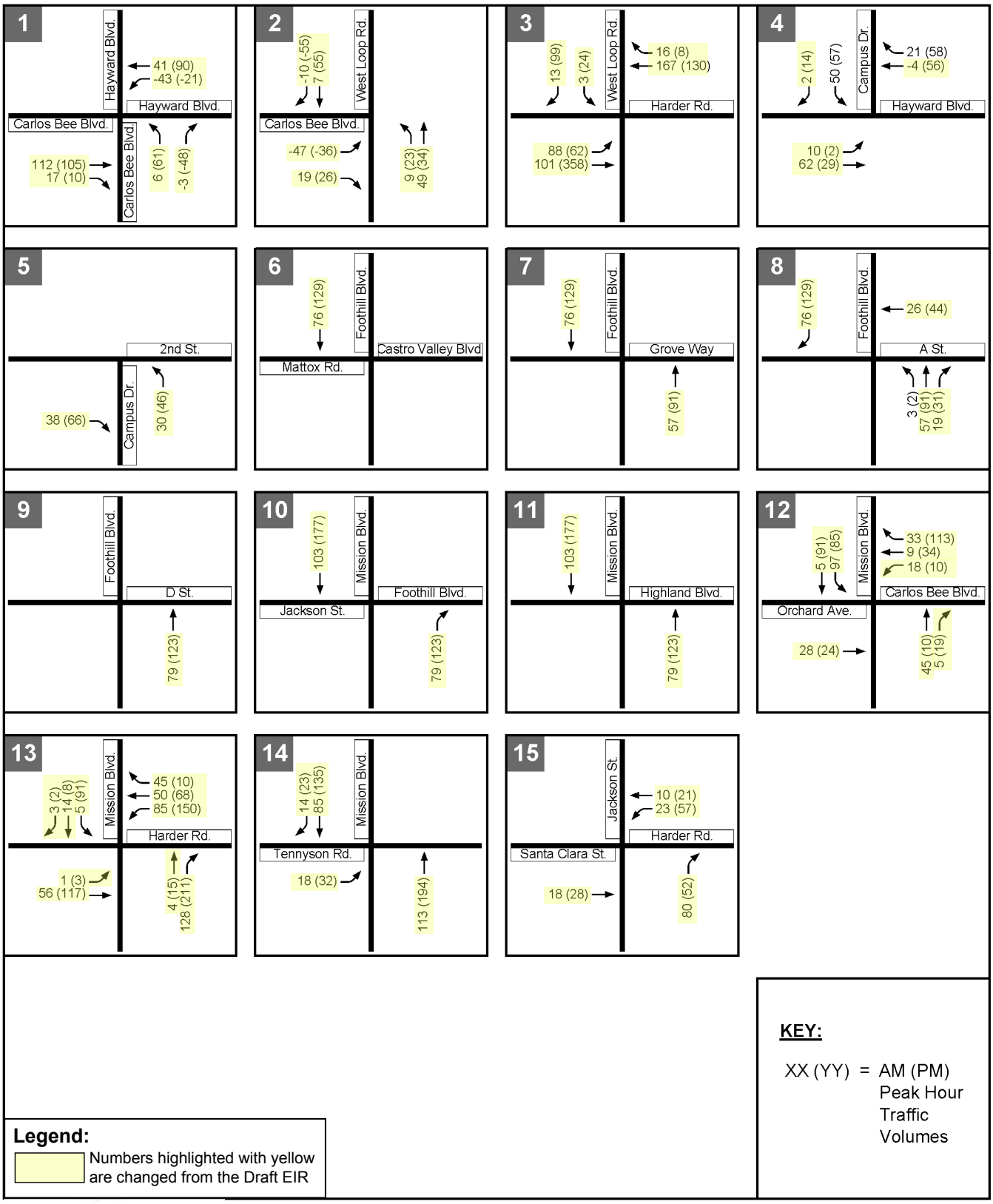


SOURCE: Fehr & Peers - January 2009

FIGURE **4.12-8**

Project Trips – Future Conditions (No Third Entrance)

