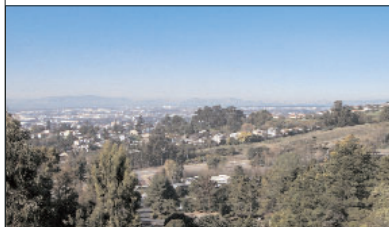


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EDEN AREA GENERAL PLAN REVISED FINAL EIR

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County of Alameda | August 11, 2009



**Alameda County Community Development Agency**

EDEN AREA GENERAL PLAN REVISED FINAL EIR

County of Alameda | August 11, 2009

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## I INTRODUCTION

### *A. Purpose of the Environmental Impact Report*

This document is a Final Environmental Impact Report (EIR) Addendum to the Draft EIR for the proposed Eden Area General Plan.

The Draft EIR identified the likely environmental consequences associated with the project, and identified policies contained in the proposed General Plan that help to reduce potentially significant impacts.

This Final EIR Addendum responds to comments on the Draft EIR and makes revisions to the Draft EIR as necessary in response to these comments. No change to the Draft EIR identified in this Final EIR resulted in the need to re-circulate the document.

This document, together with the Draft EIR, will constitute the Final EIR when the Alameda County Board of Supervisors certifies it as complete and adequate under the California Environmental Quality Act (CEQA). A previous draft version of the Final EIR, published on March 26, 2007, is hereby retracted.

### *B. Environmental Review Process*

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public and project applicant with an opportunity to comment on a Draft EIR that is prepared for a project. This Final EIR has been prepared to respond to those comments received on the Draft EIR and to clarify any errors, omissions or misinterpretations of discussions of findings in the Draft EIR.

The Draft EIR was made available for public review on October 11, 2006. The Draft EIR was distributed to local and State responsible and trustee agencies and the general public was advised of the availability of the Draft EIR through public notice published in the local newspaper and posted by the

County Clerk as required by law. The CEQA-mandated 45-day public comment period ended on November 30, 2006.

Copies of all written comments received on the Draft EIR during the comment period are contained in this document. Each substantive comment on the Draft EIR receives a written response.

A public hearing on the Draft EIR was held during the comment period, on November 21, 2006. This document includes a summary of each comment received at the hearing and a written response to it.

Since publication of the Draft EIR, the Eden Area Plan has been changed to remove Hillcrest Knolls, El Portal Ridge, Fairmont Campus and portions of Mt. Eden from the planning area, and to make other minor changes as well. All of these changes are reflected in this Final EIR, but none of them constitute significant changes to the environmental document or warrant recirculation of the Draft EIR.

The Draft EIR and this Final EIR Addendum will be presented to the Planning Commission, who will advise the Board of Supervisors on certification of the EIR as a full disclosure of potential impacts, mitigation measures and alternatives.

The Planning Commission will not take final action on the EIR or the proposed project. Instead, the Board of Supervisors will consider the Planning Commission's recommendations on the EIR and the proposed Eden Area General Plan during a noticed public hearing, and make the final action in regards to certification of the EIR and adoption of the Eden Area General Plan.

### *C. Document Organization*

This document is organized into the following chapters:

- ◆ **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR Addendum.
- ◆ **Chapter 2: Report Summary.** This chapter is a summary of the findings of the Draft and the Final EIR. It has been reprinted from the Draft EIR. There are no changes to this section from the Draft EIR.
- ◆ **Chapter 3: Revisions to the Draft EIR.** Corrections to the text and graphics of the Draft EIR are contained in this chapter. Underline text represents language that has been added to the EIR; text with ~~strike-through~~ has been deleted from the EIR.
- ◆ **Chapter 4: New Greenhouse Gases Chapter of the EIR.** This new EIR section addresses the new requirement to analyze climate change impacts through CEQA and includes analysis of greenhouse gas emissions associated with the proposed General Plan.
- ◆ **Chapter 5: List of Commentors.** Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- ◆ **Chapter 6: Comments and Responses.** This chapter contains reproductions of the letters received from agencies and the public on the Draft EIR. The responses are keyed to the comments which precede them.
- ◆ **Chapter 7: Glossary and Acronyms.** This chapter has been reprinted from the Draft EIR with additional definitions that were requested during the public comment period.

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## 2 REPORT SUMMARY

This is a summary of the findings of the Draft EIR. It has been reprinted verbatim from the Draft EIR. There have been no substantive changes to it in this Final EIR Addendum.

This summary presents an overview of the analysis contained in *Chapter 4* of the Draft EIR: *Environmental Evaluation*. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) implementation of mitigation measures; and 5) alternatives to the project.

### *A. Project Under Review*

This EIR provides an assessment of the potential environmental consequences of adoption of the Eden Area General Plan. The General Plan is intended to serve as the principal policy document for guiding future conservation and development in the Eden Area. The proposed General Plan includes goals, policies and actions which have been designed to implement the County's and community's vision for the Eden Area. The policies and actions would be used by the County to guide day-to-day decision-making so there is continuing progress toward the attainment of the Plan's goals. The proposed General Plan proposes land use designations that have been proposed to implement the overall goals and vision of the General Plan. The General Plan is further detailed in Chapter 3 of the Draft EIR.

### *B. Areas of Controversy*

The County issued a Notice of Preparation for this EIR on June 16, 2004. The County held a scoping meeting on May 27, 2004, and a scoping period for this EIR between May 27 and July 16, 2004, during which interested agencies and the public could submit comments about the proposed General Plan. The comments received focused primarily on the following issues:

- ◆ Potential contamination of any new sites that would be designated residential.
- ◆ Noise pollution impacts.
- ◆ Traffic impacts of proposed development.
- ◆ Infrastructure needs associated with new students that could potentially be generated as a result of implementing the proposed General Plan.

All of these issues were addressed in the General Plan process. To the extent that these issues have environmental impacts, they are also addressed in this EIR.

### *C. Significant Impacts*

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise and objects of historic and aesthetic significance.

Implementation of the proposed General Plan, in combination with long-term, region-wide growth and development, has the potential to generate environmental impacts in a number of areas. However, the Plan has been developed to be largely self-mitigating, and as a result, there are very few impacts that would occur solely on the basis of implementation of the proposed Plan.

Nonetheless, the implementation of the proposed Plan has the potential to generate eight significant environmental impacts in a number of areas which are listed below:

- ◆ Traffic and Circulation
- ◆ Air Quality

◆ Noise

◆ Greenhouse Gas Emissions

As shown in Table 2-1, five out of the nine significant impacts in these areas would be reduced to a less-than-significant level *if the mitigation measures recommended in this report were implemented*. The remaining four impacts are discussed below in Section E: Unavoidable Significant Impacts.

