

3.0 HARDER ROAD PARKING STRUCTURE

3.1 INTRODUCTION

The California State University, East Bay (CSUEB) Hayward is proposing to construct a parking garage, Harder Road Parking Structure, that would provide 1,100 parking spaces in the southern portion of the CSUEB Hayward campus (hereinafter the campus or Hayward campus). This section of the Environmental Impact Report (EIR) describes the proposed parking garage in detail and analyzes potentially significant environmental impacts that could result from project implementation.

3.2 EXECUTIVE SUMMARY

This summary presents the major areas of importance in the environmental analysis for the proposed Harder Road Parking Structure Project, as required by Section 15123 of the California Environmental Quality Act (CEQA). It also provides a brief description of the proposed project, project objectives, and alternatives to the proposed project. In addition, this chapter provides a table summarizing: (1) the potential environmental impacts that would occur as the result of the project; (2) the level of impact significance before mitigation; (3) the recommended mitigation measures that would avoid or reduce significant environmental impacts; and (4) the level of impact significance after mitigation measures are implemented.

3.2.1 Project Summary

The Harder Road Parking Structure Project would provide approximately 1,100 parking spaces on the campus to accommodate campus growth from implementation of the master plan, including 400 replacement parking spaces that would be needed in the future when existing surface parking lots are developed with campus buildings and 700 spaces to serve the growth in campus population and to serve on-campus housing through 2017. The structure would be located at the northwest corner of the Harder Road and West Loop Road intersection, and the entrance to the structure would be on the east side of the garage from West Loop Road. The parking structure would have a split-level design and would consist of 3 enclosed levels and the roof level in the eastern portion of the parking structure and 5 enclosed levels and the roof level in the western portion of the parking structure. The project would include photovoltaic (PV) shade screens on the top level and PV shade fins on the sides.

3.2.2 Project Objectives

Section 15124 (b) of the *State CEQA Guidelines* states that a clearly written statement of project objectives sought by the project applicant, including the underlying purpose of the project, shall be included in the

project description of the EIR. Project objectives are intended to assist the lead agency develop a reasonable range of alternatives to evaluate in the EIR and to aid the decision makers in preparing findings.

Section 1 of Volume 1 describes the objectives of the proposed Master Plan. The specific purpose of the proposed Harder Road Parking Structure Project is to provide replacement parking spaces for parking spaces that will incrementally be lost in the near future from development of buildings on surface parking lots. In the long term, campus growth will create a demand for additional parking spaces on campus from increased student housing provided on campus, as well as increased staff and faculty positions, and increase in enrollment. All of the objectives of the 2008 Master Plan apply to the Harder Road Parking Structure Project. The specific project objectives are to:

- Provide parking spaces to replace those that would be lost as a result of the development of new buildings on the campus;
- Serve the projected demand for parking in the near term; and
- Conserve the Campus's limited land resources by providing parking in structures.

3.2.3 Summary of Project Impacts and Mitigation Measures

Table 3.0-1, Summary of Impacts and Mitigation Measures, presents the environmental impacts from the construction and operation of the proposed parking structure project and includes mitigation measures for impacts found to be significant or potentially significant. As the table shows, the proposed project would result in significant and unavoidable traffic impacts. All other impacts would be either less than significant or would be rendered less than significant after implementation of proposed mitigation measures.

3.2.4 Alternatives to the Proposed Project

The following alternatives were analyzed in the Draft EIR and compared to the proposed project. The alternatives analysis determines whether an alternative would feasibly attain some or most of the project objectives, while avoiding or substantially lessening some of the significant effects of the proposed project. Alternatives to the proposed project include:

- Alternative 1: Smaller Parking Structure
- Alternative 2: No Project

The alternative analysis concluded that the Smaller Parking Structure Project is the environmentally superior alternative.

**Table 3.0-1
Summary Table of Impacts and Mitigation Measures**

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 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 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 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 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 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 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 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.	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 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-1: The Campus shall implement MP Mitigation Measure TRANS-1.	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 shall implement MP Mitigation Measure TRANS-2.	Less than Significant

3.3 DETAILED PROJECT DESCRIPTION

3.3.1 Project Location

The Harder Road Parking Structure would be located at the northwest corner of the intersection of Harder Road and West Loop Road in the southern portion of the campus. A multi-use recreational field and surface parking lot are located to the west of West Loop Road. The majority of the Harder Road Parking Structure project site is located on the eastern end of the recreational field. Portions of the project site also extend onto the adjacent embankment. Campus facilities are located east of West Loop Road, and there is open space south of Harder Road. The location of the 4-acre project site is shown in **Figure 3.0-1, Project Site Location**.

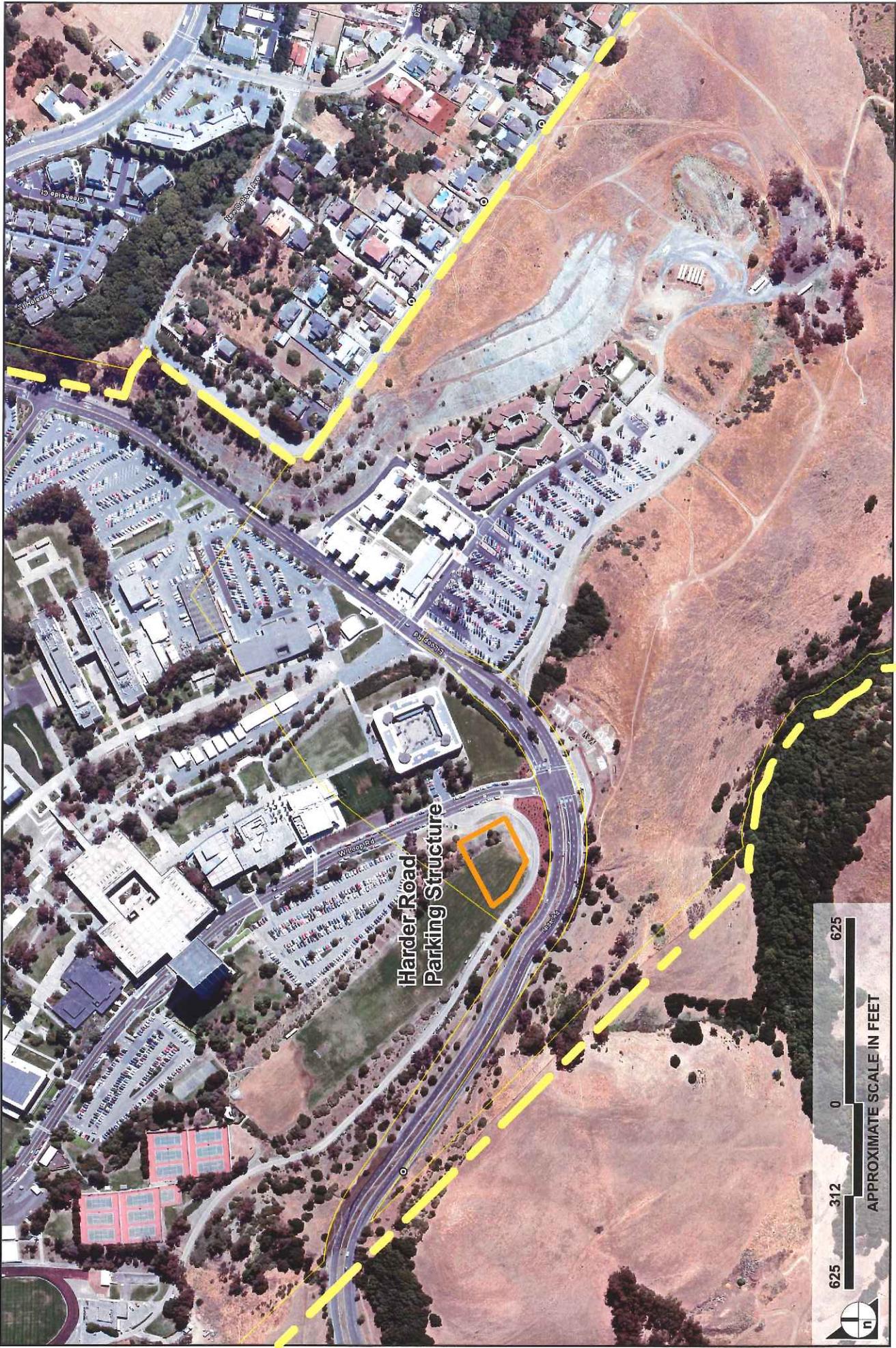
3.3.2 Project Need

The Harder Road Parking Structure is proposed for the following three reasons: First, the parking structure would provide replacement spaces for those parking spaces that would be displaced by construction project. One building project (Recreation and Wellness building) is currently approved which would be completed in fall 2009. That project would displace about 100 parking spaces. A second project (the STEM building) is being planned which would displace another 300 parking spaces. Therefore, a total of 400 spaces would be displaced by upcoming construction projects. The parking structure would replace these 400 spaces that would be displaced. Second, Pioneer Heights Phase IV housing project would be constructed in 2011. No on-site parking is proposed as part of that housing project and the Campus plans to provide parking for residents of Pioneer Heights Phase IV in the proposed parking structure. About 150 spaces in the parking structure are intended to serve the residents of Pioneer Heights Phase IV. Lastly, about 550 spaces are included in the parking structure to serve parking demand generated by campus growth through 2017-2018.

3.3.3 Project Characteristics

The split-level structure would have approximately 1,100 parking spaces within approximately 413,000 square feet (sf) of space. Elevators and stairways would be located per building code requirements. The elevator(s) would be located at the north edge of the building, serving the split-level floor configuration. Stairwells would be located adjacent to the elevator enclosures, and at one or more corners of the structure.

The east elevation would consist of three enclosed levels and the roof level. A trellis designed to hold photovoltaic (PV) panels would be installed on the roof level and would be 39 feet in height. The west elevation would consist of five enclosed levels and the roof level, to conform to the topography of the site. Including the trellis, the final elevation of the parking structure would be approximately 59 feet above grade.



SOURCE: Impact Sciences, Inc. - November 2008

FIGURE 3.0-1

Project Site Location

The east elevation is the garage entrance and directly faces the campus. The façade would reflect the scale, color, and materials used for existing campus buildings, including an open brick screen of various colors drawn from the color palette of the campus. Vertical glass fins of varied colors would shade the structure and would be visible from the south and west elevations. A photovoltaic roof shade screen would be visible on the top floor of the structure from all directions.

The west elevation, which is the side first visible upon approaching the campus, would provide identifying signage for the garage. Lighting in and around the structure would be standard campus fixtures. Drought-resistant plants, non-deciduous trees, and a façade of colored vertical glass fins will shade the structure.

3.3.4 Project Design Features

The parking structure would feature renewable energy technologies to generate electricity. The top floor of the parking structure would feature a photovoltaic (PV) shade screen. The structure would be constructed with a high content fly-ash concrete mixture.

3.3.5 Access and Circulation

Access to the structure would be from West Loop Road. The parking structure is planned to have one vehicle access driveway on the east-facing side of the structure, directly on West Loop Road, and a second vehicle access driveway on the north-facing side of the structure, via a longer driveway that also connects to West Loop Road. Provision of two driveways is advisable for a structure of this size. No entrance to the garage is proposed on Harder Road.

Most traffic is expected to travel to/from the structure via Harder Road; however, it is expected that some traffic would travel to/from the structure via the Carlos Bee -- West Loop route.

The eastern entrance would be located at the mid-point of the east façade, and would consist of one entry and two exit lanes. Two sets of internal ramps would be provided: one set of ramps would be at the north end of the structure to serve the upper levels, and another ramp would be located at the south end of the structure to serve the lower levels. Alignment of the parking spaces would be perpendicular to the drive aisles at a 90-degree angle.

Pedestrian Bridge

A pedestrian bridge is planned at the northeast corner of the third level on the east elevation side. The bridge would cross West Loop Road to connect to the small lawn quad between Meiklejohn Hall and the

University Union. The bridge would be approximately 15 feet wide, and design features of the bridge would be consistent with the parking garage.

3.3.6 Utilities

Improvements to electricity, water (for fire control), and stormwater infrastructure needed for the proposed project are outlined below. Natural gas and wastewater service will not be required for the project.

Electricity

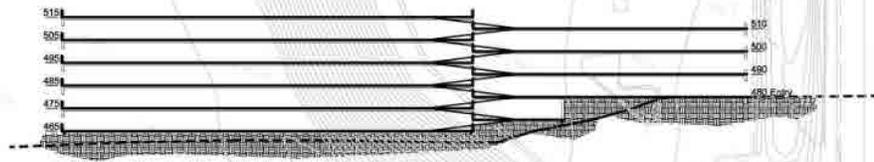
Electricity is purchased from Arizona Public Service Corporation (APSC) and is brought to the campus via Pacific Gas & Electric (PG&E) lines. The main electrical feed is via the Switch Gear House northeast of Carlos Bee Boulevard. From here, the Parking Structure site is fed by a branch electrical line running from manhole 2 northeast to manhole 3B northeast of the University Theater. The Hayward campus is currently developing a plan to replace the electrical distribution system throughout campus. One recommendation would be to construct a duct bank from Manhole 3B along Old Hillary Road to near the American Language Program Building. This duct bank would likely be used to provide electrical service to the Harder Road Parking Structure.

Water

Water service to the project site is needed mainly for fire protection. The Hayward campus fire hydrants are connected directly to the water distribution system. The Hayward Fire Department provides fire protection for the Hayward campus and checks the fire hydrants on a regular basis. The locations and spacing of fire hydrants is determined by the City of Hayward Fire Marshall. The project site is currently an open parking area and is not served by a fire hydrant. Therefore, at least one new fire hydrant would be required to serve the project site. The project would be connected to an 8-inch pipeline located along Old Hillary Road for this purpose.

Storm Drains

The Hayward campus storm drains discharge to several drainages located northeast and southeast of the campus. The parking structure site drains to the 48-inch diameter pipeline which carries East Creek under Lots F, G, H, and K. The creek flows from southeast to northwest. The proposed project would be constructed on top of existing storm drains in the area. These drains would need to be relocated as part of this project. **Figure 3.0-2, Stormwater Drainage Plan**, presents the proposed plan for treatment of stormwater before discharge for the Harder Road Parking Structure Project.



Total Site Area: 2.84 acres
 Roof Area: 78,200 SF
 Estimated Hardscape Area: 12,000 SF
 Estimated Softscape Area: 25,869 SF

 Total Area of Infiltration Planter: 7,509 SF



SOURCE: BMS Design Group - October 2008

FIGURE 3.0-2

Stormwater Drainage Plan

3.3.7 Construction

A construction staging area may be located on the existing surface parking lot to the north or on the recreational field to the northwest of the site. Project construction is anticipated to take up to 2 years. The parking garage is expected to be operational in 2011.

3.4 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

The impact evaluation that follows examines the construction-phase and long-term impacts of the development of the 4-acre Harder Road Parking Structure site. This analysis is tiered from the analysis provided in Volume 1 of the proposed Master Plan. The evaluation assesses impacts from the construction of the proposed parking structure, as well as utility improvements needed to serve the project site, and facilities for the management of storm water.

In response to the Notice of Preparation for this project-specific EIR, the following comments were received during the EIR scoping period:

- The EIR should include a Traffic Impact Study.
- An assessment of past land uses should be conducted for these sites to determine if there could have been potential releases of hazardous substances due to past chemical use and storage, as well as for naturally occurring asbestos.
- The EIR should include hydrology studies and provide measures to prevent discharge of contaminated materials into public drainage facilities.
- The EIR should include provisions for silt and erosion control in both construction and post construction phases of development.
- Runoff to and from adjacent properties should be addressed in the EIR.
- The Transportation Demand Management (TDM) Plan that is part of the campus master plan should be discussed in this EIR.
- One commenter expressed concern about the location of the garage and the increase in traffic on the Harder Road and local roadways.
- The EIR needs to include an adequate alternatives analysis, including a transit only alternative, and an adequate discussion of impacts related to greenhouse gases (GHG).

These comments are addressed in the analysis of the proposed project presented in this section.

3.4.1 Aesthetics

Environmental Setting

Section 4.1, Aesthetics (Volume 1), presents the existing aesthetics setting for the entire CSUEB Hayward campus, including the Harder Road Parking Structure site. The 4-acre project site is located at the northwest corner of the intersection of Harder Road and West Loop Road in the southern portion of the campus. **Figure 3.0-1** shows the location of the project site. To the northwest of the site is a multi-use recreational field and a surface parking lot is located to the north of the proposed site. Campus buildings are located east of West Loop Road, and there is open space south of Harder Road. The majority of the Harder Road Parking Structure project site is located on the eastern end of the athletic field. Portions of the project site also extend onto the adjacent embankment.

A pedestrian bridge is planned at the third level on the eastern side of the garage. The bridge would cross West Loop Road to connect to the small lawn quad between Meiklejohn Hall and the University Union. The bridge would be approximately 15 feet wide, and design features of the bridge would be consistent with the parking garage.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.1** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.1**, Volume 1, for a detailed description of the analytical methodology used to evaluate the aesthetics and visual resources associated with the CSUEB Hayward Campus Master Plan development, including the effects of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.1**, Volume 1, no designated state scenic highways are located in the project vicinity. Furthermore, no scenic resources such as trees, rock outcroppings or historic buildings, are located on the campus. The proposed parking structure would not be located in an area that is part of a scenic vista. Since it is surrounded by campus facilities and open space and no non-campus land uses are located in its vicinity, the proposed project would not obstruct views of the City of Hayward or San Francisco Bay as viewed from off-campus locations. Therefore, no further analysis of impacts related to scenic resources or scenic vistas is required.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Less than significant

A visual simulation was prepared to depict the proposed parking structure as it would appear from a viewpoint along Harder Road, a public roadway that provides access to the Hayward Campus (See **Figure 3.0-3, Viewpoint Location**). **Figure 3.0-4, Existing Conditions and Harder Road Parking Structure**, shows the proposed parking structure. The roadway is visible in the foreground, which is lined with dark green trees. Due to the topography of the project site, only a small portion of the top floors of the structure are visible in the background of this view. The trees and hillside that are adjacent to the roadway block views of the majority of the structure from Harder Road. The new structure would be approximately 50 feet in height, with the trellis reaching approximately 59 feet in height as seen from the west elevation. (See **Figures 3.0-5 through 3.0-9**).