961-002•02/09

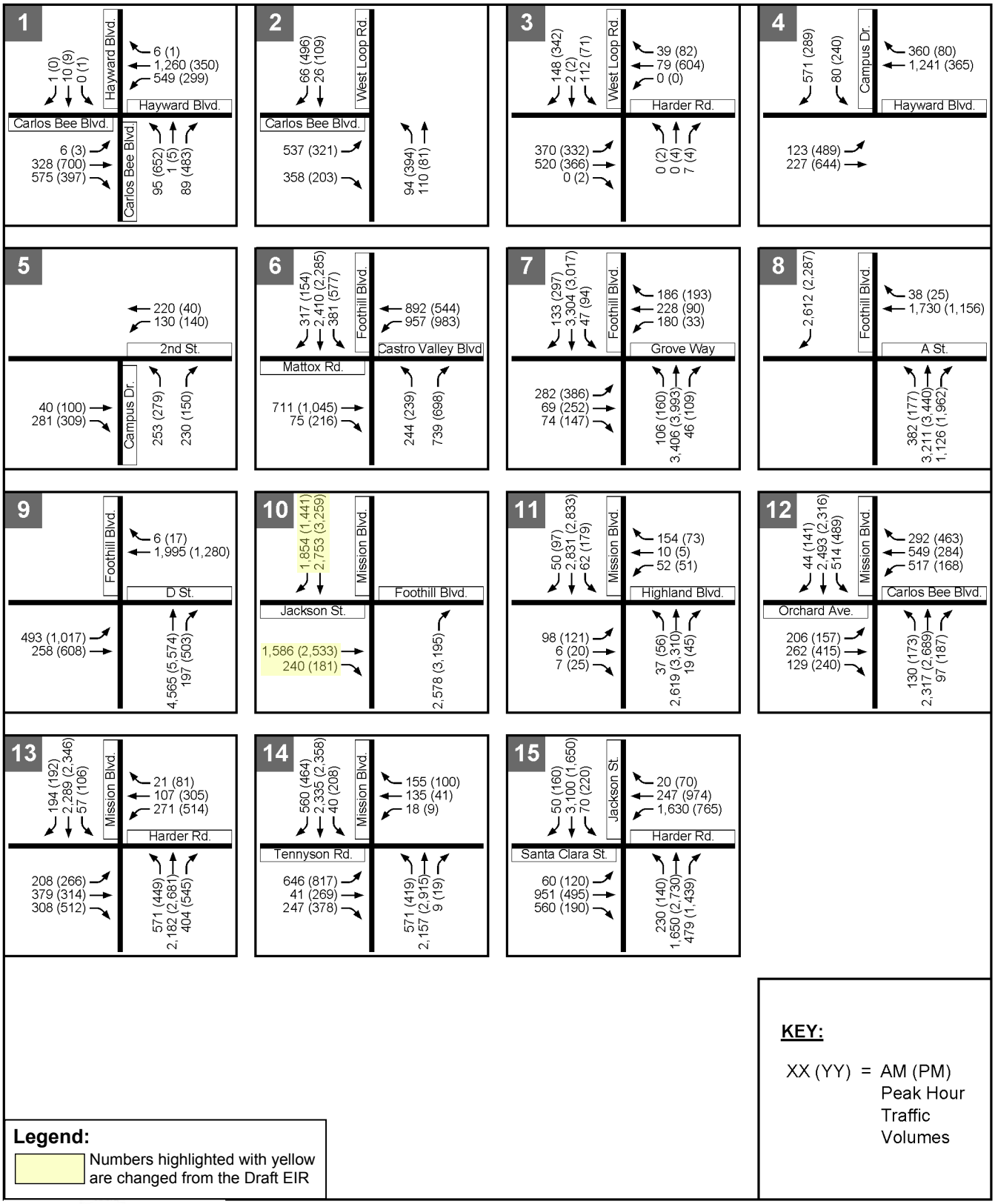


SOURCE: Fehr & Peers - January 2009

FIGURE **4.12-9**

Project Trips – Future Conditions (With Third Entrance)