#### *D. Mitigation Measures*

This Draft EIR suggests mitigation measures that would reduce the impacts identified above to less-than-significant levels, as summarized in Table 2-1 at the end of this chapter. Mitigation measures in the Draft EIR will form the basis of a Mitigation Monitoring Program to be implemented in accordance with State law.

#### *E. Unavoidable Significant Impacts*

The proposed General Plan would have four significant unavoidable impacts, which all involve with the increase of traffic associated with the growth projected under the proposed General Plan. These impacts are discussed further in Sections 4.3, Traffic and Circulation Chapter, of the Draft EIR.

##### **1. Traffic and Circulation**

The implementation of the proposed General Plan, in conjunction with growth elsewhere in the region, would result in three significant and unavoidable impacts to roadways and intersections in the Plan Area and its vicinity.

###### **a. Impact CIR-1**

The growth under the proposed General Plan would contribute traffic to regional freeways (Interstate 580 and Interstate 880) that are currently operating unacceptably or are forecasted to operate unacceptably under year 2025

conditions with the addition of regional traffic and traffic generated by the proposed General Plan. Direct mitigation of the impact on these freeway segments is not feasible. Factors that limit the mitigation of impacts include constrained right-of-way, regional funding limitations and the inherent difficulties with widening freeways, such as the need to widen over crossings and structures adjacent to the freeway. Such improvements are not under control of the County.

b. Impact CIR-2

The proposed General Plan would result in a decline in level of service (LOS) from LOS E to F at the signalized intersection of Grant/Washington/Via Alamos during the PM peak hour. This intersection is located close to a school and experiences significant pedestrian volumes before and after school hours. The mitigation measure calls for the County to update its capital improvement program to include one of two improvement options at this intersection. With the improvement, the intersection would operate at acceptable levels of service in all peak study periods. However, the improvement is not included in the current capital improvement program and there is no funding programmed for the improvement. Until such time as the recommended measures are programmed.

c. Impact CIR-3

The proposed General Plan would result in increased delay at the side-street stop-controlled Mission/Blossom intersection during the PM peak hour. This intersection currently operates at LOS F (indicating failing conditions) during the PM peak hour and delay would increase by more than five seconds with the Proposed General Plan. The mitigation measure calls for the County to update its capital improvement program to plan for signalization of this intersection. With the improvement, the intersection would operate at acceptable levels of service in the PM peak study period. However, the improvement is not included in the capital improvement program and there is no funding programmed for the improvement. Until such time as the recommended measures are programmed.

## 2. Air Quality

Growth in the Eden Area associated with buildout of the General Plan would not be consistent with the latest Clean Air Plan assumptions since population and VMT growth would exceed ABAG and MTC projections. The mitigation measure calls for a policy to be added to the Land Use Element requiring that new development projects be analyzed in accordance with the BAAQMD CEQA Guidelines. Although implementation of this mitigation would help to reduce air emissions associated with new development under the General Plan, there are no mitigation measures available beyond these measures that could reduce the level of the impact.

### *F. Alternatives to the Project*

This Draft EIR analyzes alternatives to the proposed Eden Area General Plan. Three alternatives to the proposed project are considered and described in detail in Chapter 5:

- ◆ No Project Alternative
- ◆ Spread Development Alternative
- ◆ Expanded Jobs Alternative

As shown in the alternatives analysis in Chapter 5 of the Draft EIR, the Expanded Jobs Alternative has the least environmental impact and is therefore the environmentally superior alternative. This alternative would lessen impacts to community services and reduce the risk in regards to hazards and hazardous materials and hence is environmentally superior to the 2025 General Plan.

Although the Expanded Jobs Alternative would benefit the area's employment base, the smaller number of housing units would also make it more difficult to accommodate growth projected for the next 20 years in the area, and to provide needed affordable and other housing opportunities. Additionally, the Alternative may not meet the overall objective of the plan which is to increase the quality of life in the area and to create meeting places for resi-

dents with nodes of activity, with prominence given to pedestrians. For this reason, the County is moving forward with the proposed General Plan. Details of the alternatives analysis are included in Chapter 5 of the Draft EIR.

*G. Summary Table*

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4 of the Draft EIR.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A series of mitigation measures is noted where more than one mitigation may be required to achieve a less-than-significant impact. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4 of the Draft EIR. Additionally, this summary does not detail the timing of mitigation measures. Timing will be further detailed in the Mitigation Monitoring Program.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>LAND USE</b>			
<i>There are no significant land use impacts.</i>			
<b>COMMUNITY SERVICES</b>			
<i>There are no significant community services impacts.</i>			
<b>TRAFFIC &amp; CIRCULATION</b>			
<b>Impact CIR-1:</b> The growth under the proposed General Plan would contribute traffic to regional freeways (I-580 and I-880) that are currently operating unacceptably or are forecasted to operate unacceptably under year 2025 conditions with the addition of regional traffic and traffic generated by the proposed General Plan. Direct mitigation of the impact on these freeway segments is not feasible. Factors that limit the mitigation of impacts include constrained right-of-way, regional funding limitations, and the inherent difficulties with widening freeways, such as the need to widen over crossings and structures adjacent to the freeway. This would be a <i>significant and unavoidable</i> cumulative impact.	S	No mitigation is available for this impact.	SU