The analysis in Volume 1 concluded that implementation of the proposed Master Plan would enhance, as opposed to degrade, the visual quality and character of the campus by implementing more cohesive architecture, improving campus entry sequences, and enhancing open space and landscaping. As described above, the structure would have a similar color palette to the existing facilities in the campus, which would include an open brick screen and vertical glass sunshades of varying colors. The proposed project would be visually compatible with the rest of the campus. Therefore, the impact to visual character of the area, including views from a public roadway, would be less than significant.

Mitigation Measure: No mitigation is required.

HPS Impact 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.

Level of Significance: Less than significant

Currently, there are no other developed uses at or surrounding the site, and the area appears generally dark at night. With the development of the proposed parking structure, new light sources would be introduced at the site. However, new light sources introduced at the site as a result of the proposed project would not adversely affect nighttime views in the project area. As described in the Landscape Master Plan, new lighting proposed as part of the Master Plan would provide security while minimizing

light levels. For the Harder Road Parking Structure Project, low level, pedestrian scaled fixtures would be used to reinforce important pedestrian entries and routes. Light sources from the proposed project would be directed downward to prevent light spillover onto adjacent properties and roadways. Landscaping including trees would be planted along the sides of the garage to help screen interior lighting and reduce glare. Potential project-related impacts from light and glare sources would be less than significant. To ensure that light and glare impacts are avoided, the following mitigation measure will be implemented.

HPS MM AES-2: The Campus shall design the exterior lighting of the garage to be down-directed and shall keep the lighting to the minimum required for safe operations.

Significance after Mitigation: Less than significant

Cumulative Impacts

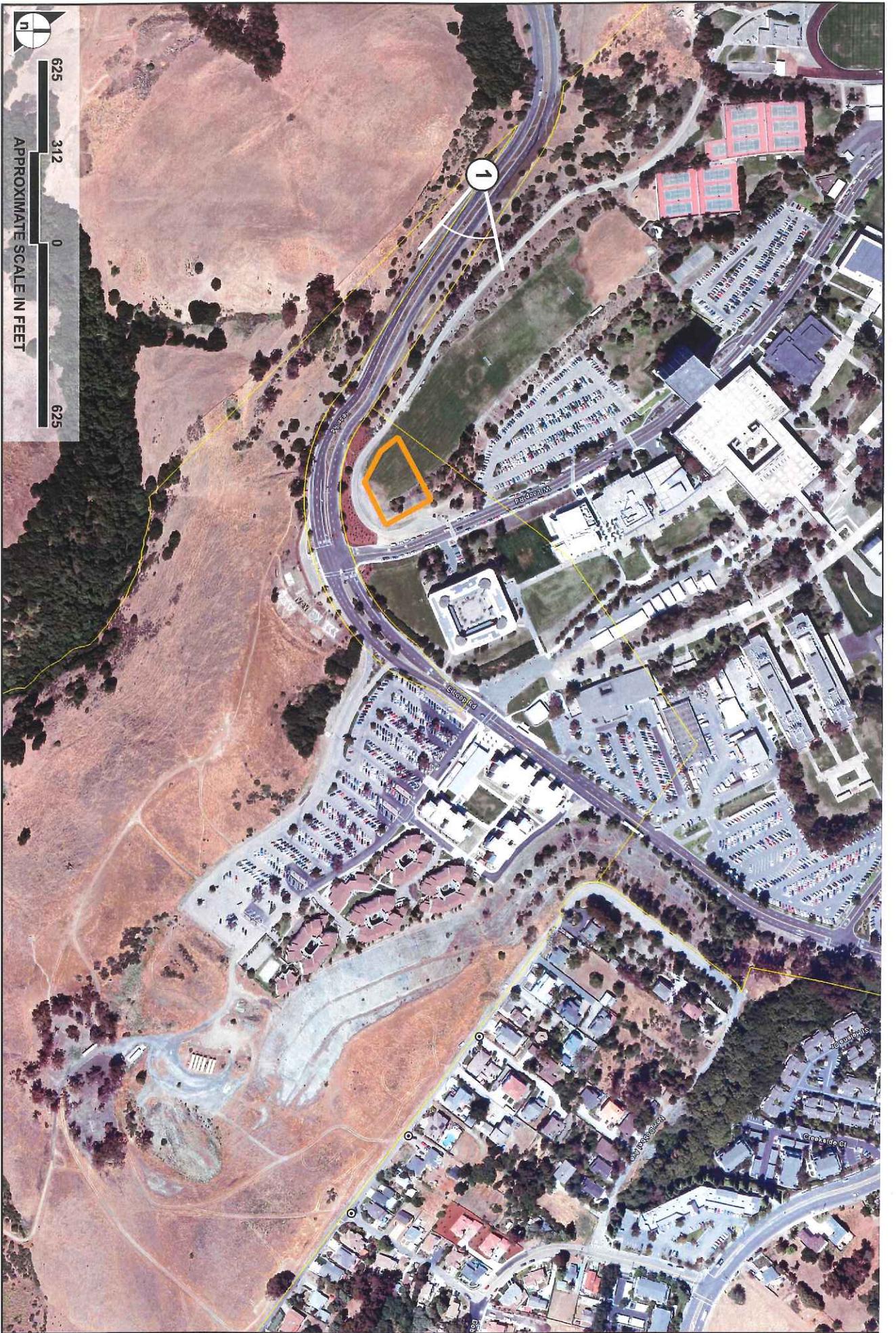
Section 4.1, Volume 1, of the Master Plan EIR found cumulative impacts to aesthetics and visual resources to be less than significant. As the proposed project is consistent with the development analyzed in the Master Plan EIR, no further analysis is required.

3.4.2 Air Quality

This section assesses the potential for development of the Harder Road Parking Structure to affect air quality in the San Francisco Bay Area Air Basin (SFBAAB or the Basin).

Environmental Setting

Section 4.2, Air Quality (Volume 1), presents the air quality setting for the entire CSUEB Hayward campus, including the Harder Road Parking Structure site. The project site is located within the SFBAAB. The Basin includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, as well as the southern half of Sonoma County and the southwestern portion of Solano County. The atmospheric conditions in the Basin, including wind speed, wind direction, and air temperature gradients, are discussed in **Section 4.2**, Volume 1. Regional and local ambient air quality conditions are also discussed in that section.



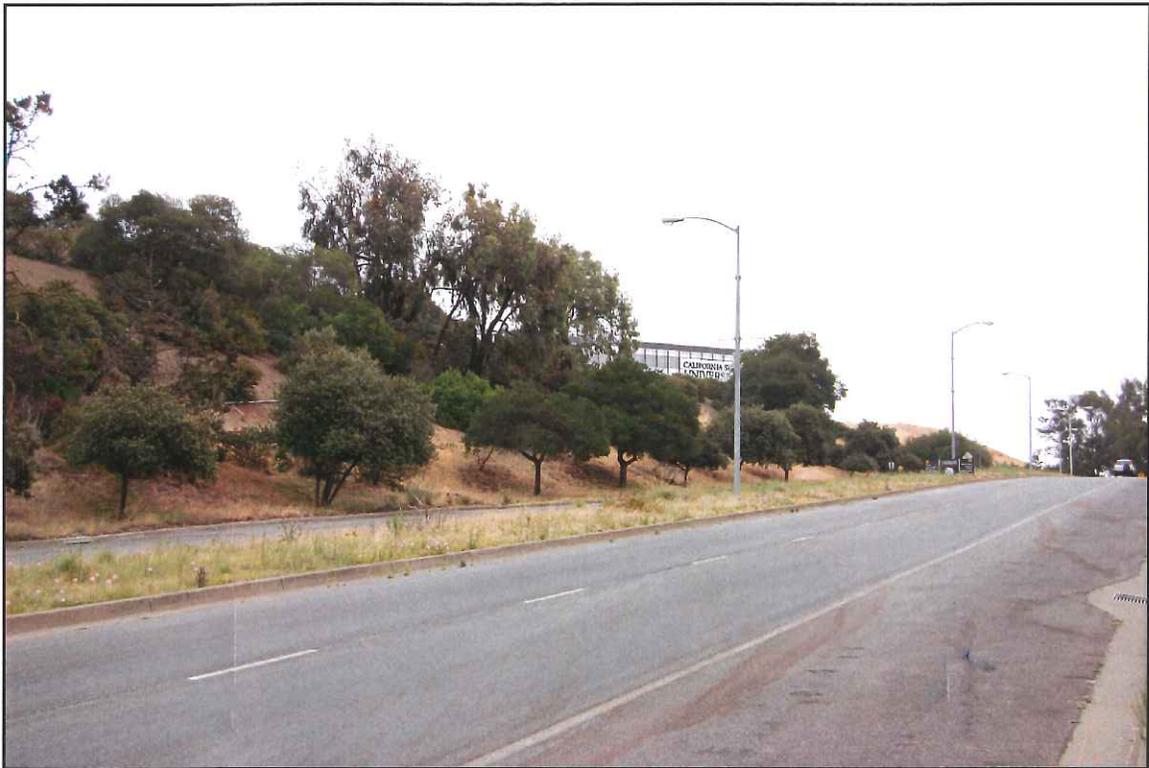
SOURCE: Impact Sciences, Inc. - November 2008

FIGURE 3.0-3

Viewpoint Location



Existing Conditions



Harder Road Parking Structure

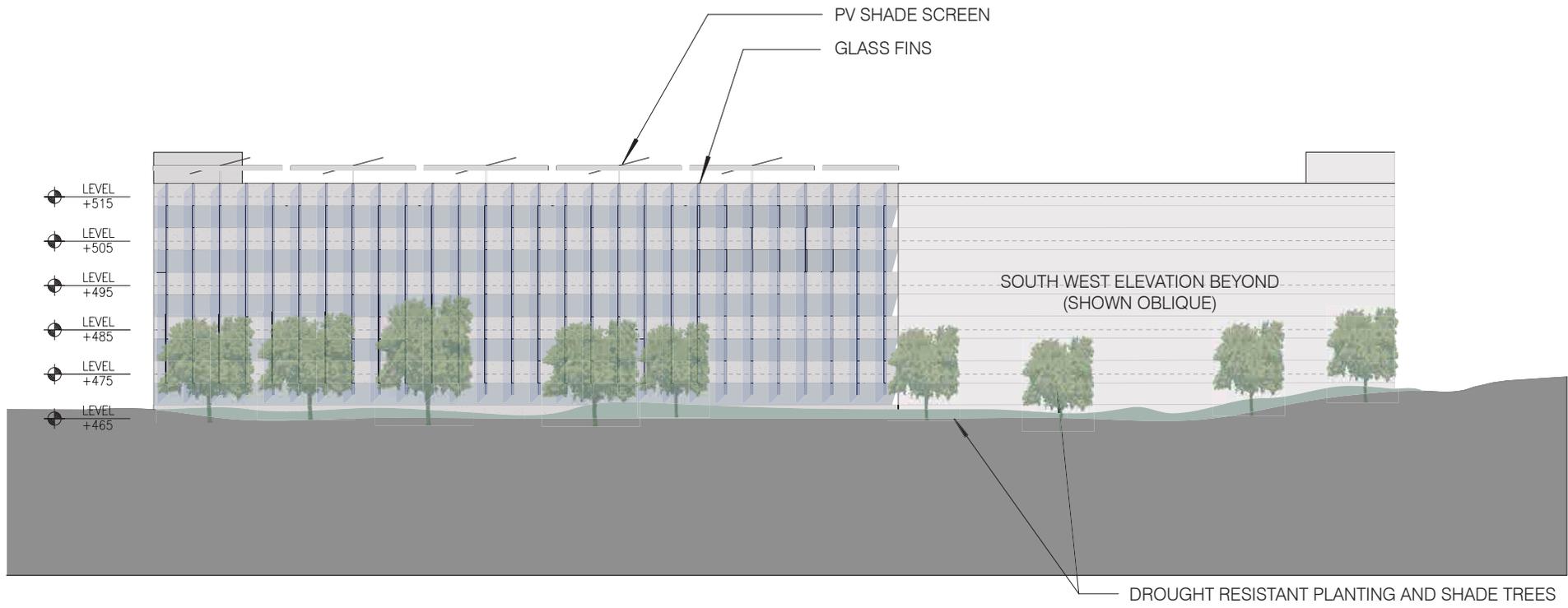


NOT TO SCALE

SOURCE: Impact Sciences, Inc. - November 2008

FIGURE 3.0-4

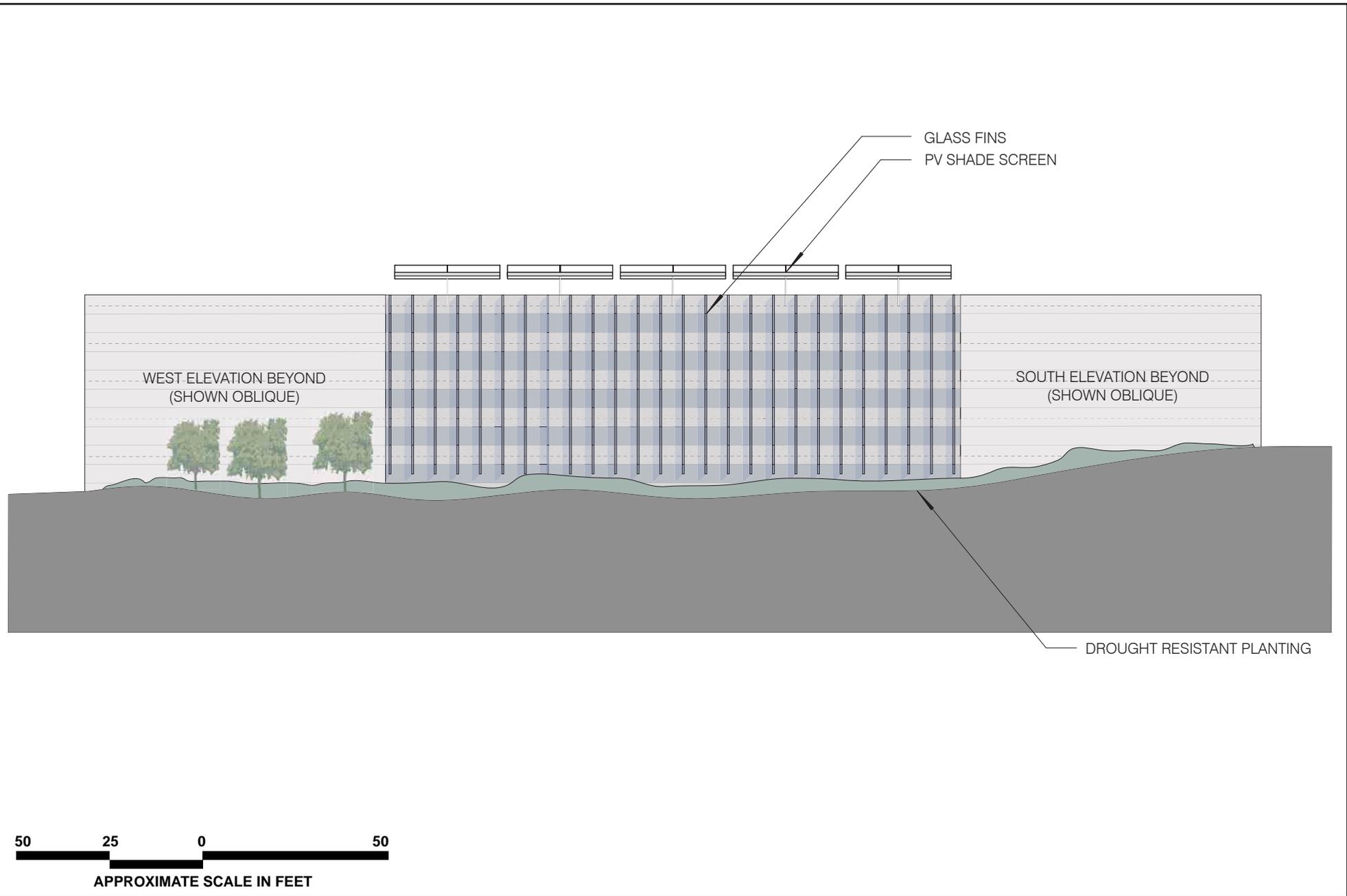
Viewpoint 1: Existing Conditions and Harder Road Parking Structure



SOURCE: EHDD Architecture – November 2008

FIGURE 3.0-5

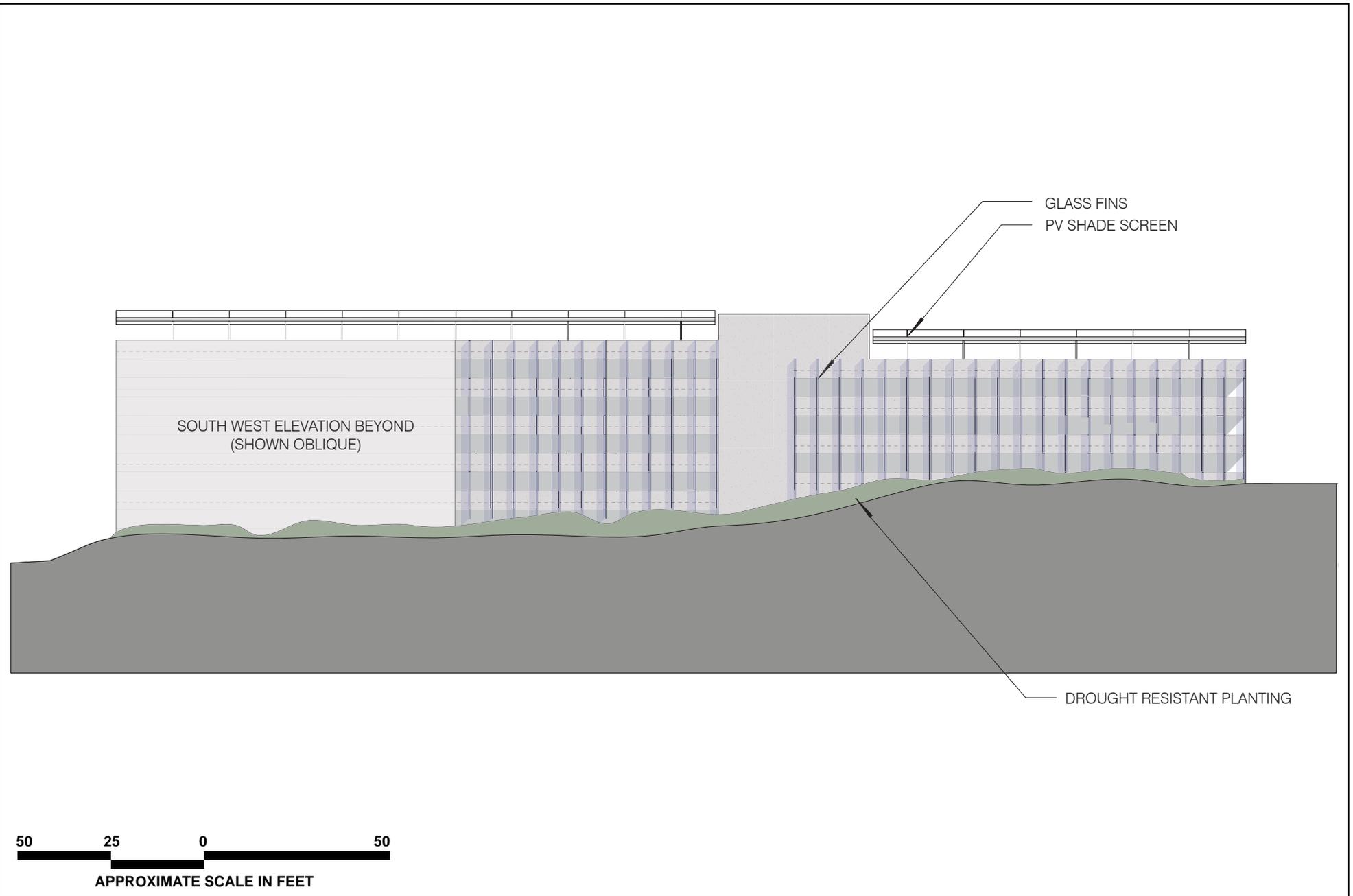
West Elevation – Harder Road Parking Structure