961-002•02/09

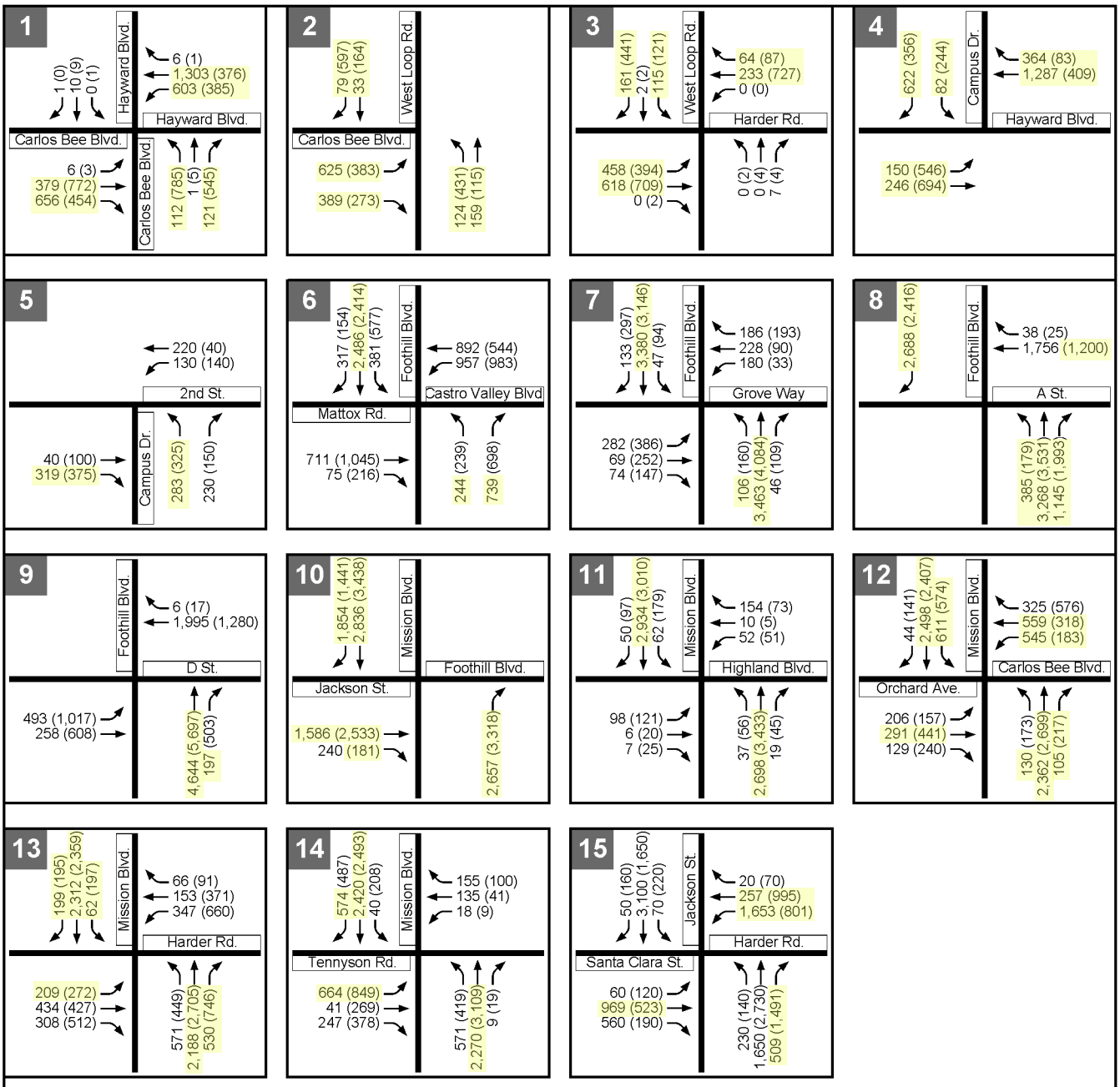


SOURCE: Fehr & Peers - January 2009

FIGURE **4.12-10**

Future No Project Intersection Volumes

961-002•02/09