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>Impact CIR-2:</b> The proposed General Plan would result in a decline in level of service (LOS) from LOS E to F at the signalized intersection of Grant/Washington/Via Alamitos during the PM peak hour. This intersection is located close to a school and experiences significant pedestrian volumes before and after school hours. This would be a <i>significant</i> impact.</p>	S	<p><b>Mitigation Measure CIR-2:</b> The County should update its capital improvement program to include one of the following two improvement options at this intersection:</p> <ul style="list-style-type: none"> <li>◆ Option A: Re-align the Grant/Washington/Via Alamitos intersection to allow east/west movements (on Grant Avenue) without split-phase operations. (Currently, east-bound and west-bound movements have separate signal phases.) The intersection would operate acceptably at LOS D with this improvement. Improving the intersection alignment would also be desirable to enhance pedestrian circulation.</li> <li>◆ Option B: Add a second southbound (heading towards Via Alamitos) right-turn lane on Washington, approaching the Grant/Washington/ Via Alamitos intersection. The intersection would operate at LOS E with this mitigation, which would be an acceptable LOS for intersections located near schools based upon LOS criteria that would be adopted as part of the proposed General Plan. However, provision of a second southbound right-turn lane could result in undesirable crossing conditions for pedestrians.</li> </ul>	SU
<p>With the improvement, the intersection would operate at acceptable levels of service in all peak study periods. However, the improvement is not included in the current capital improvement program and there is no funding programmed for the improvement. Until such time as the recommended measures are programmed. This impact would be considered <i>significant and unavoidable</i>.</p>			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>Impact CIR-3:</b> The proposed General Plan would result in increased delay at the side-street stop-controlled Mission/Blossom intersection during the PM peak hour. This intersection currently operates at LOS F (indicating failing conditions) during the PM peak hour and delay would increase by more than five seconds with the Proposed General Plan. This would be a <i>significant</i> impact.</p>	S	<p><b>Mitigation Measure CIR-3:</b> The County should update its capital improvement program to plan for signalization of the Mission/Blossom intersection. Following signalization, this intersection would operate acceptably at LOS D during the PM peak hour.</p> <p>With the improvement, the intersection would operate at acceptable levels of service in the PM peak study period. However, the improvement is not included in the capital improvement program and there is no funding programmed for the improvement. Until such time as the recommended measures are programmed. This impact would be considered <i>significant and unavoidable</i>.</p>	SU
<b>INFRASTRUCTURE</b>			
<i>There are no significant infrastructure impacts.</i>			
<b>HAZARDOUS MATERIALS</b>			
<i>There are no significant hazardous materials impacts</i>			
<b>AESTHETICS</b>			
<i>There are no significant aesthetics impacts.</i>			
<b>CULTURAL RESOURCES</b>			
<i>There are no significant cultural resources impacts</i>			
<b>GEOLOGY, SOILS AND SEISMICITY</b>			
<i>There are no significant geology, soil and seismicity impacts.</i>			

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>HYDROLOGY AND FLOODING</b>			
<i>There are no significant hydrology and flooding impacts.</i>			
<b>BIOLOGICAL RESOURCES</b>			
<i>There are no significant biological resources impacts.</i>			
<b>AIR QUALITY</b>			
<b>Impact AIR-1:</b> Growth in the Eden Area associated with build out of the General Plan would not be consistent with the latest Clean Air Plan assumptions since population and VMT growth would exceed ABAG and MTC projections.	S	<u>Mitigation Measure AIR-1:</u> A policy should be added to the Land Use Element requiring that new development projects be analyzed in accordance with the BAAQMD CEQA Guidelines. Appropriate mitigation measures to reduce vehicle trips and vehicle miles traveled should be applied to projects.  Although implementation of Mitigation Measure AIR-1 would help to reduce air emissions associated with new development under the General Plan, there are no mitigation measures available beyond these measures that could reduce the level of the impact. This impact would be considered <i>significant and unavoidable</i> .	SU
<b>Impact AIR-2:</b> Development under the General Plan could emit toxic air contaminants or odors that could affect nearby sensitive land uses. In addition, new sensitive receptors resulting from development under the General Plan may be exposed to sources of toxic air contaminants and odors.	S	<u>Mitigation Measure AIR-2a:</u> Add a new policy under Goal LU-11 of the Land Use Element that would require any new development that would emit air toxic contaminants or odors to provide adequate buffers to protect sensitive land uses from unhealthy levels of air pollution or objectionable odors.	LTS

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR-2 (cont'd)		<p><u>Mitigation Measure AIR-2b</u>: Add a new policy under Goal LU-11 of the Land Use Element requiring that any new development involving sensitive receptors shall be located an adequate distance from sources of air pollution and odor such as freeways, arterial roadways and stationary air pollutant sources. The following Action should be adopted to support this policy: "The County shall encourage that development projects including sensitive land uses (e.g. residences and schools) be located outside of the CARB recommended buffers for specific sources of air pollution (as shown in Table 4.11-3), to the extent feasible unless project specific analyses indicate an acceptable level of health risk. Project review should include an evaluation of the adequacy of setbacks and, if necessary, identify measures to reduce health risks."</p>	
Impact AIR-3: Construction associated with development of projects under the proposed General Plan would temporarily increase air pollutant emissions, possibly creating localized areas of unhealthy air pollution levels or air quality nuisances.	S	<p><u>Mitigation Measure AIR-3</u>: Apply control measures to reduce PM<sub>10</sub> emissions from construction activities. The following list of feasible control measures, recommended by the BAAQMD for construction projects, shall be included as requirements at construction sites to reduce air pollutant emissions.</p> <p>For all construction projects:</p> <ul style="list-style-type: none"> <li>◆ Sprinkle all active construction areas at least twice daily and more often when conditions warrant.</li> <li>◆ Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least 2 feet of freeboard.</li> <li>◆ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</li> <li>◆ Sweep daily all paved access roads, parking areas, and staging areas at construction sites.</li> <li>◆ Sweep streets daily if visible soil material is carried onto adjacent public streets.</li> </ul>	LTS

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR-3 (cont'd)		<p>For construction sites greater than 4 acres in size:</p> <ul style="list-style-type: none"> <li>◆ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas.</li> <li>◆ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>◆ Limit traffic speeds on unpaved roads to 15 miles per hour.</li> <li>◆ Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>◆ Replant vegetation in disturbed areas as quickly as possible.</li> </ul> <p>For construction sites that are located adjacent to sensitive receptors or warrant additional controls:</p> <ul style="list-style-type: none"> <li>◆ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>◆ Suspend grading activities when winds exceed 25 miles per hour (mph) and visible dust clouds cannot be prevented from extending beyond active construction areas.</li> <li>◆ Limit the area subject to excavation, grading and other construction activity at any one time.</li> </ul>	

**NOISE**

<p><b>Impact NOI-1:</b> New development proposed along existing railroad lines, and near Grant Avenue, could expose residents to vibration levels in excess of Federal standards. The proposed General Plan does not address potential groundborne vibration impacts.</p>	S	<p><u>Mitigation Measure NOI-1:</u> A policy should be added to the proposed General Plan under Goal N-1 that states that the County will seek to reduce impacts from groundborne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g. residences) are sited at least 100-feet from the centerline of the railroad tracks whenever feasible. The policy should further state that development of vibration-sensitive buildings within 100-feet from the centerline of the railroad tracks would require a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e. through building siting or construction techniques).</p>	LTS
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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>Impact NOI-2:</b> Construction associated with buildout of the General Plan would temporarily elevate noise levels at adjacent land uses by 15 to 20 dBA or more.</p>	<p>S</p>	<p><b>Mitigation Measure NOI-2:</b> In addition to the time-of-day restriction (which is derived from the County’s Noise Ordinance) in Goal N-1, P4, the following standard construction noise control measures should be included as requirements at construction sites to minimize construction noise impacts:</p> <ul style="list-style-type: none"> <li>◆ Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>◆ Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.</li> <li>◆ Utilize “quiet” air compressors and other stationary noise sources where technology exists.</li> <li>◆ When necessary, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected.</li> <li>◆ Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. The pre-drilling of foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile.</li> <li>◆ The project sponsor shall designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the project site. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints.</li> </ul>	<p>LTS</p>