SOURCE: EHDD Architecture – November 2008

FIGURE 3.0-6

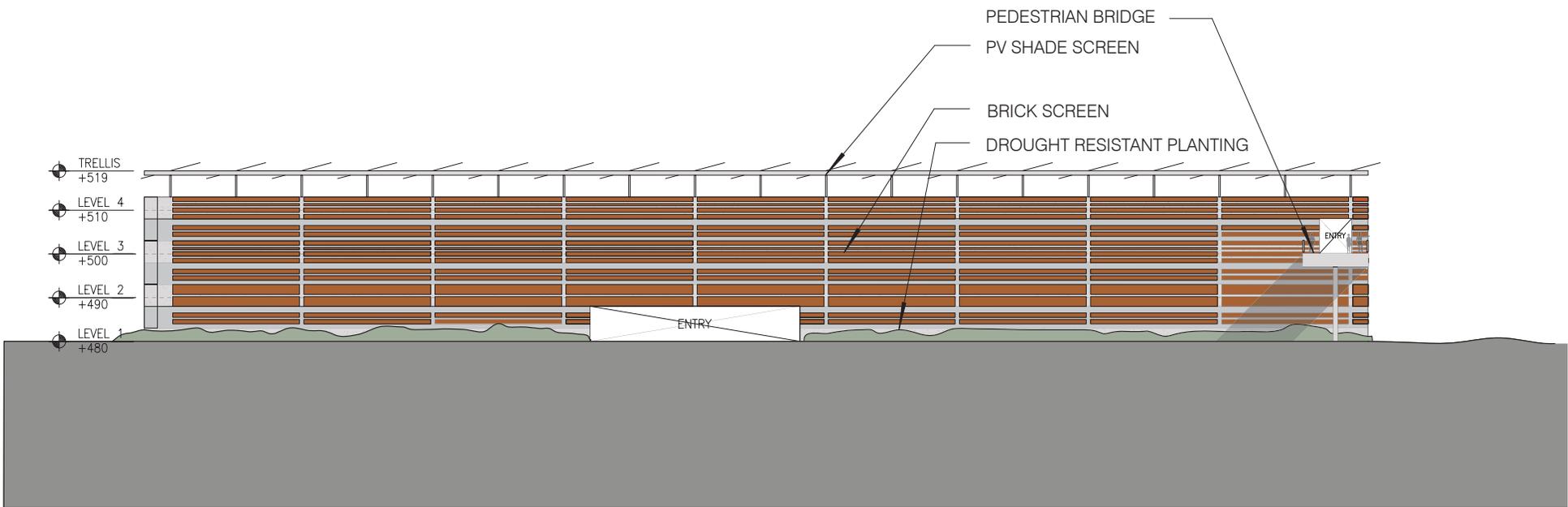
South West Elevation – Harder Road Parking Structure



SOURCE: EHDD Architecture – November 2008

FIGURE 3.0-7

South Elevation – Harder Road Parking Structure



PEDESTRIAN BRIDGE
 PV SHADE SCREEN
 BRICK SCREEN
 DROUGHT RESISTANT PLANTING

TRELLIS +519
 LEVEL 4 +510
 LEVEL 3 +500
 LEVEL 2 +490
 LEVEL 1 +480

ENTRY

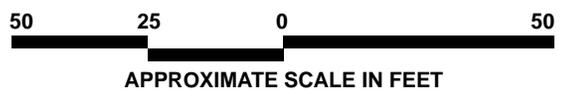
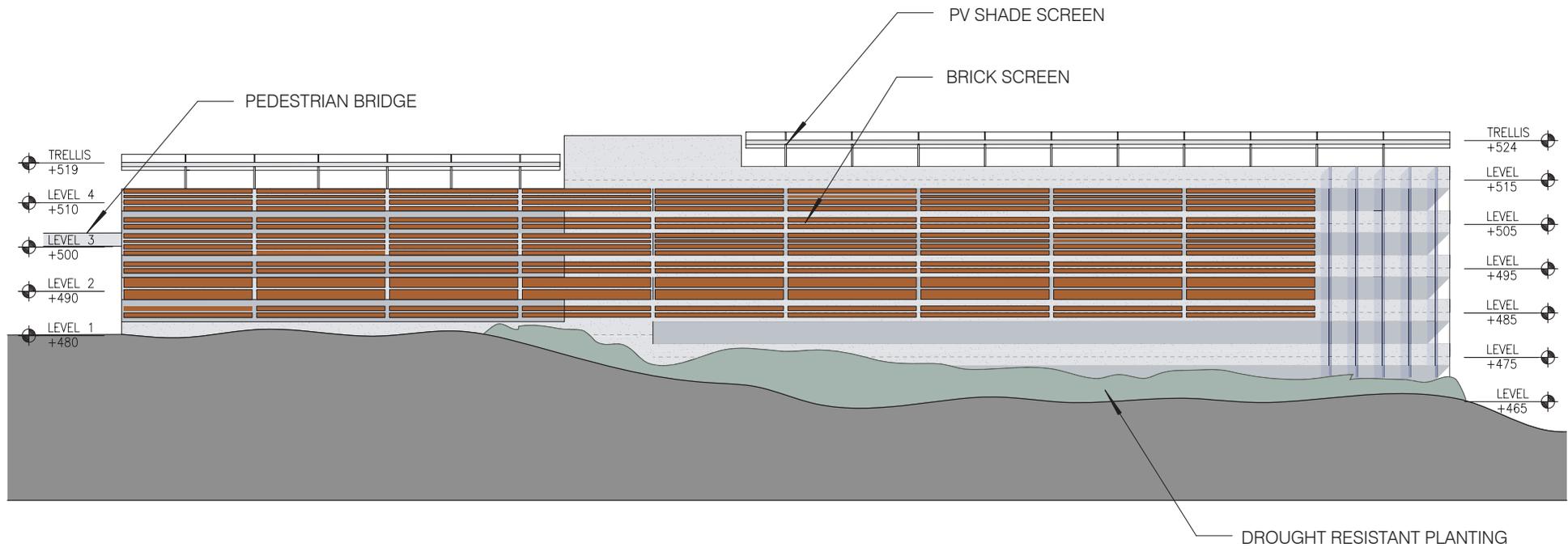
ENTRY

50 25 0 50
 APPROXIMATE SCALE IN FEET

SOURCE: EHDD Architecture – November 2008

FIGURE 3.0-8

East Elevation – Harder Road Parking Structure



SOURCE: EHDD Architecture – November 2008

FIGURE 3.0-9

North Elevation – Harder Road Parking Structure

In summary, the United States Environmental Protection Agency (US EPA) promulgates National Ambient Air Quality Standards (NAAQS) under the authority of the federal Clean Air Act. California Health and Safety Code (Section 39606) authorizes the California Air Resources Board (CARB) to promulgate California Ambient Air Quality Standards (CAAQS). In general, California standards are more restrictive than the national standards. An air basin or region that exceeds the standards is classified as nonattainment. Certain pollutants are further classified based on the severity of the nonattainment status. The SFBAAB is classified as nonattainment/marginal for the federal standard for ozone-8 hour, and is classified as nonattainment for the state standards of ozone-1 hour, ozone-8 hour, PM₁₀, and PM_{2.5}. Based on local ambient monitoring stations representative of the project site, the project area has registered values above state and federal standards for O₃, although the federal standard has not been exceeded since 2003. Additionally, the state standard for PM₁₀ was exceeded from 2005 to 2007. The standards for CO, NO₂, PM_{2.5}, or SO₂ were not exceeded during 2003 through 2007, the most recent years for which data are available.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.2** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.2**, Volume 1, for analytical methods relative to air quality. In summary, construction and operational emissions for the proposed project were estimated using URBEMIS2007 Version 9.2.4, a land use and transportation based air quality model developed in cooperation with CARB. The daily construction and operational mobile emissions were compared with the appropriate construction and operational criteria pollutant emission thresholds for the BAAQMD.

A simplified CALINE4 screening model developed by the BAAQMD was used to predict future CO concentrations due to cumulative plus project traffic conditions at 0 and 25 feet from the intersections in the study area that would operate at LOS D or worse. This methodology assumed worst-case conditions (i.e., wind direction is parallel to the primary roadway and 90 degrees to the secondary road, wind speed of less than one meter per second and extreme atmospheric stability) and provided a screening of maximum, worst-case, CO concentrations.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

Conflict with Air Quality Plans

As stated in **Section 4.2**, Volume 1, the emissions of criteria pollutants from the development of the campus under the proposed Master Plan are likely not accounted in the regional air quality planning. Furthermore, because the emissions would not be reduced below BAAQMD thresholds even after mitigation, the proposed Master Plan would potentially conflict with the regional air quality plan. As shown in **HPS Impact AIR-2** below, emissions associated with the proposed parking structure project would be below BAAQMD thresholds for operational emissions and therefore would not conflict with the regional air quality plan. *Carbon Monoxide Hotspots*

As stated in **Section 4.2**, Volume 1, implementation of the proposed Master Plan would not expose sensitive receptors to substantial pollutant concentrations of carbon monoxide (CO) (**MP Impact AIR-4**). The proposed Master Plan development was evaluated for its potential to cause high levels of CO due to traffic associated with the Campus Master Plan, including the Harder Road Parking Structure project. The results of the CO concentration calculations associated with the Master Plan development are presented in **Table 4.2-10** and **Table 4.2-11**, Volume 1. As indicated in Volume 1, under worst-case conditions, future CO concentrations at each of these intersections worst affected by the traffic associated with the Campus Master Plan at buildout would not exceed the federal or state 1-hour and 8-hour standards. Therefore, no significant CO hotspot impacts would occur to sensitive receptors in the vicinity of these intersections. Because no significant impacts would occur based on the traffic associated with the Campus Master Plan, no significant CO impacts would occur based on the much smaller volume of traffic associated with the Harder Road Parking Structure.

Toxic Air Contaminant Emissions

Construction of the Harder Road Parking Structure would result in on-site emissions of diesel particulate matter (DPM), which the State has identified as a toxic air contaminant (TAC). However, construction of a project of this size would result in temporary and short-term emissions. The Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2003) provides direction with respect to the evaluation of cancer risk calculations for shorter-term exposures (*i.e.*, less than a maximum theoretical project life of 70 years). The OEHHA Guidance states:

[A]s the exposure duration decreases the uncertainties introduced by applying cancer potency factors derived from very long term studies increases. Short-term high exposures are not necessarily equivalent to longer-term lower exposures even when the total dose is the same. OEHHA therefore does not support the use of current cancer potency factor to evaluate cancer risk for exposures of less than 9 years. If such risk must be evaluated, we recommend assuming that average daily dose for short-term exposure is assumed to last for a minimum of 9 years.

As construction of the Harder Road Parking Structure would occur for substantially less than 9 years, cancer risk cannot be reliably determined based on the OEHHA Guidance. Additionally, as the project's construction emissions are well under the BAAQMD operational thresholds and are considered less than significant with the implementation of required mitigation measures, construction of the Harder Road Parking Structure would not expose receptors to cancer risk exceeded 10 in one million and would not result in a Hazard Index greater than 1.0.

Objectionable Odors

Section 4.2, Volume 1, notes that the Campus Master Plan development would not create objectionable odors affecting a substantial number of people (**MP Impact AIR-5**). Development of the Campus Master Plan would require the use of diesel-fueled equipment, architectural coatings, and asphalt, all of which produce associated odors. However, these odors are not pervasive enough to cause objectionable odors affecting a substantial number of people. Consequently, development of the Campus Master Plan would not cause objectionable odors. The operation of the Campus Master Plan facilities are not considered to be a significant source of odors, and all research using odorous materials would take place inside buildings, so there would be no odorous emissions associated with research activities. In addition, the campus is not located near any significant odor sources and would not expose faculty, staff, and students to significant odors. Consequently, the Campus Master Plan, including the Harder Road Parking Structure, would not cause or be affected by odors.

Greenhouse Gas Emissions

Section 4.2, Volume 1, states that the proposed Campus Master Plan is consistent with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under Executive Order S-3-05 and AB 32 (**MP Impact AIR-9**). The proposed Master Plan would reduce traffic trips with implementation of the elements of the Access, Circulation and Parking Framework of the Campus Master Plan (**MP Mitigation Measure AIR-3A**) and incorporate strategies to reduce energy demand and associated area source air emissions (**MP Mitigation Measure AIR-3B**). The reduction in mobile and area source emissions would have a corresponding reduction in greenhouse gas emissions, which is consistent with the overall goals of AB 32 and Executive Order S-3-05.

Accordingly, the proposed Master Plan will lessen the potential contribution of the campus to the cumulative impact of GHG emissions, and the impact would not be cumulatively considerable. The impact on global climate would be less than significant. Because no significant impacts would occur relative to greenhouse gas emissions associated with the Campus Master Plan, no significant impacts would occur based on the much smaller volume of greenhouse gas emissions associated with the Harder Road Parking Structure.

Project-Specific Impacts and Mitigation Measures

HPS Impact AIR-1: The construction of the proposed Harder Road Parking Structure would generate potentially significant emissions of PM₁₀.

Level of Significance: Potentially significant

As stated in **Section 4.2**, Volume 1, the BAAQMD requires compliance with standard construction-related control measures specified in the *BAAQMD CEQA Guidelines*. Compliance with these measures is generally considered sufficient to reduce construction impacts to a less than significant level. Without this mitigation, the proposed project's construction phase emissions of PM₁₀ would be significant. The following mitigation measure would reduce this impact to a less than significant level.

HPS Mitigation Measure AIR-1: The Campus shall implement **MP Mitigation Measure AIR-1**.

Significance after Mitigation: Less than significant

HPS Impact 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.

Level of Significance: Less than significant

As in **Section 4.2**, Volume 1, the proposed Master Plan would generate long-term operational emissions of criteria pollutants from increases in traffic and stationary and area sources that would adversely affect air quality. As shown in **Table 4.2-10, Estimated Ongoing Emissions**, Volume 1, operational emissions associated with the day-to-day activities of the Campus Master Plan would exceed the operational thresholds of emissions for ROG, NO_x, and PM₁₀. Implementation of **Mitigation Measure AIR-2a** would require the Campus to implement traffic mitigation measures to reduce daily trips. The garage is not a land use that generates vehicle trips in itself but as a campus support facility, it would serve the growth of the campus. Even though the Campus will be implementing a TDM program and constructing more student, faculty and staff housing on the campus, all of which would help reduce the number of new

vehicle trips, however, campus growth supported by the parking structure would result in new vehicle trips. The proposed project would result in the development of a parking garage with approximately 1,100 parking spaces, including 400 spaces of replacement parking spaces and 700 spaces to serve growth of the proposed Campus Master Plan. If it is conservatively assumed that the proposed project would generate trips for each parking space provided, then approximately 403 trips in the morning peak hour (AM peak hour) and 636 trips in the evening peak hour (PM peak hour) could be attributed to Harder Road Parking Structure. This is well within the 1,403 AM Peak hour and 2,271 PM peak hour trips associated with the proposed Campus Master Plan at buildout. Because the vehicle trips associated with the parking structure would be about 28 to 29 percent of the total new trips at campus buildout under the proposed Master Plan, the total emissions of criteria pollutants from these trips would also be about 1/3rd of the mobile source emissions presented in Table 4.2-10 in Volume 1. The emissions associated with the vehicle trips to and from the parking structure would not exceed the BAAQMD significance thresholds. Therefore, operational emissions of ROG, NO_x, and PM₁₀ generated by project operations would be considered to have a less than significant air quality impact.

Mitigation Measure: No mitigation is required.

HPS Impact 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.**

Level of Significance: Less than significant

According to the *BAAQMD CEQA Guidelines*, any project that would individually have a significant air quality impact would also have a significant cumulative air quality impact. As discussed in **HPS Impact AIR-1**, emissions associated with operation of the Harder Road Parking Structure would not exceed the BAAQMD-recommended operational threshold of significance for ROG, NO_x, or PM₁₀. Therefore, the project would not have an individually significant air quality impact.

For a project that does not individually have a significant air quality impact, the *BAAQMD CEQA Guidelines* recommend that a determination of cumulative impacts be based on an evaluation of the consistency of the project with the local general plan and of the general plan with the regional air quality plan. The most recently adopted regional air quality plan for this area is the *2000 Clean Air Plan (2000 CAP)*. If a project is proposed in a city or county with a general plan that is consistent with the *2000 CAP* and the project is consistent with that general plan, the project would not have a significant cumulative impact. As a project proposed by the State on state property, the project site is not subject to or contained

within the City's general plan. Therefore, the project cannot be evaluated for consistency with the City's general plan. Instead, it is evaluated for consistency with the 2000 CAP below.