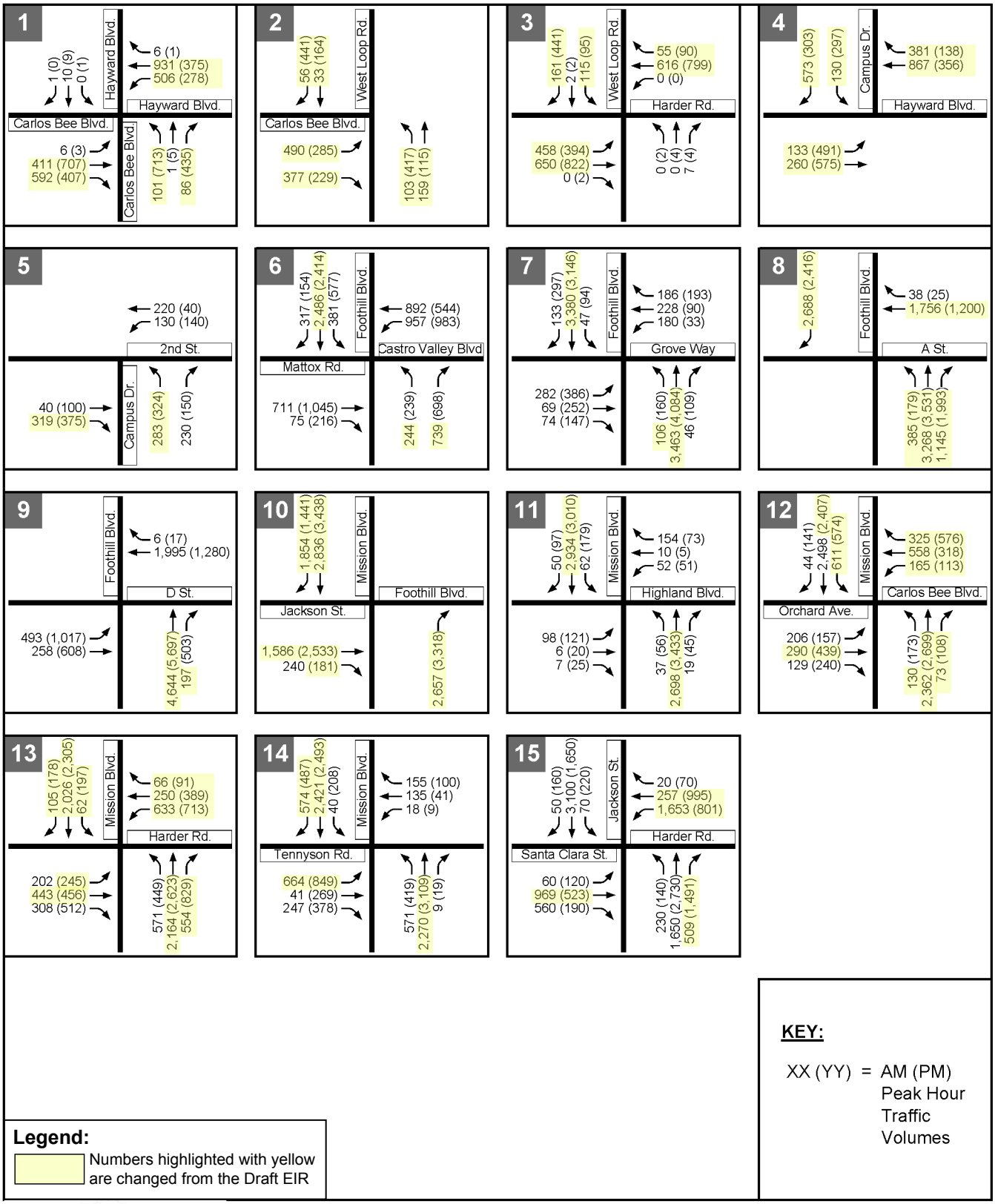


SOURCE: Fehr & Peers - January 2009

FIGURE **4.12-11**

Future With Project Intersection Volumes - (No Third Entrance)