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>POPULATION, HOUSING AND EMPLOYMENT</b>			
<i>There are no significant population, housing and employment impacts.</i>			
<b>GREENHOUSE GAS EMISSIONS</b>			
Impact GHG-1: Development under the Eden Area General Plan would generate 223,132 of CO <sub>2</sub> e emissions. This would exceed the significance threshold of 15 percent below 2005 emission levels, or 217,507 tonnes of CO <sub>2</sub> e. This would be a significant impact.	S	Mitigation Measure GHG-1: Alameda County shall prepare and implement a CAP to direct its community-level GHG emission reduction efforts and achieve a 15 percent reduction in GHG emissions relative to 2005 emissions levels. The Community CAP shall be a fully-enforceable document that establishes emissions reduction targets and identifies and quantifies strategies and measures the County will undertake to reach the targets. The County shall monitor and report on progress toward the emissions reduction targets on a periodic basis. Implementation of the Community CAP would reduce the Eden Area's greenhouse gas emissions to 217,507 tonnes of CO <sub>2</sub> e or less by 2025.	LTS

### 3 REVISIONS TO THE DRAFT EIR

This chapter presents specific changes to the text of the Draft EIR that are being made in response to comments made by the public and/or reviewing agencies, or that are necessitated by minor revisions to the project since publication of the Draft EIR. In each case, the revised page and location on the page is set forth, followed by the textual, tabular or graphical revision.

This section includes all revisions in the draft Final EIR published March 26, 2007, as well as new revisions. This section of this revised Final EIR supersedes the corresponding section of the draft Final EIR, which is retracted.

In addition to the changes in this chapter, a new EIR section on greenhouse gase (GHG) emissions is hereby added to the EIR. This new section is contained in Chapter 4 of this revised Final EIR.

**The second paragraph on page 1-2 of the DEIR is hereby amended as follows:**

The scope of this Draft EIR was established by Alameda County through the General Plan process. Issues addressed in this EIR are the following:

- |                            |                                       |
|----------------------------|---------------------------------------|
| 1. Land Use                | 8. Geology, Soils and Seismic Hazards |
| 2. Community Services      |                                       |
| 3. Traffic and Circulation | 9. Hydrology and Flooding             |
| 4. Infrastructure          | 10. Biological Resources              |
| 5. Hazardous Materials     | 11. Noise                             |
| 6. Aesthetics              | 12. Air Quality                       |
| 7. Cultural Resources      | 13. <u>Greenhouse Gases</u>           |

**The last paragraph on page 3-2 is hereby amended as follows:**

The Eden Area covers approximately 6.2 ~~is just under eight~~ square miles. ~~With the exception of the Fairmont Complex, described below, and the hill areas located in the east of the planning area,~~ The area is substantially built out. The majority of new development will take place on infill locations in existing neighborhoods.

Figure 3-1, Regional Location, on page 3-3 of the DEIR is hereby amended as shown on page 21 of this Final EIR.

The figure has been corrected to include the revised study area boundary.

Figure 3-2 on page 3-4 of the DEIR is hereby amended as shown on page 22 of this Final EIR .

The figure has been modified to include the revised study area boundary.

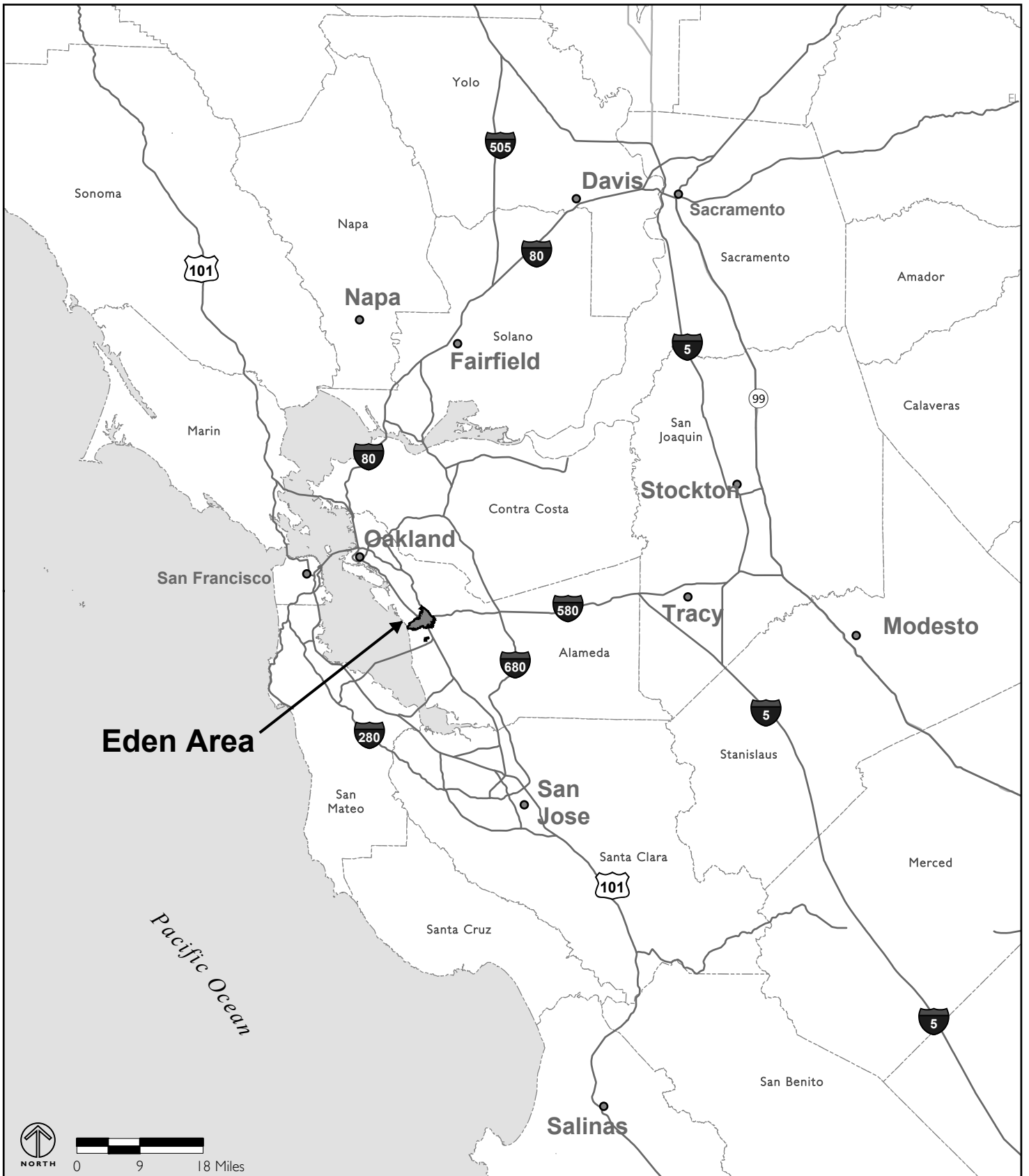
The second paragraph on page 3-5 is hereby amended as follows:

For planning purposes, the Eden Area is divided into ~~five~~ eight sub-areas as shown in Figure 3-2. Boundaries for these sub-areas are meant to conveniently describe discrete areas for the purposes of writing the General Plan and this EIR. While these sub-areas are unique in some ways, they have many commonalities and, thus, are been planned concurrently. A list of these sub-areas follows. A more complete description can be found in the introduction to the draft *Eden Area General Plan*:

- ◆ Hillcrest Knolls
- ◆ Fairmont Complex
- ◆ Ashland
- ◆ Cherryland
- ◆ El Portal Ridge
- ◆ San Lorenzo
- ◆ Hayward Acres
- ◆ Mt. Eden

The first and second paragraph of page 3-6 is hereby amended as follows:

According to the 2000 Census, the current population in the Eden Area is 60,076 ~~68,109~~, excluding Fairview (which has a population of 9,470). Between 1990 and 2000, the Eden Area grew by 9,556 ~~10,964~~ persons, a rate of 1.9 percent per year. The Eden Area's growth was only somewhat higher than the growth rates in Alameda County and California, which were 1.2 and 1.3 percent per year, respectively. The area with the largest population is San

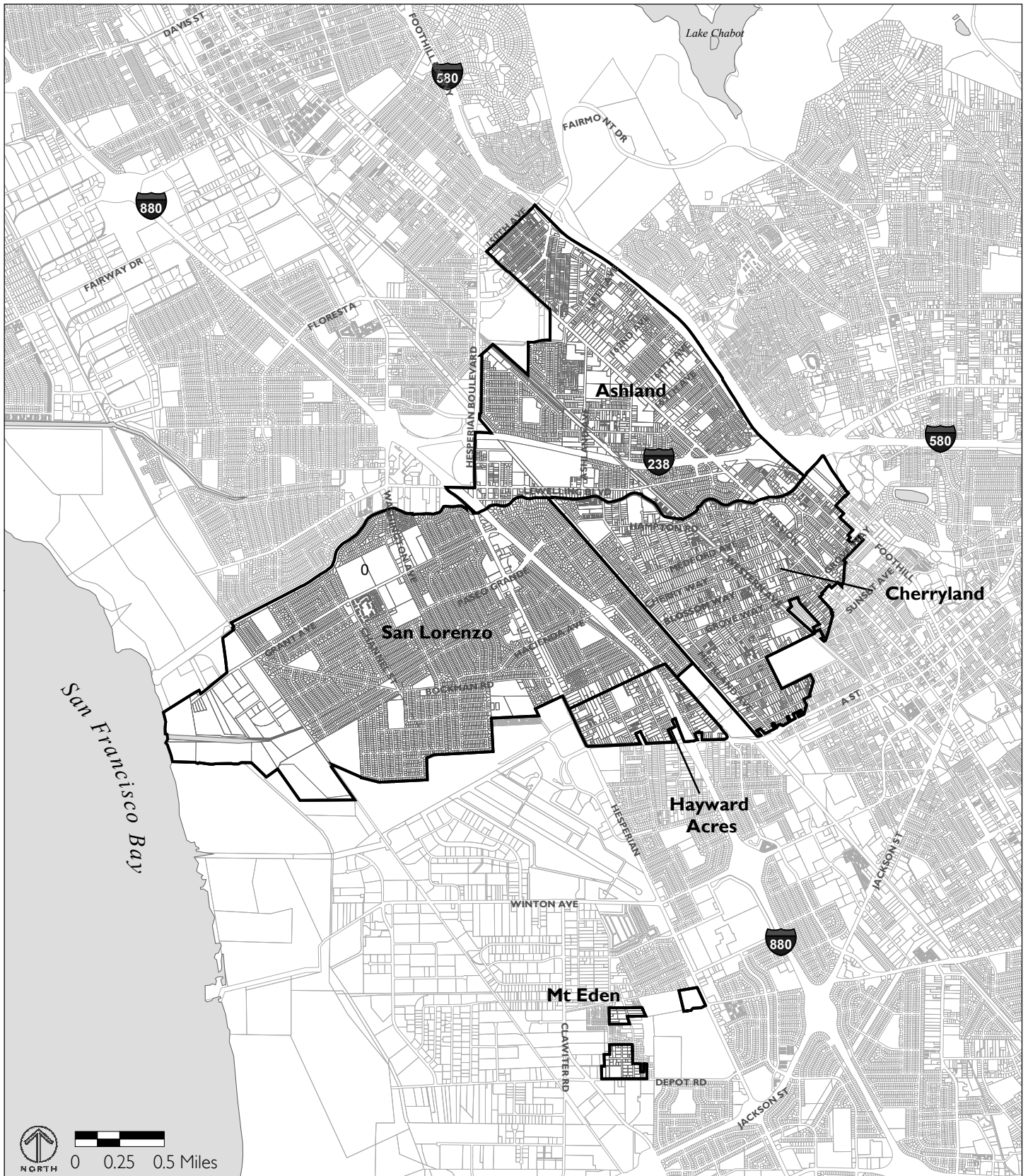


Source: Deisgn, Community & Environment, February 2005.

**FIGURE 3-1**

**REGIONAL LOCATION**

**COUNTY OF ALAMEDA**  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR



Source: Alameda County Community Development Agency

**FIGURE 3-2**

 **Study Area Boundary**

**PROJECT SITE LOCATION**

**COUNTY OF ALAMEDA**  
**EDEN AREA GENERAL PLAN**  
**REVISED FINAL EIR**

Lorenzo, with almost 22,000 people, followed closely by Ashland with almost 21,000 people. According to statistics from the Association of Bay Area Governments, the year 2000 average household income projection for the Eden Area was \$47,324.