To analyze whether a proposed project is consistent with the 2000 CAP, the BAAQMD CEQA Guidelines recommends evaluating whether (1) the project provides buffer zone for odors and toxics, (2) the extent to which transportation control measures (TCM) are implemented, and (3) the consistency with the Clean Air Plan's (CAP) projections for vehicle miles traveled (VMT) and population. If a project demonstrates consistency with the CAP, its air quality impacts would be less than significant.

As previously discussed, the Harder Road Parking Structure is not anticipated to be exposed or expose sensitive receptors to odors or TACs. The Harder Road Parking Structure is farther than 0.25 mile from major roadways in the region. This is the distance recommended by the BAAQMD to avoid health impacts to sensitive receptors from major roadways. Therefore, the project would contain a sufficient buffer to avoid impacts from odors or TACs, as recommended by the first criterion for determining consistency with the 2000 CAP.

As discussed in **Section 4.2**, Volume 1, the proposed Campus Master Plan, which includes the Harder Road Parking Structure, incorporated numerous measures to increase transit usage to reduce operational emissions of ROG and NO_x. These measures are listed in **MP Mitigation Measure TRANS-1**. With implementation of these measures, development of the campus under the proposed Campus Master Plan would be consistent with the 2000 CAP.

Lastly, the proposed Campus Master Plan development would generate fewer vehicle trips than those that would be generated if the project site was developed without the measures to increase transit usage to reduce operational emissions of ROG and NO_x. As indicated in **Section 4.12, Traffic, Circulation, and Parking**, the proposed Campus Master Plan development with implementation of these measures would reduce the total average daily trips. Therefore, implementation of the Campus Master Plan would reduce VMTs occurring within the district and basin.

In conclusion, the proposed Campus Master Plan would be consistent with all of the criteria used to determine consistency with the 2000 CAP. Therefore, the Harder Road Parking Structure, which is a part of the Campus Master Plan, would also be consistent with the 2005 Ozone Strategy and would not cause an individually significant impact. Accordingly, the Harder Road Parking Structure would not have a cumulatively considerable impact on air quality in the region. This impact is considered less than significant.

Mitigation Measure: No mitigation is required.

Cumulative Impacts

Section 4.2, Volume 1, found cumulative impacts to air quality to be less than significant. As the Harder Road Parking Structure is consistent with the development analyzed in Volume 1, no further analysis of cumulative impacts is required for the Harder Road Parking Structure. With the exception of the Pioneer Heights Phase IV project and the Recreation and Wellness Center projects, there are no other projects on the campus or in the vicinity of Harder Road Parking Structure Project that would be under construction at the same time as the proposed project. Due to the distance between these projects, the construction emissions from these on-campus projects would not cumulate and affect the same receptors. Furthermore, all three projects would implement construction-phase mitigation measures to control air pollutant emissions. There would be no short-term cumulative impacts on air quality.

3.4.3 Biological Resources

This section assesses the potential for development of the Harder Road Parking Structure Project to affect biological resources.

Environmental Setting

Section 4.3, Biological Resources (Volume 1), presents the biological resource setting for the entire CSUEB Hayward campus, including the Harder Road Parking Structure project site. The proposed location of the Harder Road Parking Structure project is on a 4-acre site at the northwest corner of the intersection of Harder Road and West Loop Road. A multi-use recreational field and surface parking lot are located to the northwest and north of the proposed site, respectively. Campus buildings are located east of West Loop Road, and there is open space south of Harder Road.

More specifically, the majority of the Harder Road Parking Structure project site is located on the eastern end of the athletic field. A portion of the project site also extends onto the adjacent embankment. The embankment contains moderate to large shrubs, including a mix of native and non-native species. Native species present include several shrubby coast live oak trees (*Quercus agrifolia*), a single toyon (*Heteromeles arbutifolia*), and coyote brush (*Baccharis pilularis*), while a variety of non-native species commonly used for landscaping also occur. The embankment also includes areas of bare, compacted dirt and patches of weedy vegetation.

The project site contains habitats of limited biological value given that the majority of the site is within an actively used athletic field, and that the embankment, which consists of a thin strip of undeveloped land located between the athletic field and paved parking area, is in a disturbed condition. Given these characteristics, the shrubs on the embankment provide biological functions similar to landscaping. The

absence of mature and large trees makes use of the project site by nesting raptors and roosting bats, including special-status species, unlikely. Also, suitable habitat is not present for burrowing owls given the high shrub cover and absence of potential burrow sites, and that the species is not associated with irrigated athletic fields. The athletic field and embankment also do not provide suitable habitat for any special-status plant species given their managed and altered condition.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.3** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.3** (Volume 1) for analytical methodology relative to biological resources. Pacific Biology conducted a biological field survey of the Harder Road Parking Structure project site on September 15, 2008. The field survey was conducted to describe and document the plant communities/habitats and associated wildlife resources present on and near the site, and to evaluate the potential for special-status species to occur on or near the site.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

For the reason discussed in **Section 4.3** (Volume 1) of the Master Plan EIR, the proposed project would not interfere substantially with the movement of wildlife; conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan; and would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Additionally, there are no riparian or sensitive natural communities, or federally protected wetlands, on the project site. Therefore, no further analysis of impacts related to these biological resources is required.

Project-Specific Impacts and Mitigation Measures

HPS Impact BIO-1: The construction of the proposed project would not have a substantial adverse effect on special status plant species.

Level of Significance: Less than significant

Habitats on the project site include an irrigated athletic field and an embankment. The embankment is a thin strip of undeveloped land located between the athletic field and paved parking area, and is in a

disturbed condition. As the habitat types present are not suitable for any special-status plant species, potential project-related impacts to special-status plant species are less than significant.

Mitigation Measure: No mitigation is required.

HPS Impact BIO-2: **The construction of the proposed project would not result in the loss of an active nest of a special-status raptor species.**

Level of Significance: Less than significant

As burrowing owls avoid areas containing a high shrub cover and are not associated with irrigated athletic fields, the species would not be expected to occur on the site as a nesting or wintering species. Additionally, given the absence of mature and large trees, suitable nesting habitat for special-status raptors, including Cooper's hawk and white-tailed kite, is not present. Therefore, the potential loss of an active nest of a special-status raptor species would be a less than significant impact.

HPS MM BIO-2: Mitigation not required for the potential loss of a nest of a special-status bird species. However, the Campus 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.

HPS Impact BIO-3: **The construction of the proposed project would not result in the loss of an active maternity roost of a special-status bat species.**

Level of Significance: Less than significant

Given the absence of structures and large and mature trees on the project site, suitable roosting habitat for special-status bat species is not present. Therefore, the proposed project would not result in the loss of an active bat maternity roost and related impacts would be less than significant.

Mitigation Measure: No mitigation is required.

Cumulative Impacts

Section 4.3 (Volume 1) found cumulative impacts to biological resources to be less than significant. As the proposed project is consistent with the development analyzed in **Section 4.3**, no further analysis is required.

3.4.4 Cultural Resources

This section assesses the potential for development of the Harder Road Parking Structure Project to affect cultural resources.

Environmental Setting

Section 4.4, Cultural Resources (Volume 1), presents the cultural resource setting for the entire CSUEB Hayward campus, including the Harder Parking Structure Project site.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.4** in Volume 1 for a discussion of applicable Standards of Significant.

Analytical Methodology

Consistent with the analysis in **Section 4.4**, previous survey coverage of the site was assessed and it was determined that an intensive archaeological survey would be required. A record search and intensive pedestrian archaeological survey of the Harder Road Parking Structure Project site was conducted by a qualified archaeologist in September, 2008. No archaeological sites or historic features were identified. Because existing off-site utility lines would be used to supply the redeveloped site, the potential for utility installations to result in disturbance of archaeological or historical resources was considered slight and these alignments were not subjected to a pedestrian archaeological survey.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

For the reason discussed in **Section 4.4**, Volume 1, the proposed development of the Harder Road Parking Structure would not have a direct substantial adverse effect on any cultural, unique archaeological, and/or geological resources. Moreover, the project requires no evaluation of potential impacts to historic structures because no structures are present on the project site. The site is not

underlain by geologic formations that are considered sensitive for paleontological resources or unique geologic resources, and the potential to affect these resources is considered low and the impact would be less than significant. Therefore, no further analysis of impacts related to these cultural resources is required.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Potentially significant

A Record search and an intensive pedestrian archaeological survey of the Harder Road Parking Structure Project site were conducted. The records search did not identify any previously recorded cultural resources on the project site, and the surface surveys did not identify any cultural materials within the project boundaries. No historic features or other potential historical resources were identified on the project site (Dexter 2008).

The proposed project would involve extensive grading and excavation over a large area. Although no cultural resources were encountered during site surveys, previously unknown subsurface archaeological resources may be present and could be affected by any activity that disturbs the surface or subsurface, including increased vehicular traffic, grading, or excavation. To avoid an inadvertent adverse impact, in the event of an archaeological discovery, the Campus will ensure that excavation stops and the find are protected, consistent with the **MP Mitigation Measure CULT-1b**. The Campus shall retain an archaeologist to develop and implement a research design and data recovery plan. The Campus will also ensure that a local Native American is provided an opportunity to monitor any additional excavation within the margins of a discovered prehistoric deposit, consistent with the **MP Mitigation Measure CULT-1b**.

Although no evidence of human remains has been reported at this site, human remains have been discovered in archaeological contexts elsewhere within the City of Hayward, and thus there is some potential that this site also could include human remains. If human remains are uncovered and are determined to be of Native American origin, the Campus will implement the procedures set forth in the **MP Mitigation Measure CULT-3c** and **CULT-3d** for protection of the remains, documentation, and respectful treatment in consultation with a Native American Most Likely Descendant. The implementation of the mitigation measures above will reduce the potential impact to a less-than-significant level.

HPS MM CULT-1: The Campus shall implement MP Mitigation Measures CULT-1b, CULT-1c, and CULT-3a through 3d

Significance after Mitigation: Less than significant

Cumulative Impacts

Section 4.4, Volume 1, of this Draft EIR found cumulative impacts to cultural resources to be less than significant. Cumulative impacts on cultural resources from campus development under the 2008 Master Plan, including the Harder Road Parking Structure Project, are adequately addressed under the Master Plan **Impacts CULT-1** through **-4**. The project site does not include any paleontologically sensitive areas, and thus would not contribute to any potential paleontological impact. The cumulative impacts of development on significant cultural resources (historical, unique archaeological, and geological) is considered less than significant because the Campus has protections in place to avoid and minimize impacts to such resources.

3.4.5 Geology and Soils

Environmental Setting

Section 4.5, Geology and Soils in Volume 1 of this Draft EIR presents the geology and soils setting for the entire CSUEB Hayward Campus. The geology and soil characteristics of the Harder Road Parking Structure Project site are included in Volume 1 and this section summarizes the conditions and impacts relevant to the proposed project.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.5** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.5**, Volume 1 for a description of the analytical methodology used to evaluate the geological, soils, and seismicity effects of the overall CSUEB Hayward Campus development, including the effects of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.5**, Volume 1, the potential impact from soil erosion due to construction on the CSUEB Hayward Campus would be less than significant (**MP Impact GEO-2**). All future construction projects on the CSUEB Hayward Campus, including the Harder Road Parking Structure Project, that would disturb 1 acre or more would be required to comply with the NPDES requirements to control discharges from construction sites and would implement a storm water pollution prevention plan (SWPPP). Compliance with NPDES regulation for control of pollutant discharge during construction would reduce the potential for significant soil erosion due to all construction on the CSUEB Hayward campus, including the Harder Road Parking Structure Project. Furthermore, following the construction of the proposed project, the erosion potential would be very low since the project site would be covered by the parking structure, pavement, and landscaping. Therefore, this impact is considered less than significant and no additional project-level analysis of this issue is required.

According to Volume 1 of this Draft EIR, portions of the campus have expansive soils present (**MP Impact GEO-3**). However, as described in **MP Mitigation Measure GEO-1**, a site-specific geotechnical study will be conducted prior to design and construction of the proposed project to assess whether geologic hazards, including expansive soils, are present. If expansive soils found to be present, recommendations to mitigate the adverse effects of expansive soils would be presented in the geotechnical report, and would be incorporated into the final design and implemented during construction in compliance with the California Building Code. The impact related to expansive soils would be less than significant because proper engineering and construction techniques will reduce this hazard and because any residual effects that might be the result of expansive soils would not have a significant adverse effect on humans or the environment. Therefore, no additional project-level analysis of this issue is required.

Volume 1 of this EIR noted that the proposed development under the CSUEB Hayward Campus Master Plan, including the Harder Road Parking Structure Project, would not include the use of septic tanks or alternative wastewater disposal systems. There would be no impact related to septic tanks or alternative wastewater disposal systems and no additional project-level analysis of this issue is required.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Less than significant

Faults identified on the campus include the East and West Chabot faults and the Dibblee fault. There is no evidence that these faults have been active during the Holocene. The campus is located 0.18 mile (0.3 km) from the active Hayward fault and it has been estimated that the West Chabot fault could experience sympathetic movement on the order of less than 6 inches during a major earthquake on the Hayward fault (CEL 2006).

Severe seismic ground shaking and related ground failure is a possibility in the area of the Hayward campus. As discussed above, portions of the campus have potential for ground failure related to liquefaction and landsliding. To address these types of concerns, the Hayward campus routinely performs geotechnical investigations to evaluate the potential for liquefaction and other types of ground failure at each building site. These reports include recommendations applicable to foundation design, earthwork, and site preparation to minimize or avoid the potential for building damage and injury. The Campus would implement **MP Mitigation Measure GEO-1** to ensure that such an investigation is performed for the proposed parking structure project, and that the recommendations of such investigations are incorporated into the project design. Moreover, the design of the proposed project would comply with the California Building Code, which includes specific provisions for structural seismic safety. The proposed project would also be subject to review by the CSU Seismic Review Board.

As indicated above, portions of the campus have been identified as seismic hazard zones by the CGS (2003). See **Figure 4.5-4** in Volume 1. The mapping by CGS shows that the project site located within a mapped area of liquefaction hazard. Areas to the south of the Harder Road Parking Structure Project have been identified as a landslide hazard zone. However, the project does not include residential units and people would only occupy the structure for a short time when arriving at or leaving the campus. Development of the Harder Road Parking Structure Project would not expose people and structures on campus to substantial adverse effects associated with seismic ground shaking or seismic-related ground failure, including liquefaction, lateral spreading, landslides, and/or settlement. Furthermore, the proposed project would also implement **MP Mitigation Measure GEO-1**. The impact would be less than significant.

HPS Mitigation Measure GEO-1: The Campus shall implement **MP Mitigation Measure GEO-1.**

Significance after Mitigation: Less than significant

Cumulative Impacts

Section 4.5, Volume 1, of this Draft EIR found cumulative impacts related to geological, soils, and seismicity effects to be less than significant. As the proposed project is consistent with the development analyzed in Volume 1, no further analysis is required.

3.4.6 Hazards and Hazardous Materials

Environmental Setting

Section 4.6, Hazards and Hazardous Materials in Volume 1 of this Draft EIR presents the hazards and the hazardous materials setting for the entire CSUEB Hayward Campus, including a description of applicable regulations and a discussion of potential hazardous materials used and hazardous waste generated by the proposed development of the campus. The current conditions relevant to hazards for the Harder Road Parking Structure Project site are included in Volume 1 and this section summarizes the conditions and impacts relevant to the housing project.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.6** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.6**, Volume 1 for a description of the analytical methodology used to evaluate the potential hazards and hazardous materials impacts of the overall Hayward campus development, including the impacts of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.6**, Volume 1, implementation of the CSUEB Hayward Campus Master Plan, which includes the Harder Road Parking Structure Project, would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (**MP Impact HAZ-1**). Hazardous materials use associated with the proposed parking garage project would involve small volumes of common hazardous materials used in routine maintenance of buildings which

would not pose a significant hazard to the public or the environment. Hazardous materials could also be used in varying amounts during construction. However, construction activities are required to comply with all applicable regulations and codes, including, but not limited to, Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Division 20 of the California Health and Safety Code. All transportation of hazardous materials to and from the site during construction activities must also comply with DOT and Caltrans regulations. Therefore, full compliance with federal, state, and local standards and regulations would reduce the potential impacts on the public and environment through transport, use, or disposal of hazardous materials, or under upset and accident conditions involving the release of hazardous materials into the environment, to a less-than-significant level and no additional project-level analysis of this issue is required.

While the proposed project is located within 0.25 mile of an existing childcare center, the Early Childhood Education Center located on the east edge of the campus on Old Hillary Road, hazardous materials would not be stored at the proposed project site. As discussed in **Section 4.6**, Volume 1, the impact to those attending the existing childcare center would be less than significant with implementation of the CSUEB Hayward Campus Master Plan (**MP Impact HAZ-2**). No additional project-level analysis of this issue is required.

Implementation of the proposed project would not expose people on the project site to any safety hazards related to public airports or private airstrips because the campus is approximately four miles east of the Hayward Airport, and is also not located within the vicinity of a private airstrip. Therefore, no project-level analysis is required.

The project site does not include any listed hazardous materials locations. The project site does not include contaminated soil and groundwater.

The construction of the proposed project would not impact the existing Campus Emergency Operations Plan (EOP) or impede emergency operations. As discussed in **Section 4.6**, Volume 1, the campus is expected to continue its practices and programs related to emergency response as the campus grows under the proposed Master Plan. Consistent with the campus' current procedure, as new buildings are built on the campus under the proposed master plan, an EOP would be developed for each new building, including the Harder Road Parking Structure. Furthermore, campus growth under the proposed Master Plan would not interfere with the Campus EOP through construction-related road closures. The CSUEB Facilities Planning & Operations is the agency with the responsibility of regulating lane closures, and the University Police Department ensures that lanes are passable at all times. These practices and procedures related to road closures during construction would be implemented during the construction phase of the

proposed project. Therefore based on current practices and procedures, the impact related to interference with the Campus EOP would be less than significant. No additional project-level analysis is required.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Less than significant

As discussed in **Section 4.6**, Volume 1, open grassland areas are south of the project site that would be at a high risk of exposure to wildland fires during the fire season. However, the campus implements a vegetation management program to reduce fire fuel loads on all undeveloped lands within the campus boundary. Vegetation management to reduce fuel loads will continue to be conducted by the campus on all areas adjacent to the parking structure site. Furthermore, the parking structure would be designed and constructed in conformance with the California Building Code and with applicable fire code safety requirements. The fire protection systems would meet all statutory requirements which apply to parking structures. Fire hydrants would be provided to protect the structure against wildland fire threats and protect the wildland in case of a fire in the structure that threatens the surrounding lands. The impact related to risk from wildland fires at the Harder Road Parking Structure project site would be less than significant.