961-002•02/09

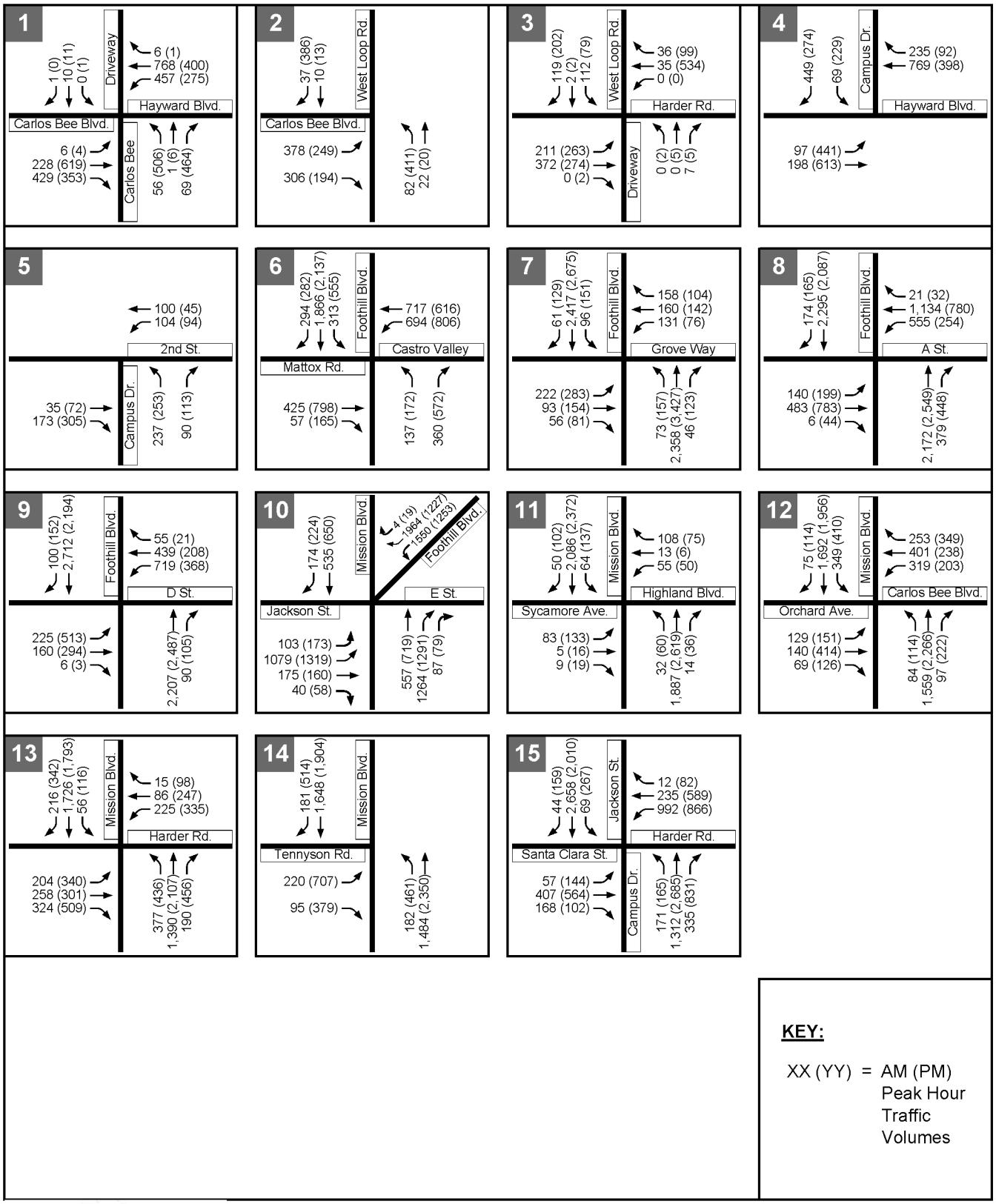


SOURCE: Fehr & Peers - January 2009

FIGURE **4.12-12**

Future With Project Intersection Volumes - (With Third Entrance)