As of the 2000 Census, the Eden Area had 20,515 households, a population of 68,109, living in 23,323 dwellings units. Between 1990 and 2000, average household size increased from 2.59 to 2.92. This compares to an average household size of 2.71 in the County and 2.87 in the State in 2000.

**Table 3-1 on page 3-13 is amended as follows on page 24 of this Final EIR.**

**Figure 3-3 on page 3-15 of the DEIR is hereby amended as shown on page 27 of this Final EIR.**

The figure has been updated to include changes to land use designations in the northeast corner of Cherryland and the revised study area boundary.

**Figure 3-4 on page 3-17 of the DEIR is hereby amended as shown on page 29 of this Final EIR.**

The figure has been modified to include the revised study area boundary, and the existing land use shown on the San Lorenzo Pioneer Cemetery parcel has been corrected by changing it from “commercial” to “public.”

**Figure 3-5 on page 3-22 of the DEIR is hereby amended as follows on page 31 of this Final EIR.**

The figure has been changed to include the revised study area boundary.

**The first paragraph of page 3-24 is hereby amended as follows:**

As shown in Table 3-2, the land use designations in the proposed General Plan would theoretically allow for a maximum of 5,120 ~~5,641~~ new units within the Eden Area. Under a buildout scenario, the addition of 5,120

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

TABLE 3-1 EDEN AREA GENERAL PLAN EXISTING AND PROPOSED LAND USE CATEGORIES

Land Use Category	Existing General Plan (acres)	% of Total	Proposed Change (acres)	Proposed General Plan (acres)	% of Total
Low Density Residential (LDR)	1,226.2	31%	-90.1	1,136.1	35%
Low-Medium Density Residential (LMDR)	N/A	0%	+371.9	371.9	11%
Low and Medium Density Residential	418.6	11%	-418.6	0	0%
Low/Medium/High Density Residential Mix	7.9	0%	-7.9	0	0%
Low/Medium/High Density Residential Split	60.6	2%	-60.6	0	0%
Medium Density Residential (MDR)	523.9	13%	+159.5	683.4	21%
Medium-High Density Residential (MHDR)	N/A	0%	+14.1	14.1	1%
Medium Density Residential and General Commercial as a Secondary Use (MDR/GC)	N/A	0%	+8.3	8.3	0%
Medium-High Density Residential and General Commercial as a Secondary Use (MHDR/GC)	N/A	0%	+7.4	7.4	0%
High Density Residential (HDR)	N/A	0%	+1.4	1.4	0%
High and Medium Density Residential	108.8	3%	-108.8	0	0%
High Density Residential and General Commercial as a Secondary Use (HDR/GC)	N/A	0%	+7.5	7.5	0%
General Commercial (GC)	88.9	2%	-44.1	44.8	1%
General Commercial or Low Density Residential	43.9	0%	-43.9	0	0%
General Commercial or Medium/High Density Residential	161.6	4%	-161.6	0	0%
General Commercial and Low-Medium Density Residential as a Secondary Use (CG/LMDR)	N/A	0%	+6.4	6.4	0%
General Commercial and Medium Density Residential as a Secondary Use (GC/MDR)	N/A	0%	+59.6	59.6	2%
General Commercial and Medium-High Density Residential as a Secondary Use (GC/MHDR)	N/A	0%	+71.5	71.5	2%

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

TABLE 3-1 EDEN AREA GENERAL PLAN EXISTING AND PROPOSED LAND USE CATEGORIES (CONTINUED)

Land Use Category	Existing General Plan (acres)	% of Total	Proposed Change (acres)	Proposed General Plan (acres)	% of Total
General Commercial and High Density Residential as a <del>Secondary</del> <del>Additional</del> (GC/HDR)	N/A	0%	+ 38.8 42.8	38.8 42.8	1%
Light Industrial (I)	N/A <sup>0</sup>	0%	+ 116.8 479.0	116.8 479.0	4%
Industrial	278.8	7% <del>5%</del>	-278.8	0	0%
Research and Development/Office (R&D/O)	N/A	0%	+ 116.8 479.0	116.8 479.0	4%
San Lorenzo <del>Specific Plan Area (SLSPA) Village (SLZV)</del>	N/A	0%	+ 28.7	28.7	1% <del>0%</del>
Public (Pub)	99.0 368.2	3% <del>7%</del>	+ 108.5 447.9	207.5 486.1	7% <del>12%</del>
Park (P)	17.7	0%	+ 59.9 64.4	77.6 82.1	2%
School (S)	122.9	3% <del>2%</del>	+ 88.0 429.2	210.9 252.1	6%
Total (w/out Transportation)	3,158.9 3947.5	80%	-3,158.9 3947.5	0	0%
Transportation	806.1 995.9	20%	-806.1 995.9	0	0%
<b>Total Acres</b>	<b>3,965.0 4943.4</b>		<b>4020.7</b>	<b>3,036.5 3,922.7</b>	

Note: The ~~229-acre~~ ~~4021-acre~~ difference between the existing and proposed general plan totals can be explained by the absence of a "transportation" land use designation in the proposed General Plan.

<sup>0</sup> The acreage for both Industrial and Research and Development/Office covers the same parcels as these two designations are used simultaneously in this General Plan. Thus, this acreage is only counted once in the Total Acreage for the Eden Area.  
Source: DC&E, 2009.

~~5,641~~ new units would theoretically increase the population within the Eden Area by ~~14,950~~ 16,472 people within the next ~~20~~ twenty years. This population projection is based on an average household rate of 2.92 persons per household in the Eden Area.

**The last paragraph of page 3-24 is hereby amended as follows:**

In this document, ABAG assumes that the total number of jobs in the Eden Area will increase from 8,530 in 2005 to ~~12,380~~ 14,330 in 2025. This is an increase of ~~3,850~~ 5,800 jobs within the 20-year planning horizon of the General Plan. An increase of ~~290~~ 193 jobs per year, or approximately ~~56,500~~ 85,000 square feet of mixed commercial and industrial space.