Mitigation Measure: No mitigation is required.

Cumulative Impacts

Section 4.6, Volume 1, of this Draft EIR found cumulative impacts from hazards and hazardous materials to be less than significant. As the proposed project is consistent with the development analyzed in Volume 1, no further analysis is required.

3.4.7 Hydrology and Water Quality

Environmental Setting

Section 4.7, Hydrology and Water Quality in Volume 1 of this Draft EIR presents the hydrology and water quality setting for the entire CSUEB Hayward Campus, including the Harder Road Parking Structure Project.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.7** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.7**, Volume 1 for a description of the analytical methodology used to evaluate the potential hydrology and water quality impacts of the overall Hayward campus development, including the impacts of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.7**, Volume 1, the Hayward campus is not within a FEMA-designated 100-year flood zone. Therefore, the Harder Road Parking Structure would not be located within a flood zone. According to the City of Hayward Tsunami and Dam Failure Inundation Hazard Map, dam failure at the Don Castro Reservoir would flood areas near San Lorenzo Creek. Should that dam failure occur, it would not affect the Hayward campus. Additionally, due to the relatively hilly topography and its distant location from the ocean and San Francisco Bay, the Hayward campus would not be affected by inundation by a tsunami or seiche event. Therefore, no additional project-level analysis of these impacts is required.

Section 4.7, Volume 1, concluded that the CSUEB Hayward campus and surrounding area do not have any significant groundwater resources. The City of Hayward does not depend on local groundwater supplies to meet domestic and industrial needs; this demand is met by the Hetch Hetchy water system. The proposed development under the Master Plan, including the proposed project, would not generate a demand for groundwater for potable water supply, and impacts on groundwater resources in the Hayward area would not occur. Furthermore, the analysis in Volume 1 concluded that the decrease in groundwater recharge would negligible due to development of the campus under the proposed Master Plan. No additional project-level analysis of groundwater resource impacts is required.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Less than significant

Construction activities associated with the proposed project would involve clearing and grading of the site. Stormwater runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. Furthermore, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase runoff and erosion potential. Given the above, pollutants such as soil, sediments, and other substances associated with construction activities (e.g., oil, gasoline, grease, and surface litter) could enter the campus storm drain system.

However, the project is subject to NPDES requirements for control of stormwater pollutants during construction. To comply with the regulations, the construction contractor will be required to submit a Notice of Intent for coverage under the State NPDES General Construction Permit. This permit requires the preparation and implementation of a stormwater pollution prevention plan (SWPPP). A SWPPP would be prepared for the Harder Road Parking Structure Project which would identify best management practices (BMPs) to maintain water quality. BMPs may consist of a wide variety of measures designed to reduce pollutants in stormwater and other nonpoint source runoff. BMPs to be implemented during construction may include, but are not limited to, the following measures:

- Temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover)
- BMPs acceptable to the Regional Board for protection of downstream drainage facilities
- Establishment of grass or other vegetative cover on the construction site as soon as possible after disturbance.

Final selection of BMPs may be subject to approval by the San Francisco Bay Regional Board. CSUEB would verify that an NOI has been filed by the construction contractor with the State Water Board and a SWPPP has been developed and initiated before allowing construction to begin. CSUEB or its contractor would perform inspections of the construction area to verify that the BMPs specified in the SWPPP are properly implemented and maintained. Additionally, CSUEB or its contractor would implement a

monitoring program to verify BMP effectiveness. The monitoring program would begin at the outset of construction and terminate upon completion of the project.

As part of compliance with the NPDES General Construction Permit, CSUEB or its contractor would also develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities. The plan would be completed before any construction activities begin, and would include provisions for preventing, containing, and reporting spills of hazardous materials.

In addition to NPDES requirements, construction would comply with CSUEB standard stormwater management practices and engineering controls, which require the control and minimization of stormwater pollutants originating from construction sites as a standard part of contract specifications. Compliance with NPDES and campus requirements would result in a less than significant impact to water quality during construction of the proposed project.

Mitigation Measure: No mitigation is required.

HPS Impact 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.

Level of Significance: Potentially significant

As discussed in **Section 4.7**, Volume 1, the proposed development under the Master Plan, including the parking structure project, would generate an increase in stormwater runoff due to construction of impervious surfaces within the watershed. The project site is an existing athletics field and an embankment. There are currently no impervious surfaces present on the site. Much of the rain that falls on the site infiltrates into the ground and during larger storm events, stormwater that does not infiltrate runs off the site in sheet flow to the west and south of the site. However, with the implementation of the proposed project, impervious surfaces would be established on the site and about 80% of the 4-acre site would consist of the parking structure with an impervious roof. The other 20% would be landscaped. As a result, based on a 10-year, 24-hour storm event, the runoff from this site would increase from 1.0 cubic feet per second (CFS) to 4.0 cfs. Note that parking structures place a smaller area under impervious surfaces compared to surface lots for the equivalent number of vehicles. Furthermore compared to surface parking lots, the parking structures typically result in less pollution of urban runoff because only the top level of the parking structure is exposed to stormwater and the lower levels are enclosed.

Bioswales are proposed as part of the parking structure design to provide some treatment to the runoff generated at the site. Stormwater generated by the project's impervious surfaces would be collected by downspouts and conveyed into the bioswales, which in turn would discharge into the campus storm drain system. The storm drain would discharge the increased runoff into a creek in the western portion of the campus. While these bioswales would help treat the stormwater and provide some limited detention and infiltration of stormwater generated by the project's impervious surfaces, they would not provide adequate detention of stormwater to avoid erosion in the creek that would receive the increased runoff from the project site conveyed to the creek via the campus storm drain. Therefore, as currently designed, the proposed project could potentially lead to erosion and sedimentation in the creek. This would be a potentially significant impact. To address this impact, **HPS Mitigation Measure HYDRO-2** will be implemented.

HPS MM HYDRO-2: The Campus 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.

Significance after Mitigation: Less than significant

Cumulative Impacts

Cumulative impacts of the development of the campus under the proposed Master Plan, including the Harder Road Parking Structure Project, along with development in the vicinity of the campus are discussed in **Section 4.7**. As shown in that analysis, the development of the campus would not generate additional runoff from the site that could result in hydromodification of the receiving waters. Furthermore, stormwater controls such as bioswales, infiltration facilities, and detention facilities would be incorporated in all projects that are built on the campus pursuant to the proposed Master Plan which would ensure that the quality of site runoff is not degraded. The cumulative impact of campus-wide development, including the proposed project, would therefore be less than significant.

3.4.8 Land Use and Planning

Environmental Setting

Section 4.8, Land Use and Planning in Volume 1 of this Draft EIR presents the existing land uses and applicable planning regulations for the CSUEB Hayward campus and surrounding areas. The project site

is flanked by a multi-use recreational field and surface parking lot and campus facilities are located east of West Loop Road, and there is open space to the south of Harder Road.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.8** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.8** in Volume 1 for analytical methods used to assess land use impacts.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.8**, Volume 1 of this Draft EIR, the proposed Harder Road Parking Structure Project would not conflict with any applicable habitat conservation plan or natural community conservation plan as none are applicable to the Hayward campus and its vicinity. The analysis in Volume 1 also concluded that the buildout of the Master Plan, including the Harder Road Parking Structure Project, would not physically divide an established community. All development associated with the proposed Master Plan would be located within or immediately adjacent to the existing development on the Hayward campus, including the proposed project as described above. Therefore, no project-level analysis of these impacts is necessary.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Less than significant

The proposed project would be constructed within the campus boundaries, adjacent to existing recreational fields, open space, surface parking, and other campus facilities. As discussed in **Section 4.8** of the Draft EIR, if the proposed Master Plan is adopted, it would become the applicable land use plan for the Hayward campus. Development of the proposed parking structure project is part of and would be consistent with the proposed Master Plan.

The proposed project is an important element of the proposed Master Plan as it helps the campus attain several of the key objectives of the Master Plan which include provision of additional parking on the campus in order to accommodate the growth of the campus and develop new facilities that promote a logical development pattern. The proposed project allows the campus to achieve all of these important objectives.

Additionally, for the reason discussed in **Section 4.8** (Volume 1), the proposed Master Plan for CSUEB Hayward campus would not conflict with relevant local land use plans. Because the proposed Harder Road Parking Structure Project is consistent with the proposed Master Plan, it would also not conflict with any local land use plans. Therefore, the impact is less than significant.

Mitigation Measure: No mitigation is required.

Cumulative Impacts

Campus growth considered in **Section 4.8**, Volume 1, for the cumulative analysis discussion includes the proposed Harder Road Parking Structure Project. Cumulative analysis of campus growth under the Master Plan is adequately addressed in **MP Impact LU-3**. No further evaluation of cumulative impacts is necessary.

3.4.9 Noise

This section assesses the potential for the development of the Harder Road Parking Structure Project to affect the noise environment.

Environmental Setting

Section 4.9, Noise, in Volume 1 of this Draft EIR presents the existing noise environment in the project vicinity and documents changes in the baseline conditions that would occur as a result of the development of CSUEB Hayward campus, pursuant to the proposed Master Plan which includes the development of additional parking spaces in the proposed Harder Road Parking Structure Project. The current conditions relevant to noise for the Harder Road Parking Structure Project site are included in Volume 1 and this section summarizes the conditions and impacts relevant to the project. The primary concerns related to noise include exposure of noise-sensitive land uses to mobile sources of noise.

Fundamentals of Environmental Noise and Vibration

See **Section 4.9**, Volume 1 for a detailed description of the fundamentals of environmental noise.

Noise-Sensitive Land Uses in the Project Vicinity

As described in Volume 1 of the Draft EIR, noise-sensitive receptors in the vicinity of the project site include residences and academic buildings. Specifically, the nearest noise-sensitive receptor is an academic building, Meiklejohn Hall, located approximately 180 feet from the eastern boundary of the project site. The nearest residences are the Pioneer Heights I student housing complex, which are approximately 850 feet east of the project site. Existing noise levels related to roadways, stationary sources, and construction within and adjacent to the campus are described in **Section 4.9**, Volume 1 of this Draft EIR.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.9** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.9**, Volume 1 for a description of the analytical methodology used to evaluate the noise effects of the overall Campus, including the effects of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.9**, Volume 1, the Hayward campus is not located within an airport land use plan or within 2 miles of a public airport or public use airport. In addition, the campus is not located within 2 miles of a private airstrip. Therefore, no impact would occur and no project-level analysis is needed.

As discussed in **Section 4.9**, Volume 1, daily operations within the campus could expose existing off-site and future on-site noise sensitive receptors to elevated noise levels. Daily noise generating activities associated with the proposed Campus Master Plan, including the Harder Road Parking Structure, would include traffic entering and exiting the structure, car doors slamming, and conversations. Noise-sensitive receptors in the existing academic buildings would be exposed to noise from operation of the proposed project. However, noise generated by daily activities from the proposed project is not expected to exceed the noise standard of 60 dBA Ldn exterior and 45 dBA Ldn interior at these locations because the noise levels generated by these activities are generally low at the source and would be further attenuated given the distance between the project site and the nearest receptors. Given that the Harder Road Parking Structure site is 180 feet away from the nearest receptor, this impact would not be significant and no project-level analysis is required.

The analysis in **Section 4.9**, Volume 1, found that no pile driving would be necessary to construct facilities on the campus due to competent bedrock present on the campus site. No pile driving or demolition would be necessary to build the parking structure. There would be no potential for significant vibration impacts.

Construction of the Campus Master Plan Project could expose existing and future noise-sensitive receptors to elevated construction noise levels, which would result in a less-than-significant impact with implementation of **MP Mitigation Measure NOI-3a**. As discussed in **Section 4.9**, Volume 1, a significant impact would occur if construction activity is predicted to result in a sound level that is more than 6 decibels above the ambient sound level at the property line between the hours of 7:00 PM and 7:00 AM on weekdays and Saturdays or between the hours of 10:00 AM and 6:00 PM on Sundays and holidays. At places where construction takes place within a distance of about 500 feet of the nearest residences, construction noise is likely to increase above ambient daytime sound levels at residences by 6 decibels or more. Given that the Pioneer Heights I is approximately 850 feet east of the project site, construction activities associated with the proposed project would not elevate noise levels at Pioneer Heights I by more than 6 decibels. Therefore, no project-level construction impact would occur and no further analysis is needed.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Less than significant

The analysis in **Section 4.9**, Volume 1, found that vehicular trips associated with the implementation of the Campus Master Plan without the Third Entrance would substantially increase traffic-related noise levels on roadway segments in the campus vicinity. The roadway segment most pertinent to the proposed project would be Harder Road. One to two noise sensitive receptors (homes) are located adjacent to the westbound lanes of this roadway close to Mission Boulevard. The Harder Road Parking Structure Project would result in the development of a garage with approximately 1,100 parking spaces, including 400 spaces of replacement parking spaces and 700 spaces to serve growth of the campus through 2017. Therefore, the mobile sources of noise would not be generated by the garage itself but by growth of the campus. However, if it is conservatively assumed that the proposed project would generate new trips for each new parking space provided, then approximately 403 AM peak hour trips and 636 PM peak hour trips could be attributed to Harder Road Parking Structure. This is about 29 percent of the

1,403 AM peak hour and 2,271 PM peak hour trips expected from implementation of the Campus Master Plan. The analysis in **Section 4.9** found that noise levels due to increases in traffic along Harder Road would increase by 2.9 decibels. Because Harder Road Parking Structure-related traffic would be less than 1/3rd of the total traffic generated by the campus at Master Plan buildout, the project would contribute less than 1/3 of the noise increase along Harder Road, i.e., less than 1 decibel. Therefore, the project-related traffic would have an imperceptible impact on ambient noise levels along Harder Road. The impact would be less than significant.

Mitigation Measure: No mitigation is required.

Cumulative Impacts

Section 4.9, Volume 1, found cumulative impacts to air quality to be less than significant. As the Harder Road Parking Structure is consistent with the development analyzed in Volume 1, no further analysis of cumulative impacts is required for the Harder Road Parking Structure.

With the exception of Pioneer Heights Phase IV project and the Recreation and Wellness Center project, there are no other projects that would be under construction on the campus at the same time as the proposed parking structure project. Due to the distance between these projects, construction noise from the projects would not cumulate and affect the same receptors. There would be no short-term cumulative impacts related to construction noise.

3.4.10 Population and Housing

Environmental Setting

Section 4.10, Population and Housing, in Volume 1 of this Draft EIR describes the population and housing conditions of the CSUEB Hayward Campus and surrounding area.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.10** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.10**, Volume 1 for a description of the analytical methodology used to evaluate the population and housing effects of the overall Campus.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As identified in **Section 4.10**, Volume 1, campus development under the proposed Master Plan would not displace people or existing housing that would necessitate the construction of replacement housing elsewhere (**MP Impact POP-2**). An athletic field and an embankment currently exist on the site of the proposed Harder Road Parking Structure project and the project would not displace people or existing housing. Since no existing housing would be displaced, there would be no impacts related to construction of replacement housing on or off campus.

Implementation of the Harder Road Parking Structure Project does not include any residential units and would not result in any increase in campus population. Therefore, there would be no impact to population growth on the campus. No additional project-level analysis of these issues is required for the proposed project.

Project-Specific Impacts and Mitigation Measures

Not applicable.

Cumulative Impacts

The proposed project would not contribute to cumulative population and housing impacts. No further analysis is required.

3.4.11 Public Services and Recreation

Environmental Setting

Section 4.11, Public Services and Recreation, in Volume 1 of this Draft EIR describes the existing public services and recreation, including fire protection, law enforcement, schools, and parks, that serve the project site and its vicinity. This section summarizes the conditions and impacts relevant to the Harder Road Parking Structure Project.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.11** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Methodology

See **Section 4.11**, Volume 1, for a detailed description of the analytical methodology used to evaluate the public services and recreation impacts associated with the CSUEB Hayward Campus Master Plan development, including the effects of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project.

The Master Plan EIR analysis of public service impacts, specifically fire and police services, evaluated the effects of the entire campus population growth and facilities expansion under the CSUEB Hayward Campus Master Plan, including the Harder Road Parking Structure project. The proposed project would not increase the population of the campus that could require services. Therefore, the proposed project would not result in an impact on public services.

As discussed in **Section 4.11**, implementation of the proposed Master Plan would result in an increase in the demand for fire protection services from the Hayward Fire Department (HFD). The Hayward campus currently receives fire protection and emergency medical services from the City fire department. The Harder Road Parking Structure Project would comply with 2007 CBC and CFC requirements. Additionally, the California State Fire Marshall would review the proposed project to verify that project design would not impeded fire protection services and compliance with all applicable regulations. The analysis in **Section 4.11**, Volume 1, concluded that implementation of the proposed Master Plan would not require the construction of new or physically altered fire protection facilities. The Hayward Fire Department would continue to provide the service from its existing fire station. No additional project-level analysis of this impact is required.

As discussed in **Section 4.11**, Volume 1, the CSUEB Hayward Police Department and the Hayward Police Department (HPD) provide law enforcement services to the campus. Implementation of the proposed Master Plan, including the Harder Road Parking Structure Project, would result in an increased demand for law enforcement services on and adjacent to the Hayward campus. As the Master Plan is implemented, the CSUEB Hayward Police Department would maintain a similar ratio of police officers to campus population and would continue to provide adequate law enforcement services to the campus. As discussed in **Section 4.11**, no new facilities would be required and there would be no significant environmental impacts from the construction of new facilities to serve the campus, including Harder Road Parking Structure Project. No additional project-level analysis of this impact is required.

The analysis for the CSUEB Hayward Campus Master Plan in **Section 4.11**, Volume 1, concluded that implementation of the proposed Master Plan would result in a less than significant impact associated

with schools. The proposed project does not include on-campus housing, so there would be no school-age children associated with this project. Therefore, no further analysis of this impact is required.