961-002•02/09

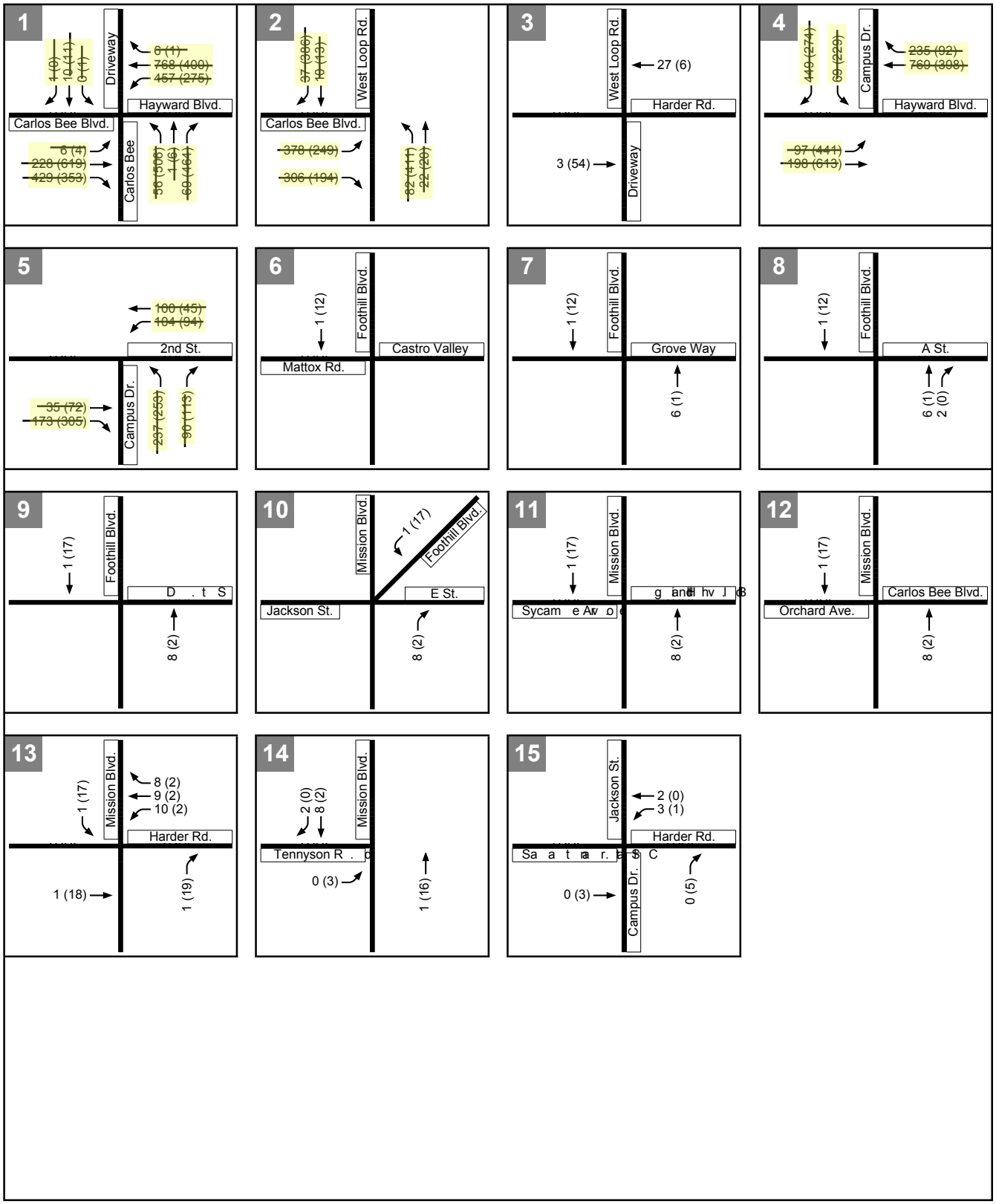


SOURCE: Fehr & Peers - January 2009

FIGURE **2.0-7**

Estimated 2011 No Project Traffic Volumes

961-002•01/09



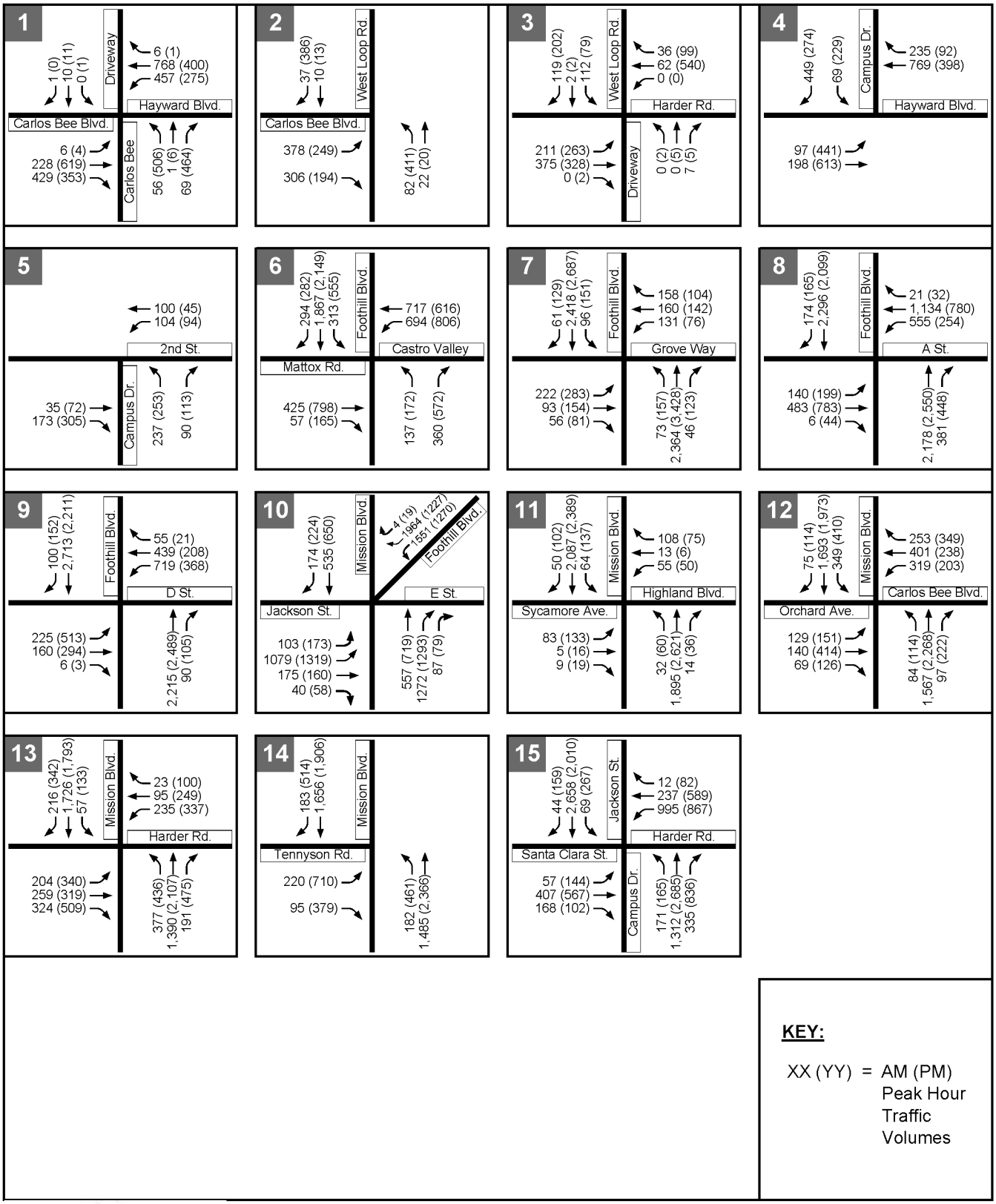
NOT TO SCALE

SOURCE: Fehr & Peers - October 2008

FIGURE **2.0-9**

Pioneer Heights IV Project Trip Assignments

961-002•02/09



NOT TO SCALE

SOURCE: Fehr & Peers - January 2009

FIGURE **2.0-10**

Pioneer Heights 2011 With Project Volumes

961-002•01/09