**Table 3-2 on page 3-25 is amended as follows on page 32 of this Final EIR.**

**The first line of the last paragraph on page 3-25 is hereby amended as follows:**

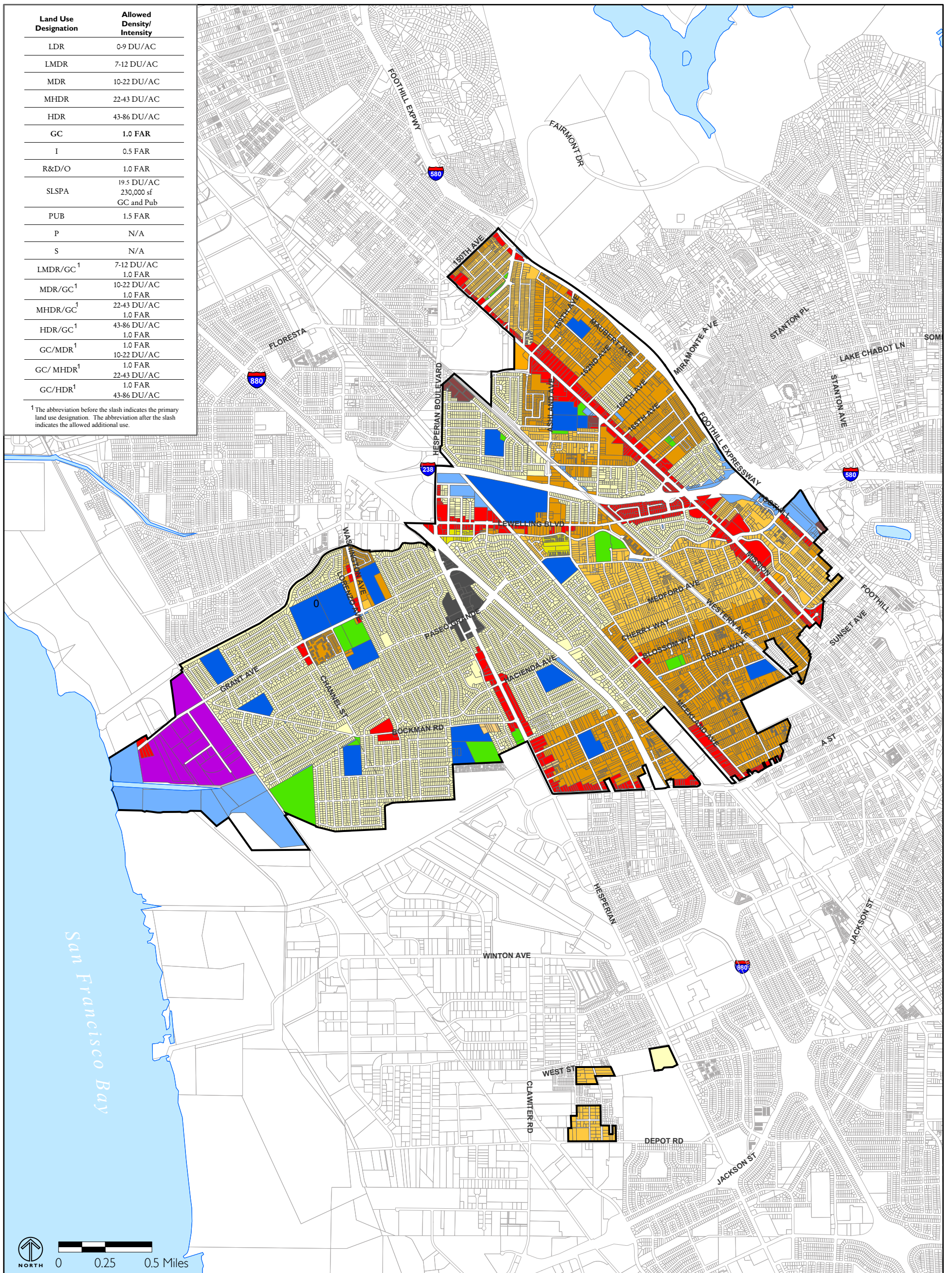
As mentioned above, approximately ~~5,120~~ 5,641 new residential units could be...

**The text on page 3-26 is hereby amended as follows:**

Projected single-family units over the life of the proposed general plan represent a small portion (about ~~12~~ 15 percent) of the new residential development under buildout projections.

b. Industrial

About ~~150~~ 300 new industrial jobs could be created under the proposed General Plan. ~~These~~ Of those, an estimated 150 jobs are projected to be developed within the southwest tip of the San Lorenzo area that borders the San Francisco Bay. The Grant Avenue Area is designated as mix of general commercial, public, light industrial and research and development