The analysis for the CSUEB Hayward Campus Master Plan in **Section 4.11**, Volume 1, concluded that implementation of the master plan is not expected to increase the use of neighborhood or regional parks or other recreational facilities in the project area, or require the construction or expansion of recreational facilities that might have an adverse effect on the environment. Modifications to existing recreational facilities as proposed in the Master Plan are analyzed in Volume 1 of this EIR and would not result in substantial physical effects on the environment beyond those identified in this EIR. A portion of the existing athletic field on the Harder Road Parking Structure Project site would be removed, but remaining athletic field, other athletic facilities and the proposed Recreation and Wellness Center for the campus, to be completed in 2009, would provide adequate recreational opportunities for the campus population. Therefore, the CSUEB Hayward Campus Master Plan, including the Harder Road Parking Structure project, would result in less than significant impacts related to park demand and the construction of new parks or expansion of existing parks off site. No additional project-level analysis of this impact is required.

Project-Specific Impacts and Mitigation Measures

Not applicable.

Cumulative Impacts

The cumulative public services and recreation impacts of all growth under the CSUEB Hayward Campus Master Plan are adequately addressed in **Section 4.11**, Volume 1. No further evaluation of cumulative impacts is required.

3.4.12 Traffic, Circulation, and Parking

Environmental Setting

Figure 3.0-1 shows the location of the project. The parking structure is planned to have one vehicle access driveway on the east-facing side of the structure, directly on West Loop Road, and a second vehicle access driveway on the north-facing side of the structure, via a longer driveway that also connects to West Loop Road. Provision of two driveways is advisable for a structure of this size. No entrance to the garage is proposed on Harder Road. Most traffic is expected to travel to/from the structure via Harder Road; however, it is expected that some traffic would travel to/from the structure via the Carlos Bee -- West Loop route.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.12** in Volume 1 for a discussion of applicable Standards of Significance.

Analysis Scenarios

The Harder Road Parking Structure Project is expected to be completed by 2011. However, at that time, the structure is not expected to be fully utilized, as it is intended to serve growth in parking demand as the campus grows, beyond the structure's "opening day." Based on an assessment of the parking losses due to building construction and demand growth in the coming years, it is estimated that the Harder Road Parking Structure would serve campus demand through the 2017-2018 academic year, using current commute mode characteristics (i.e., assuming no significant change in the rate of alternative mode use). Therefore, the traffic analysis is conducted for an Existing With Project case and a Near-Term With Project case. The Near-Term With Project case consists of background traffic growth to 2017, plus the Project traffic, generated by the campus growth to that year. The Existing With Project case consists of the same Project traffic, added to existing traffic volumes.

The Route 238 improvements were assumed to be in place for the Near-Term With Project analysis, as directed by the City of Hayward, but they were not assumed to be in place for the Existing With Project analysis.

Traffic Forecasting Methodology

Intersection volumes for the near term (year 2017) without the project were estimated by interpolating between the existing (2007) traffic volumes and the 2025 No Project forecast traffic volumes. **Figure 3.0-10, Harder Parking Structure 2017-2018 No Project Volumes**, shows the estimated 2017 No Project traffic volumes at the study intersections.

Project Trip Generation, Distribution and Assignment

Table 3.0-2 gives the project trip generation estimate, which is based on FTE student, faculty, and staff projections for the 2017-2018 academic year. The campus vehicle trip generation growth at that year is estimated at 403 AM peak hour trips and 636 PM peak hour trips.

Figure 3.0-11, Harder Parking Structure Project Trip Distribution, shows the project trip distribution, which is based on the Master Plan trip distribution described in Volume 1. **Figure 3.0-12, Harder Parking Structure Project Trip Assignment – Existing Conditions**, shows the project trip assignment on the existing network. **Figure 3.0-13, Harder Parking Structure Project Trip Assignment – Near Term Conditions**, shows the project trip assignment on the 2017 roadway network (i.e., with the Route 238 improvement project, which changes circulation flow in the downtown area). **Figure 3.0-14, Harder Parking Structure - Existing With Project Volumes**, shows the Existing With Project traffic volumes, and **Figure 3.0-15, Harder Parking Structure - 2017 With Project Volumes**, shows the 2017 With Project intersection volumes.

Project-Specific Impacts and Mitigation Measures

HPS Impact 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.

Level of Significance: Potentially significant

Table 3.0-3 shows the Existing With Project service levels, and **Table 3.0-4** shows the Near-Term (2017) With Project service levels, along with the existing intersection service levels for comparison purposes. As shown in **Table 3.0-3**, the addition of project traffic to existing traffic would result in significant impacts at two intersections:

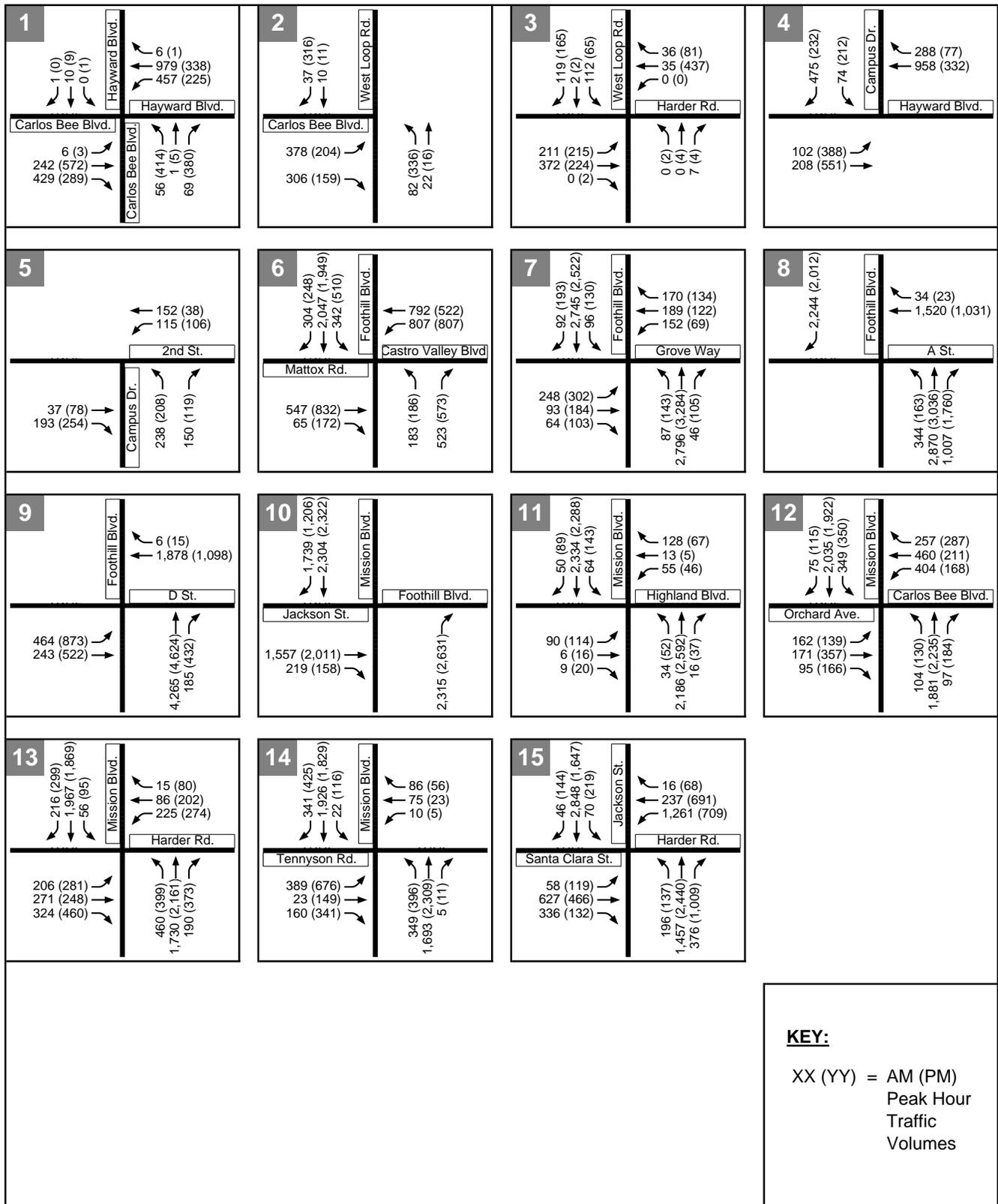
- Mission Boulevard/Carlos Bee Boulevard/Orchard Avenue (PM only)
- Mission Boulevard/Harder Road (PM only)

These impacts would be mitigated with the construction of the Route 238 improvements, as is demonstrated by the Near-Term With Project analysis in **Table 3.0-4**.

**Table 3.0-2
Harder Road Parking Structure Trip Generation**

Campus Populations							
	Existing (Fall '07)	Future (2017-2018 AY)					
FTES	8,758	10,986					
(Residents)	820	1,290					
Commuter Students	7,938	9,696					
Faculty/Staff	1,270	1,594					
(Residents)	0	0					
Total Commuters	9,208	11,290					
Existing Trip Generation (Fall 2007)							
7,938 Commuting Student FTEs							
9,208 Total Commuters							
	ADT	7:30 – 8:30 AM			5:15 – 6:15 PM		
		In	Out	Total	In	Out	Total
Carlos Bee east of Hayward Blvd.	13,180	832	89	921	513	942	1,455
Harder Rd. west of Loop Rd.	11,070	587	155	742	512	644	1,156
Total Trips Generated	24,250	1,419	244	1,663	1,025	1,586	2,611
Trips Rate per Commuter	2,634	0.154	0.026	0.181	0.111	0.172	0.284
Future Trip Generation (2017-2018)							
11,290 Total Commuters							
	ADT	7:30 – 8:30 AM			5:15 – 6:15 PM		
		In	Out	Total	In	Out	Total
Trip Rate per Commuter	2,634	0.154	0.026	0.181	0.111	0.172	0.284
Total Commuting Trips Generated	29,730	1,740	299	2,040	1,260	1,940	3,200
New Student Resident Trips (PH #3)		2	21	23	41	5	46
New Student Resident Trips (PH #4)		3	27	30	54	6	60
New Faculty/Staff Resident Trips		0	0	0	0	0	0
Net New Trips (2017-2018)							
Net new commuting trips	5,480	320	60	380	240	350	590
Net new student residential trips		5	48	53	95	11	106
Net new faculty/staff residential trips		0	0	0	0	0	0
Total net new trips		325	108	433	335	361	696
Total new trip minus PH #4 trips		322	81	403	281	355	636

Source: Fehr & Peers, October 8, 2008 \

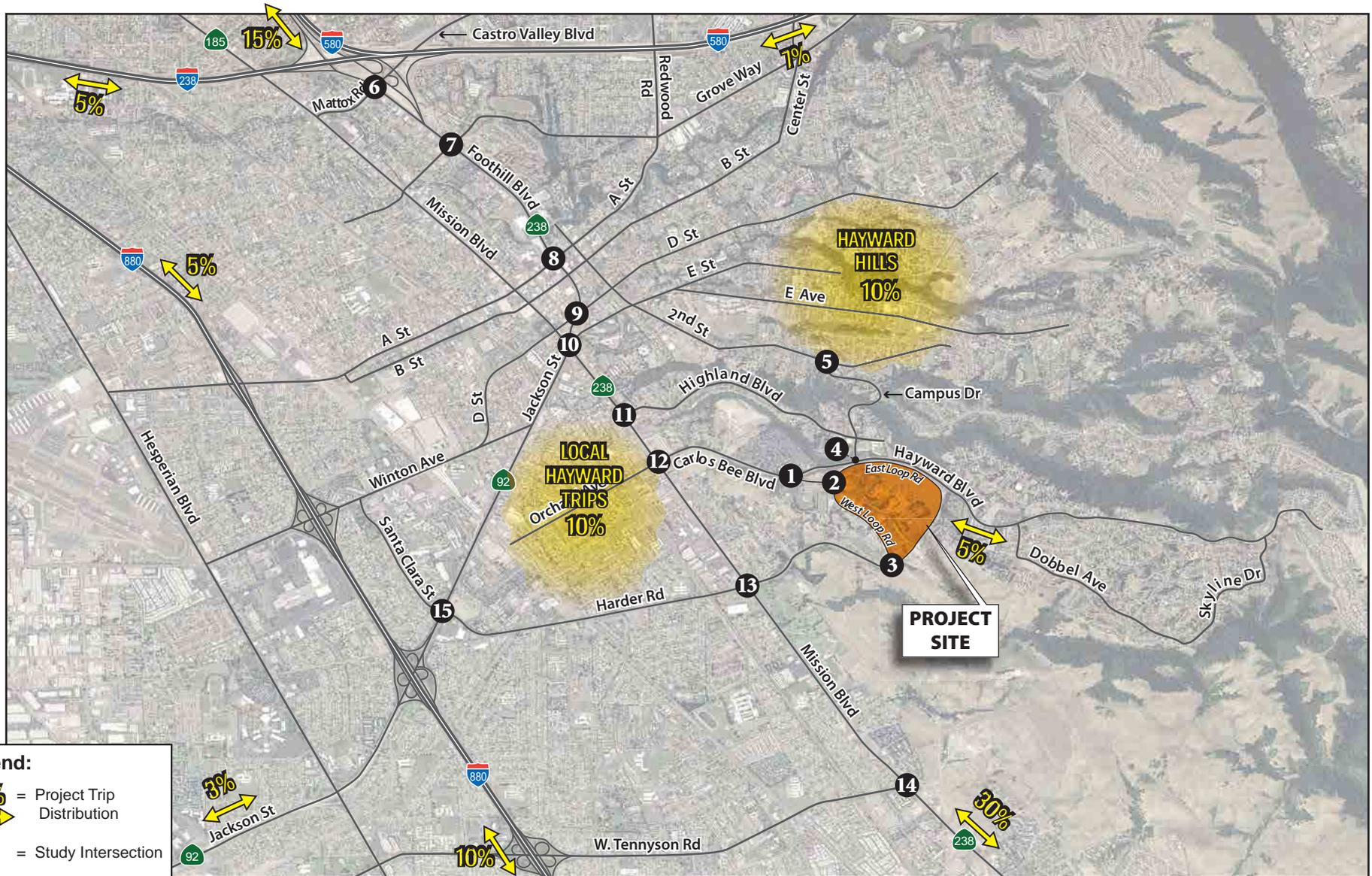


NOT TO SCALE

SOURCE: Fehr & Peers - November 2008

FIGURE 3.0-10

Harder Parking Structure 2017-2018 No Project Volumes



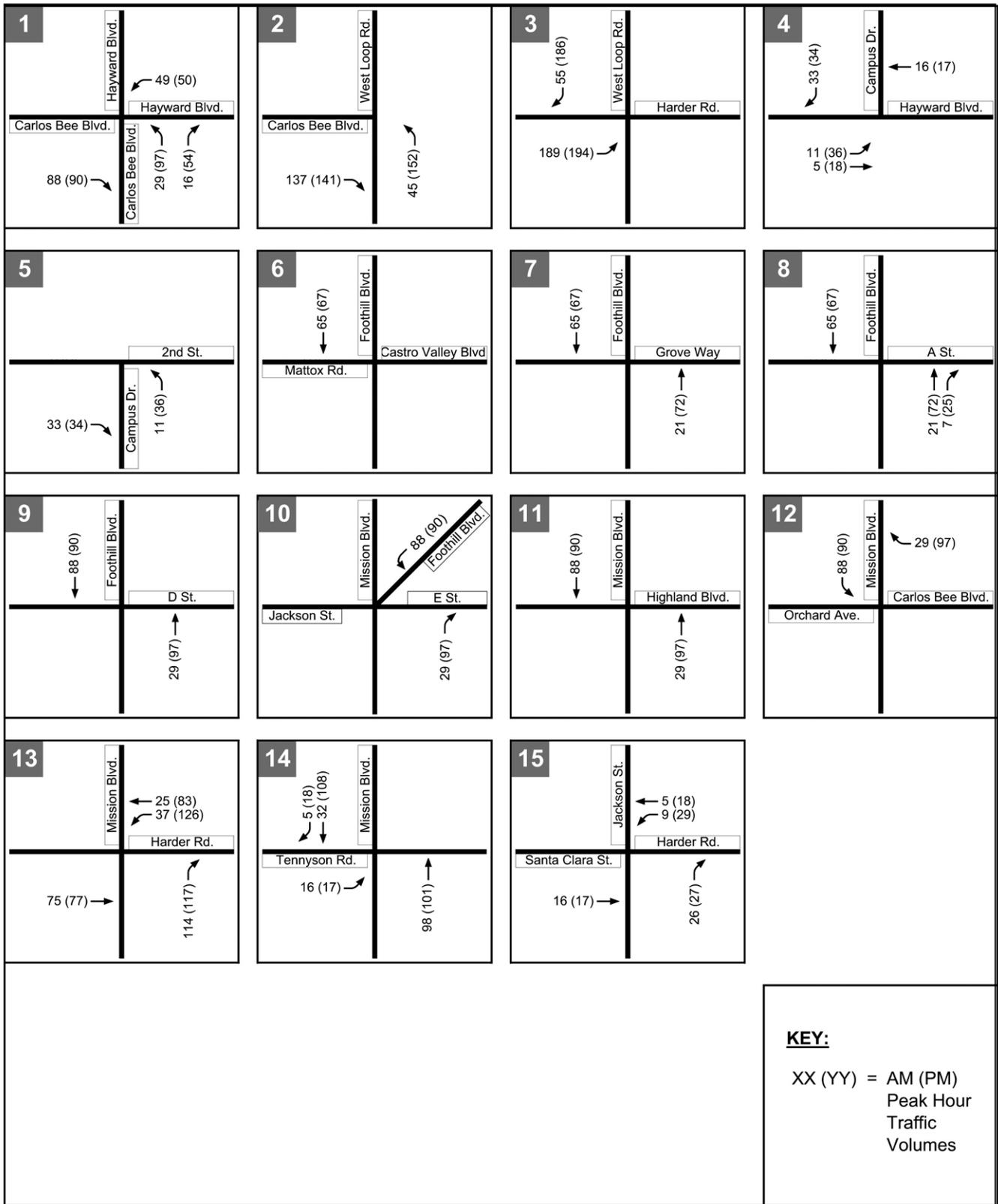
Legend:

- = Project Trip Distribution
- = Study Intersection
- NOT TO SCALE

SOURCE: Fehr & Peers – November 2008

FIGURE 3.0-11

Harder Parking Structure Project Trip Distribution



NOT TO SCALE

SOURCE: Fehr & Peers - November 2008

FIGURE 3.0-12

Harder Parking Structure Trip Assignment – Existing Conditions

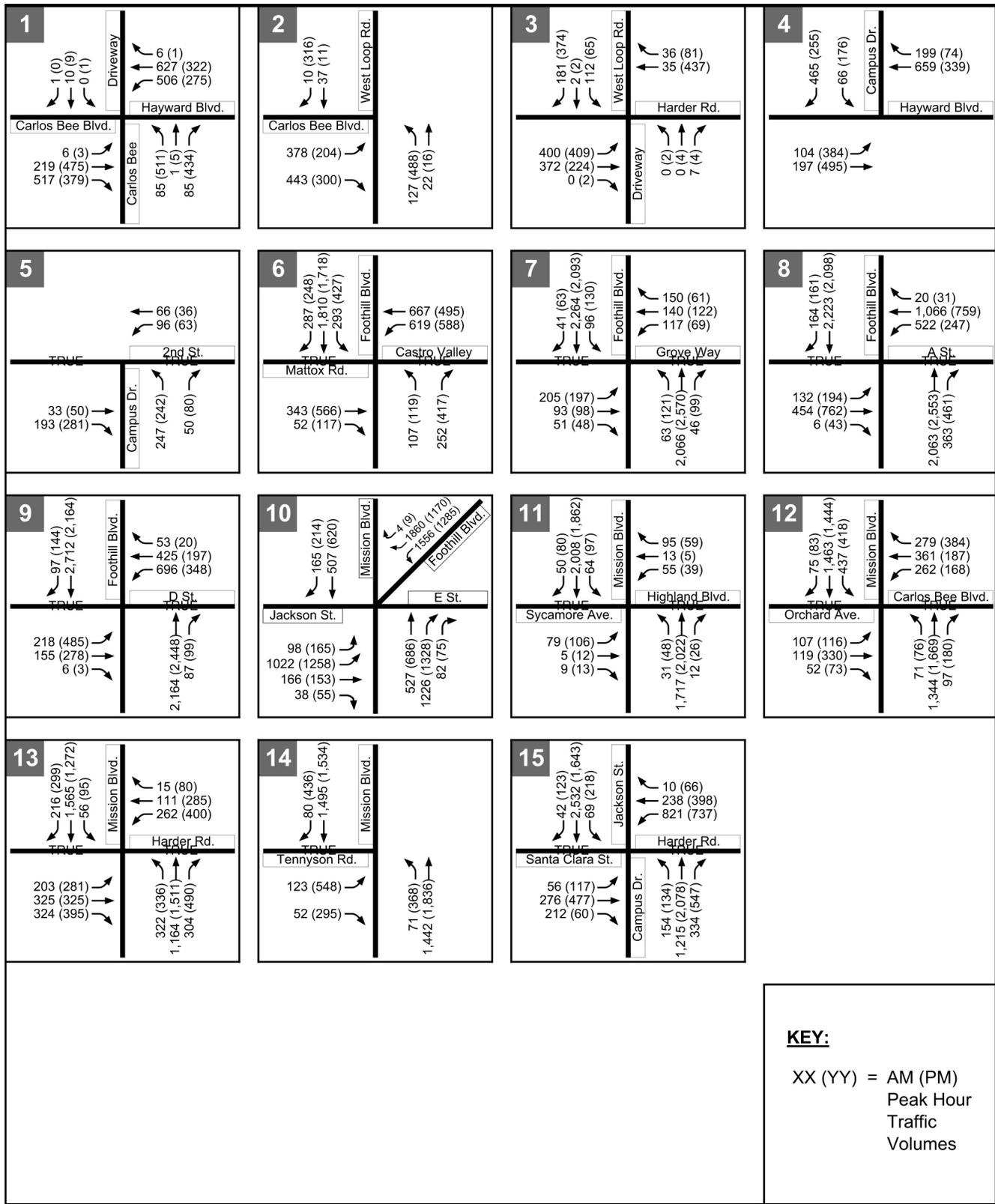


NOT TO SCALE

SOURCE: Fehr & Peers - November 2008

FIGURE 3.0-13

Harder Parking Structure Trip Assignment – Near Term Conditions

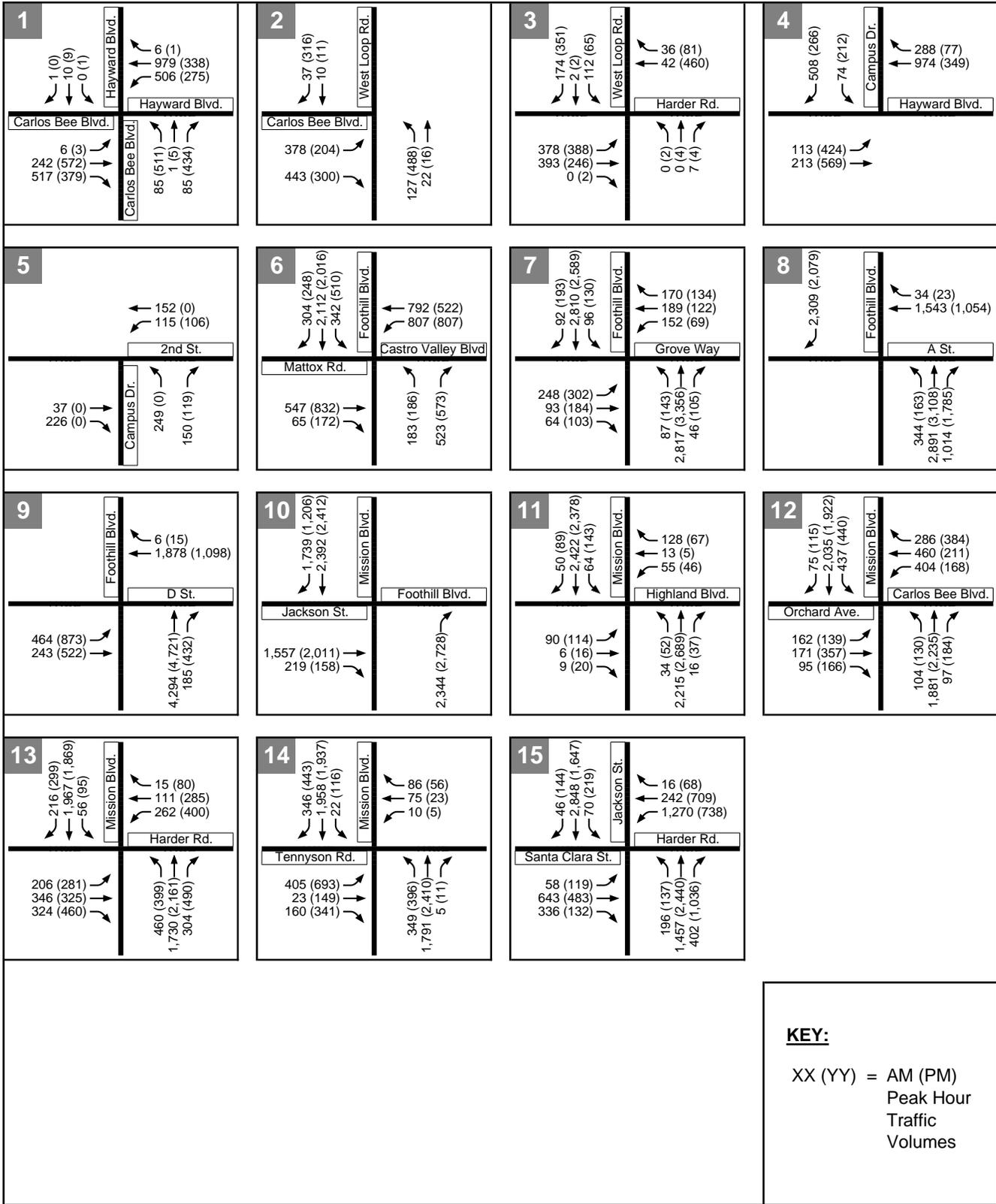


NOT TO SCALE

SOURCE: Fehr & Peers - November 2008

FIGURE 3.0-14

Harder Parking Structure – Existing With Project Volumes



NOT TO SCALE

SOURCE: Fehr & Peers - November 2008

FIGURE 3.0-15

Harder Parking Structure – 2017 With Project Volumes

**Table 3.0-3
Intersection Levels of Service – Existing Conditions with Harder Road Parking Structure Project**

Intersection	Traffic Control ¹	Peak Hour	Existing		Existing With Project	
			Delay ³ (seconds)	LOS ³	Delay ³ (seconds)	LOS ³
1. Carlos Bee Blvd./Hayward Blvd.	Signal	AM PM	22 20	C C	45 29	E D
2. Carlos Bee Blvd./West Loop Rd.	AWS	AM PM	9 9	B B	20 17	C C
3. Harder Rd./West Loop Rd.	AWS	AM PM	7 12	B C	12 27	C D
4. Hayward Blvd./Campus Dr.	Signal	AM PM	7 9	B B	7 9	B B
5. 2 nd St./Campus Dr.	SSSC	AM PM	2 (6) 1 (8)	A (B) A (B)	2 (7) 1 (8)	A (B) A (C)
6. Foothill Blvd./Mattox Rd./Castro Valley Blvd.	Signal	AM PM	33 32	D D	35 34	D D
7. Foothill Blvd./Grove Way	Signal	AM PM	17 19	C C	17 19	C C
8. Foothill Blvd./A St.	Signal	AM PM	33 25	D D	35 26	D D
9. Foothill Blvd./D St.	Signal	AM PM	29 31	D D	31 33	D D
10. Foothill Blvd./Mission Blvd./Jackson St./E St. ⁴	Signal	AM PM	52 38	F E	52 45	F D
11. Mission Blvd./Highland Blvd.	Signal	AM PM	14 15	B C	14 16	B C
12. Mission Blvd./Carlos Bee Blvd./Orchard Ave.	Signal	AM PM	43 47	E E	57 78	E F
13. Mission Blvd./Harder Rd.	Signal	AM PM	43 46	E E	46 61	E F
14. Mission Blvd./Tennyson Rd.	Signal	AM PM	20 44	C E	21 54	C E
15. Jackson St./Santa Clara St./Harder Rd.	Signal	AM PM	59 49	E E	60 52	E E

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.

As shown in **Table 3.0-4**, the addition of project traffic to near-term (2017) traffic would result in significant impacts during either the AM or PM peak hour at the following three intersections:

- Foothill Boulevard/Mattox Road/Castro Valley Boulevard (PM only)
- Foothill Boulevard/Mission Boulevard/Jackson Street (PM only)
- Jackson Street/Santa Clara Street/Harder Road (AM and PM)

These three intersections are projected to operate at LOS F with or without the project; the project adds 4 or more seconds to the delay at these intersections, triggering a significant impact.

The traffic analysis includes the planned SR 238 improvement project, which will improve the capacity of the Mission and Foothill Boulevard corridors; therefore, further capacity improvements are not considered feasible. As congestion grows at these intersections and along the corridors, driver responses to the worsening conditions may result in lower growth in non-project travel demand during the peak commute hours: drivers may shift to other modes of travel, they may shift their time of travel, or they may choose not to make the trip at all. These changes would reduce the volumes and projected poor service levels, although the extent of the reductions cannot be predicted. The actions outlined in **MP Mitigation Measure TRANS-1** would contribute to the mitigation of this project, although not to a less-than-significant level, since the effectiveness of the measures in reducing vehicle trip generation cannot be assured.

HPS Mitigation Measure TRANS-1: The Campus shall implement **MP Mitigation Measure TRANS-1**.

Significance after Mitigation: Significant and unavoidable

HPS Impact 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.

Level of Significance: Potentially significant

Table 3.0-4
Intersection Levels of Service –Near-term (2017) Conditions with Harder Road Parking Structure Project

Intersection	Traffic Control ¹	Peak Hour	Existing		Future No Project		Future With Project	
			Delay ³ (seconds)	LOS ³	Delay ³ (seconds)	LOS ³	Delay ³ (seconds)	LOS ³
1. Carlos Bee Blvd./Hayward Blvd.	Signal	AM	22	C	19	C	34	D
		PM	20	C	19	C	25	C
2. Carlos Bee Blvd./West Loop Rd.	AWS	AM	9	B	10	B	18	C
		PM	9	B	9	B	15	C
3. Harder Rd./West Loop Rd.	AWS	AM	7	B	7	B	13	C
		PM	12	C	11	C	30	E
4. Hayward Blvd./Campus Dr.	Signal	AM	7	B	9	B	10	B
		PM	9	B	10	B	10	B
5. 2 nd St./Campus Dr.	SSSC	AM	2 (6)	A (B)	2 (7)	A (B)	2 (7)	A (B)
		PM	1 (8)	A (B)	2 (10)	A (B)	2 (11)	A (C)
6. Foothill Blvd./Mattox Rd./Castro Valley Blvd.	Signal	AM	33	D	44	E	47	E
		PM	32	D	61	F	66	F
7. Foothill Blvd./Grove Way	Signal	AM	17	C	32	D	33	D
		PM	19	C	38	D	40	D
8. Foothill Blvd./A St.	Signal	AM	33	D	21	C	22	C
		PM	25	D	15	B	16	C
9. Foothill Blvd./D St.	Signal	AM	29	D	42	E	43	E
		PM	31	D	36	D	37	D
10. Foothill Blvd./Mission Blvd./Jackson St./E St.	Signal	AM	52	F	28	D	29	D
		PM	38	E	77	F	88	F
11. Mission Blvd./Highland Blvd.	Signal	AM	14	B	15	B	15	B
		PM	15	C	16	C	16	C
12. Mission Blvd./Carlos Bee Blvd./Orchard Ave.	Signal	AM	43	E	29	D	31	D
		PM	47	E	30	D	38	D
13. Mission Blvd./Harder Rd.	Signal	AM	43	E	33	D	38	D
		PM	46	E	33	D	41	E
14. Mission Blvd./Tennyson Rd.	Signal	AM	20	C	21	C	21	C
		PM	44	E	27	D	28	D
15. Jackson St./Santa Clara St./Harder Rd.	Signal	AM	47	E	243	F	247	F
		PM	49	E	66	F	70	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

Source: Fehr & Peers, October 2008.

The addition of project traffic to the Harder Road/West Loop Road intersection by 2017 would result in a projected LOS E for the all-way-stop-controlled intersection of Harder Road and West Loop Road. A signal may be required at or before this point, depending on several factors, including how effective the campus TDM programs are at limiting trip growth and how much traffic accesses the structure from Carlos Bee vs. Harder Road. The intersection should be signalized when a full signal warrant study indicates the signals are needed. The University should conduct periodic traffic counts and observations of these intersections and retain a registered traffic engineer to assess the need for and appropriate design of new traffic signals, when traffic volumes or apparent congestion indicate the need for improvements. **MP Mitigation Measure TRANS-2**, which calls for the monitoring of traffic and provision of improvements including potential signalization at Harder Road/West Loop Road, would address this impact.

HPS Mitigation Measure TRANS-2: The Campus shall implement **MP Mitigation Measure TRANS-2**.

Significance after Mitigation: Less than significant

Cumulative Impacts

The cumulative traffic, circulation, and parking impacts of all growth under the proposed Campus Master Plan, including the Harder Road Parking Structure Project, are adequately addressed in **Section 4.12**, Volume 1. No further evaluation of cumulative impacts is required.

3.4.13 Utilities and Service Systems

Environmental Setting

Section 4.13, Utilities and Service Systems, in Volume 1 of this Draft EIR presents the existing utilities and service systems in the project vicinity. The proposed Campus Master Plan impact analysis related to the capacity of utility systems, including water, wastewater, storm water, solid waste, electricity, and natural gas, took into account the increased demand from all of the projected development and population growth under the Master Plan, including the proposed Harder Road Parking Structure Project.

Impacts and Mitigation Measures

Standards of Significance

Refer to **Section 4.13** in Volume 1 for a discussion of applicable Standards of Significance.

Analytical Method

See **Section 4.13**, Volume 1 for a detailed description of the analytical methodology used to evaluate the utilities and service systems impacts associated with the CSUEB Hayward Campus Master Plan development, including the effects of the Harder Road Parking Structure Project.

Impacts Adequately Analyzed at the Master Plan Level or Not Applicable to the Project

As discussed in **Section 4.13**, Volume 1, the campus development outlined in the proposed Master Plan was not specifically considered in the projections included in the City's 2005 UWMP, but 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. As described in **Section 3.3.5** above, the parking structure would be served by an 8-inch pipeline located along Old Hillary Road. The main water distribution pipelines within the campus are of adequate size to serve the campus at buildout, including the proposed Harder Road Parking Structure Project, and new pipelines would not be required to handle the increased water demand. No further project-level analysis of this impact is required.

As discussed in **Section 4.13**, Volume 1, the proposed Master Plan, including the Harder Road Parking Structure Project, would not result in the construction of new electrical and natural gas facilities on campus or result in the construction of new or expanded electrical system capacity improvements off-campus that would cause significant environmental impacts. Volume 1 concluded that the impacts related to energy system improvements and power supply on the campus would be less than significant. The parking structure would not be constructed on top of existing natural gas pipelines and natural gas service would not be required at the garage. The Campus main electrical feed is via the Switch Gear House northeast of Carlos Bee Boulevard and the project site is fed by a branch electrical line running from manhole 2 northeast to Manhole 3B northeast of the University Theater. The parking structure would not be constructed on top of existing electrical ducts. Therefore, no further analysis of this project-level impact is required.

The impact of the proposed project on storm drain system is addressed in **HPS Impact HYDRO-2**, above. No further analysis is required.

As stated in **Section 4.13**, Volume 1, implementation of the proposed Master Plan would not generate solid waste that would require expansion of the regional landfill. The CSUEB Hayward campus would adopt a goal under the proposed Master Plan to divert 75 percent of solid waste from landfills in the near term and 100 percent would be diverted from landfills by 2030. As discussed in Volume 1, the Master Plan would comply with applicable regulations related to solid waste and would be served by a landfill

with sufficient remaining capacity; it will not result in significant adverse impacts related to solid waste. Therefore, the development of the Harder Road Parking Structure would also be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and implementation of the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No further analysis is required.

Implementation of the proposed Master Plan would increase the volume of wastewater generated on the Hayward campus. No wastewater would be generated as a result of the proposed project. Therefore, no further analysis of this project-level impact is required.

Project-Specific Impacts and Mitigation Measures

Not applicable.

Cumulative Impacts

The cumulative utilities and service system impacts of all growth under the proposed Campus Master Plan, including the Harder Road Parking Structure Project, are adequately addressed in **Section 4.13**, Volume 1. No further evaluation of cumulative impacts is required.

3.5 OTHER CEQA CONSIDERATIONS

Section 15126 of the 2008 *California Environmental Quality Act (CEQA) Statutes and Guidelines* states that an EIR must include a discussion of the following topics:

- Significant environmental effects which cannot be avoided if the proposed project is implemented
- Growth-inducing impacts of the proposed project

In addition, Section 15128 of the *State CEQA Guidelines* requires a brief statement of the reasons that various possible effects of a project have been determined not to be significant and therefore, are not evaluated in the Environmental Impact Report (EIR).

The following sections address each of these types of impacts based on the analyses included in **Section 3.4, Environmental Setting, Impacts, and Mitigation Measures**, above.

3.5.1 Significant Unavoidable Effects

This section identifies significant impacts associated with implementation of the Harder Road Parking Structure 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 3.0**, implementation of the Harder Road Parking Structure Project would result in the following significant impact that could not be mitigated to a less than significant level:

HPS Impact 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.

3.5.2 Growth-Inducing Impacts

This section evaluates the potential for growth inducement as a result of implementation of the proposed project. Section 15126.2(d) of the *State CEQA Guidelines* requires that an environmental impact report (EIR) include a discussion of the potential for a proposed project to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The *State CEQA Guidelines* do not provide specific criteria for evaluating growth inducement and state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

The potential for growth-inducing impacts of development under the proposed Master Plan are analyzed in **Section 6.0**, in Volume 1 of this EIR. The proposed Harder Road Parking Structure Project would provide 1,100 parking spaces on campus of which 400 spaces would replace parking spaces displaced by two construction projects on the campus and about 700 spaces would serve the growth projected under the Campus Master Plan. The project itself would not add new population to the campus or in the broader Bay Area region but would serve the growth projected by the campus. Furthermore, the lack of parking is not a constraint to growth on the campus. The proposed parking structure project would therefore not be considered growth inducing.

3.5.3 Effects Found Not to be Significant

This section describes other resource topics, including agricultural resources and mineral resources that would either not be affected by implementation of the proposed Harder Road Parking Structure Project or that the impacts would be less than significant. Any issues not addressed in this section are evaluated in detail in **Section 3.4, Environmental Setting, Impacts, and Mitigation Measures**, above.

Agricultural Resources

As discussed in **Section 6.0, Other CEQA Considerations** of Volume 1, the Hayward campus is developed with buildings, paved areas, or landscaped open space and is surrounded by suburban uses and open space. No farmland or agricultural activities are present in the vicinity of the campus. Therefore, implementation of the proposed Harder Road Parking Structure Project would not result in conversion of farmland to non-agricultural uses. The campus is currently designated for academic uses by the City of Hayward and is surrounded by urban/suburban development and open space. No impacts related to possible conflicts with zoning for agricultural uses or a Williamson Act contract would occur.

As no farmland, agricultural land, or related uses are found on the project site or on the campus, implementation of the proposed project would not involve changes in the existing environment that could result in conversion of farmland to non-agricultural use. Therefore, no impact would occur.

Mineral Resources

According to **Section 6.0**, Volume 1, the Hayward campus is not located within a regionally significant aggregate resources zone. In addition, implementation of the proposed Master Plan, including the Harder Road Parking Structure Project, would not result in any substantial loss of known mineral resources that would be of value to the region or state because the campus area is not an area for the extraction of mineral resources. Therefore, no impact would occur.

3.6 ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This section sets forth potential alternatives to the proposed project, and for those alternatives that would achieve most of the basic objectives of the proposed project, evaluates the alternatives for their ability to avoid or reduce the proposed project's significant impacts.

3.6.1 Project Objectives

Alternatives considered in the EIR should be feasible and should attain most of the basic project objectives. The guiding objectives of the Harder Road Parking Structure Project are to provide replacement parking spaces for the campus as parking spaces in surface parking lots are lost due to development of buildings over them and to serve campus growth. Specifically, campus objectives of the Harder Road Parking Structure Project are to:

- Provide parking spaces to replace those that would be lost as a result of the development of new buildings on the campus;
- Serve the projected demand for parking in the near term; and
- Conserve the Campus's limited land resources by providing parking in structures.

3.6.2 Alternatives Considered in Detail

An EIR must briefly describe the rationale for selection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore merit in-depth consideration, and which are infeasible. Alternatives that do not meet most of the project objectives need not be considered in detail. Alternatives that are remote or speculative, or have effects that cannot be reasonably predicted, also need not be considered.¹ In order to comply with CEQA requirements, the following alternatives are considered in detail in this EIR:

- Smaller Parking Structure
- No Project

3.6.3 Alternatives Eliminated from Detailed Evaluation

The following alternatives were considered by the Campus, but rejected as infeasible. A brief explanation of the reasons for their exclusion is presented below.

Alternate On-Campus Locations

CEQA states that a key question in the alternatives analysis is whether any of the significant effects of the project would be avoided or substantially lessened by selecting an alternate site for the project. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. The Campus has determined that constructing the proposed parking structure at other locations on the campus would not (a) meet most of the project objectives, and (b) reduce the environmental impacts of the proposed project.

Potential alternate on-campus locations for the proposed project would be other areas within the campus designated for parking structures or for other uses. If the proposed project were sited at any other sites on the campus that are ear-marked for future parking structures, this alternative would achieve the basic objective of the proposed project which is to supply parking spaces for the increasing demand. However,

¹ California Public Resources Code, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6(f)(3).

by placing the proposed project at any of the other sites, none of the impacts of the proposed project would be avoided and therefore other on-campus locations for the parking structure offer no environmental advantage over the proposed project. If the proposed parking structure is located on campus sites earmarked for other uses, this alternative would eliminate the future use planned for those sites and thereby affect the ability of the campus to meet its Master Plan objectives. The placement of the Harder Road Parking Structure Project at these other potential locations would also not avoid or substantially lessen any environmental impacts resulting from the proposed project.

Parking Lot Alternative

Another alternative to the proposed project would be to provide the needed parking spaces in surface parking lots instead of a parking structure. Although this alternative would meet the project's basic objectives, it would require more land area, about 4 to 5 times the area that would be taken up by the proposed project, and would displace other uses planned by the campus for the area selected for the new parking lot. Furthermore, this alternative would create more impervious surfaces and result in greater urban runoff than the proposed project. Because surface parking lots offer no environmental benefits compared to parking structures, even though this alternative would meet most of the objectives of the proposed project, this alternative was not carried forth for detailed evaluation.

Transit Service Alternative

Scoping comments received on the Draft EIR requested that the University consider improvements to transit service as an alternative to building a parking structure. The AC Transit Route 92 and Hillhopper provide service between the campus and Hayward BART station. Such an alternative would involve an increase in the frequency of AC Transit Route 92 buses or the Hillhopper shuttle or both. CSUEB has determined that implementing an alternative bus program and eliminating the parking structure project would also not be feasible for reasons presented below.

A travel demand management (TDM) program is proposed by the Campus as part of implementation of the Master Plan. Elements of the program include:

Improved Transit Service

- Enhanced AC Transit Route 92 service to the Downtown Hayward BART station, ensuring 15-minute headways from 6 AM to 10 PM; or continued and enhanced campus shuttle service providing a direct connection between campus and Downtown Hayward BART.

Alternative Mode Use Incentives

- 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.

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
- 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.

As discussed in **Section 4.12** in Volume 1, full implementation of the TDM program, including improved bus service between the campus and Hayward BART station, could reduce the new net parking supply needed by the campus over the Master Plan horizon period by about 50 percent. This translates to a need for 6,710 parking spaces total at full development under the proposed Master Plan, over the January 2007 baseline of 4,860 spaces. Thus, there would still be a demand in excess of 1,850 spaces. Therefore, full implementation of the TDM program would not eliminate the need for additional parking spaces on the campus. The Campus proposes to provide these additional needed parking in parking structures because of the limited availability of developable land within the campus property.

As shown above, the full TDM program, which includes a suite of measures and not just enhanced bus service, would not eliminate the need for a parking structure on the campus. A transit service only program by itself would not be a feasible alternative to the proposed parking structure because it would not eliminate the need for parking spaces on campus. Therefore, a transit service only alternative was not carried forth for detailed evaluation. It should be noted that pursuant to **MP Mitigation Measure TRANS-1**, the Campus will implement a TDM program composed of these measures listed above,

expressly for the purpose of reducing single-occupant vehicle trips and reducing its impacts on study area road network and for reducing its air and noise impacts. These measures will reduce the need for additional parking on the campus in the long term.

3.6.4 Alternatives Evaluation

Alternative 1: Smaller Parking Structure

Description and Analysis

As described earlier in this section, Harder Road Parking Structure Project is proposed in order to provide replacement parking spaces as parking spaces in surface parking lots are lost due to development of buildings on the sites of existing parking lots and to serve the growth in enrollment. The proposed garage would provide 1,100 parking spaces. About 400 of the spaces would be simply replacing spaces displaced by the Recreation and Wellness Center and the STEM building projects, and therefore these spaces would not be “generating” any new trips. The 700 net new spaces on the other hand would generate new vehicle trips and would result in significant traffic impacts at three study intersections by increasing the delay at these intersections by more than 4 seconds. In order to avoid all significant impacts (not more than 4 seconds increase in delay at failing intersections), the trip generation for the garage would need to be reduced by 62 percent. Therefore to develop a smaller parking structure alternative that would avoid the project’s significant traffic impacts, the 700 net new spaces were reduced by 62% to 336 new spaces. These 336 new spaces were then added to the 400 replacement spaces to arrive at a smaller parking structure that would comprise approximately 736 spaces. As a result of the fewer spaces, the Smaller Parking Structure alternative would comprise a structure with three parking levels. The footprint of the alternative would be approximately the same as the proposed project and therefore a total of 4 acres would still be developed with a parking structure at the same location. Under this alternative, because fewer parking spaces would be provided, those persons unable to find parking on the campus would be forced to park on neighboring streets.

Aesthetics

The Smaller Parking Structure alternative would alter the visual character of the campus to a similar degree as the proposed project except that the parking structure under this alternative would have two parking levels less than the proposed project. Under the proposed project, impacts to visual character were analyzed in a visual simulation (**Figure 3.0-4**). The less than significant impacts of the proposed project to views of the City of Hayward or the San Francisco Bay from the adjacent neighborhood would be the same under this alternative. Additionally, the impacts from new sources of light and glare associated with the proposed project would be somewhat reduced under this alternative since the

structure would be lower in height than the proposed project, and further shielded by the adjacent hillside for views from the public roadway. Therefore, implementation of this alternative would further reduce the project's less than significant impacts to visual character and impacts from light and glare sources but would still require the proposed mitigation measures to be implemented.

Air Quality

The air quality impacts from the construction of this alternative would be similar to those from the proposed project because the area to be disturbed would be comparable and the same mitigation measures would apply to this alternative as would to the proposed project. The air emissions from the operation of the parking structure would however be lower than those from the proposed project because of the lower number of daily and peak hour trips. However, as noted above, those drivers who do not find on-campus parking would park on city streets nearby and therefore those trips would still occur and emissions associated with those trips would still occur. Similar to the proposed project, these emissions would not result in a significant air quality impact and no mitigation would be required.

Biological Resources

This alternative would construct a similar structure on the same site as the proposed project. Therefore, similar to the proposed project, impacts to biological resources would be less than significant and would require no mitigation measures except for the protection of nesting birds.

Cultural Resources

The construction of the proposed project could result in the disturbance of previously undiscovered historic or prehistoric cultural resources, deposits, artifacts, or human remains, including buried material, and the impact would be potentially significant. However, mitigation would reduce this impact to a less than significant level. This alternative would construct a similar structure on the same site as the proposed project. Therefore, impacts to cultural resources would be the same and would require the same mitigation measures.

Geology and Soils

The site of this alternative is the same as that of the proposed project. The same geologic conditions and mitigation would apply to any construction occurring under the Smaller Parking Structure alternative. Therefore, impacts related to geology and soils would be comparable. Similar to the proposed project, development of this alternative would not expose people or structures to significant adverse effects associated with seismic ground shaking or seismic-related ground failure, soil erosion, or expansive soils.

Hazards and Hazardous Materials

The site of this alternative is the same as that of the proposed project. Therefore, the Smaller Parking Structure alternative would not have the potential to expose construction workers and occupants to contaminated soil, groundwater, or building materials. All impacts under this alternative would be comparable to the impacts of the proposed project.

Hydrology and Water Quality

The Smaller Parking Structure alternative would have the same footprint as the proposed project and therefore the same resultant increase in impervious surfaces on the site. Similar to the proposed project, compliance with NPDES requirements, campus stormwater management policies, and proposed mitigation measures would reduce this alternative's potential impacts on water quality to a less than significant level.

Land Use and Planning

Development of the Smaller Parking Structure alternative would be consistent with the proposed Master Plan for the CSUEB Hayward Campus, in that it would place a parking garage in an area designated for this use in the Master Plan and therefore would not place incompatible land uses adjacent to each other such that conflicts are created. As a result, land use impacts under this alternative would be equivalent to those of the proposed project. However, by developing fewer parking spaces and thereby not utilizing the land resources of the campus to their maximum potential, this alternative would conflict with the overall objective of the proposed Master Plan to accommodate growth on the campus at Master Plan buildout.

Noise

The site of this alternative is the same as that of the proposed project. Noise-sensitive receptors in the existing academic buildings would be exposed to noise from operation of this alternative. Daily noise generating activities associated with this alternative would include traffic entering and existing the structure, car doors slamming, and conversations. Similar to the proposed project, noise-sensitive receptors are not expected to be exposed to noise levels in excess of the standards for noise sensitive uses under this alternative. Therefore, the noise impact from daily operations would be comparable and less than significant.

The proposed 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. Although the

Smaller Parking Structure would provide less parking spaces, those students, faculty, staff or visitors may still park on campus elsewhere. Therefore, the noise impact resulting from increased vehicular traffic would be comparable.

Construction of the Smaller Parking Structure alternative would, like the proposed project, include ground clearing, earthmoving, foundations, erection of structures and finishing and would result in comparable construction-phase noise impacts. Implementation of the same mitigation measures would be required.

Population and Housing

The Smaller Parking Structure alternative would not provide any housing units. Therefore, there would be no impacts to population and housing under this alternative.

Public Services and Recreation

The proposed project would result in less than significant impacts related to fire and law enforcement services, and no impacts on schools and recreation facilities. The Smaller Parking Structure alternative would have similar impacts on public services and recreation as the proposed project and no mitigation would be required.

Transportation and Traffic

The Smaller Parking Structure alternative would avoid the proposed project's significant and unavoidable impact on levels of service at three intersections.

Utilities and Service Systems

The Smaller Parking Structure alternative would generate a slightly reduced demand for electricity due to its reduced size. For same reasons presented above for the proposed project, the environmental impacts from the development of utilities would be less than significant.

Other Resources

The Smaller Parking Structure alternative would have no impacts on agricultural resources or mineral resources.

Conclusion and Relationship to Project Objectives

The Smaller Parking Structure alternative would slightly reduce impacts to aesthetics and totally avoid the proposed project's significant traffic impact at study three intersections. This alternative would have comparable or slightly reduced impacts related to air quality. Impacts related to biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, noise, public services, and utilities would generally be comparable to those of the proposed project.

By not developing Harder Road Parking Structure with 1,100 parking spaces, this alternative would not provide enough parking spaces to accommodate campus growth under the proposed Master Plan. Additionally, this alternative would not achieve the following objectives to the same extent as the proposed project:

- Provide parking spaces to replace those that would be lost as a result of the development of new buildings on the campus;
- Serve the projected demand for parking in the near term; and
- Conserve the Campus's limited land resources by providing parking in structures.

Alternative 2: No Project

Under the No Project Alternative, the Harder Road Parking Structure Project would not be built. In the absence of a parking structure and due to a shortage of on-campus parking, under the No Project alternative, some of the commuters would potentially shift to transit. However, others would still drive and potentially park on city streets near the campus. The Campus may then be required to provide more surface parking.

Aesthetics

The No Project Alternative would not affect the visual character of the area, and there would be no new structure visible from a public roadway. Additionally, there would be no impact to scenic vistas and resources, and no new sources of light and glare would be added to the project site.

Air Quality

There would be no increase in long-term operational emissions of criteria pollutants from increases in traffic because the structure would not be constructed. However, overall the air emissions under the No Project alternative would be comparable as commuters to the campus would still drive to the campus and

would park on city streets near the campus or on surface lots that the Campus would need to develop to meet the demand.

Biological Resources

The largely less than significant impacts of the proposed project on biological resources would be avoided under this alternative.

Cultural Resources

The potentially significant impacts of the proposed project on cultural resources would be avoided under this alternative.

Geology, Soils, and Seismicity

The less than significant impacts of the proposed project related to geology and soils would be avoided under this alternative.

Hazards and Hazardous Materials

The less than significant impacts of the proposed project related to hazards and hazardous materials would be avoided under this alternative.

Hydrology and Water Quality

The less than significant impacts of the proposed project related to hydrology and the potentially significant impact related to water quality would be avoided under this alternative.

Noise

The impact related to construction noise and project operation would be avoided under this alternative.

Population and Housing

The less than significant impacts of the proposed project related to population and housing would be avoided under this alternative.

Public Services

The less than significant impacts of the proposed project related to public services would be avoided under this alternative.

Transportation and Traffic

The No Project alternative would not avoid the traffic impacts of the proposed project because while due to lack of parking on campus some persons may utilize transit, others would still drive and park on city streets near the campus. Therefore there could be some reduction in vehicle trips but not all trips would be avoided and traffic impacts would still occur.

Utilities and Service Systems

The less than significant impacts of the proposed project related to utilities and service systems would be avoided under this alternative.

Other Resources

Similar to the proposed project, there would be no impacts to agricultural resources or mineral resources under this alternative.

Conclusion and Relationship to Project Objectives

The No Project alternative would avoid impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, population and housing, public services, and utilities and service systems. However, because new vehicle trips to the campus would still occur, there still would be significant traffic impacts and less than significant air quality and noise impacts under the No Project alternative. Compared to the proposed project, the No Project Alternative would not serve the campus growth or serve the new student housing at Pioneer Heights. Replacement surface parking lots would need to be constructed, and paved. This alternative would not achieve any of the objectives of the proposed project.

3.7 REFERENCES

3.7.1 Project Description

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3.7.6 Utilities

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