Source: Design, Community & Environment. August 2006

FIGURE 3-3

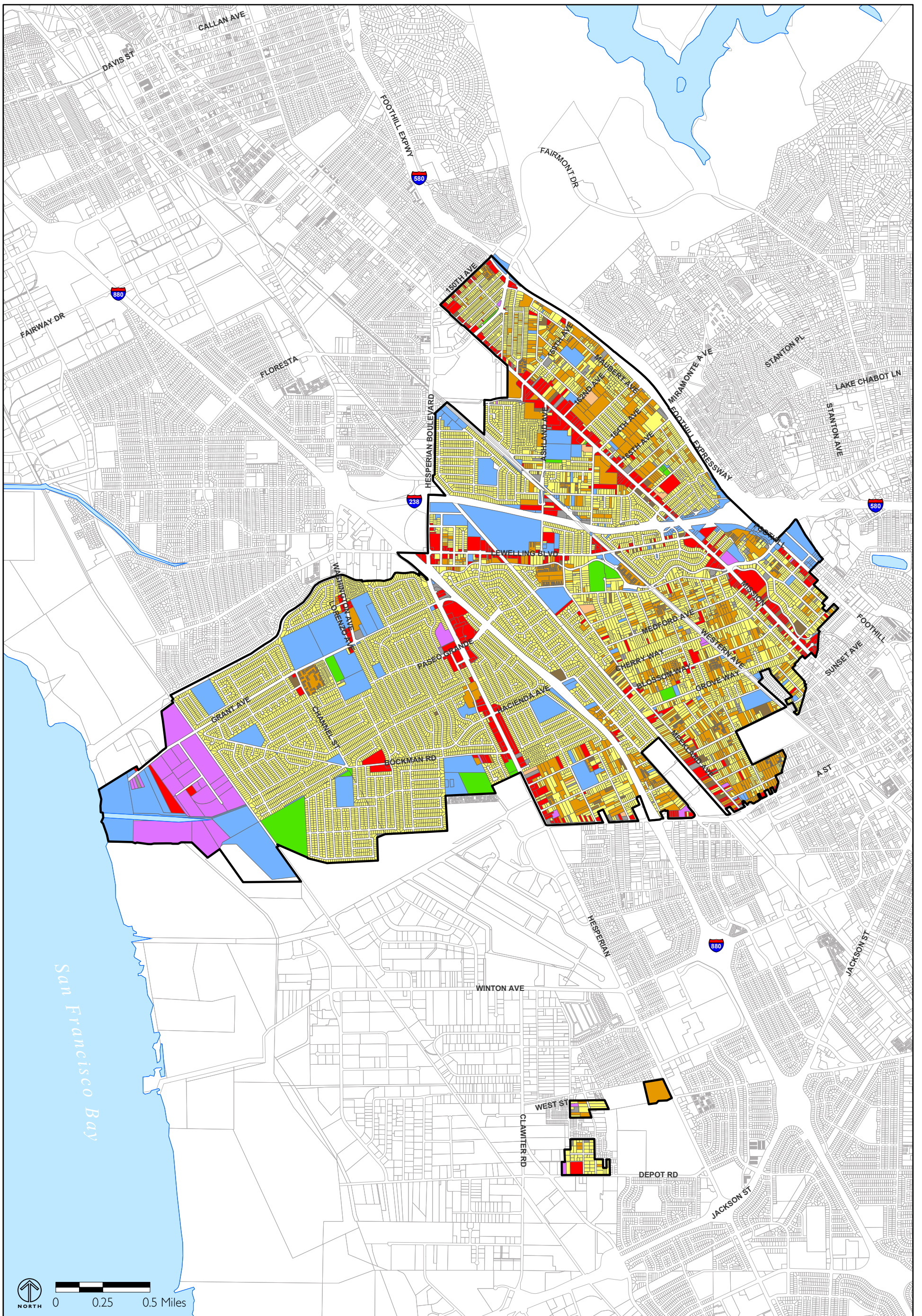


**GENERAL PLAN LAND USE DESIGNATIONS**

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR

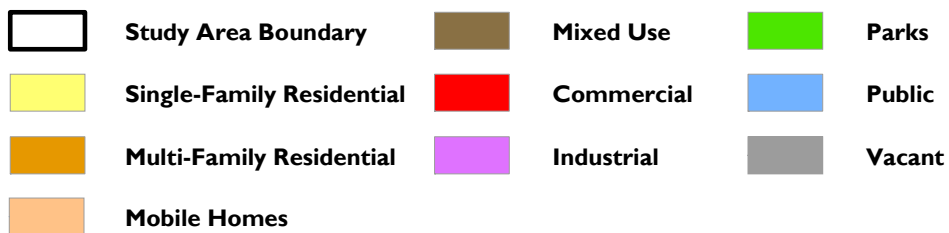
COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Fig 3-3



Source: Alameda County Community Development Agency and Design, Community & Environment, March 2007.

FIGURE 3-4

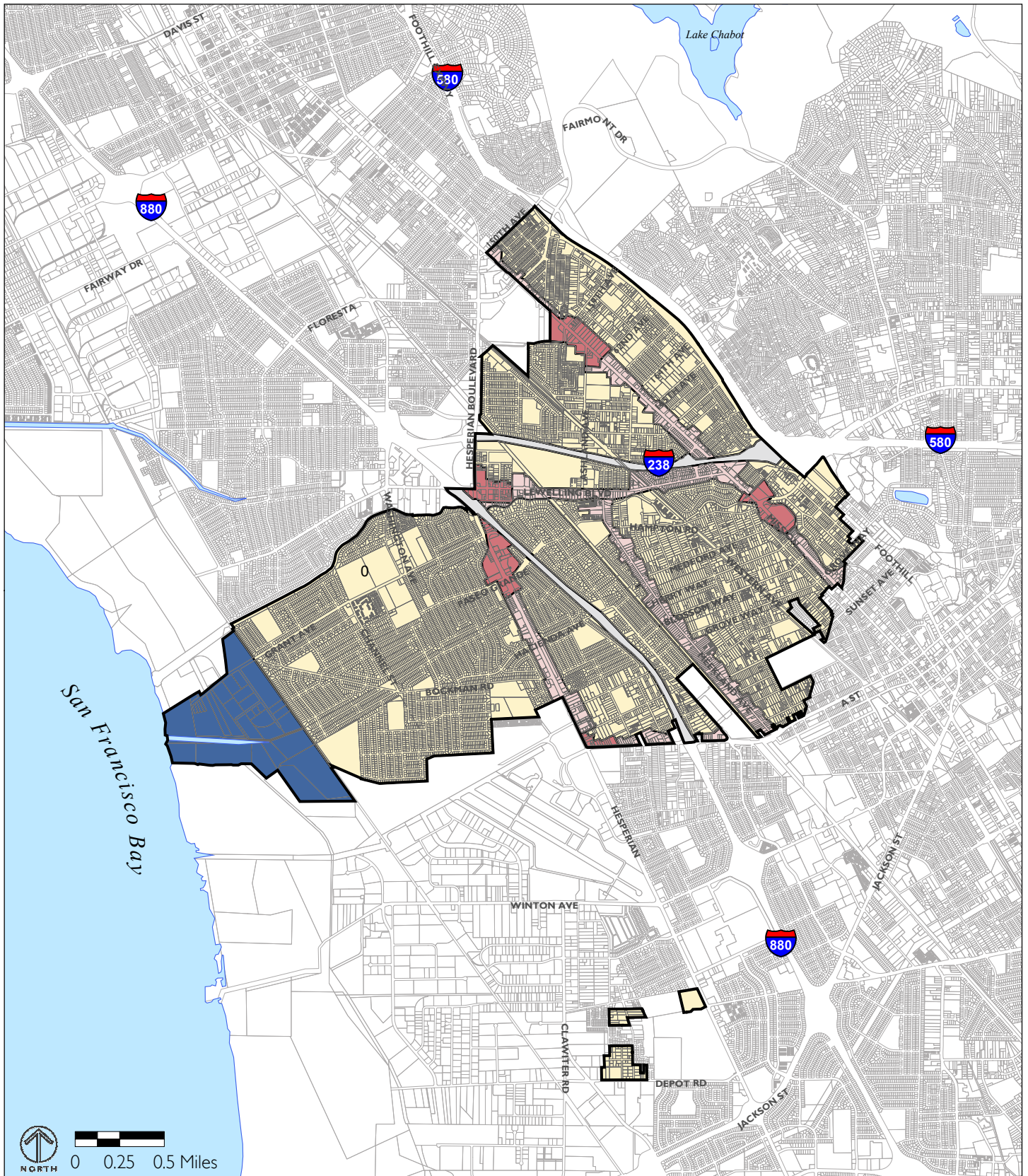


**EXISTING LAND USE**

**COUNTY OF ALAMEDA**  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR

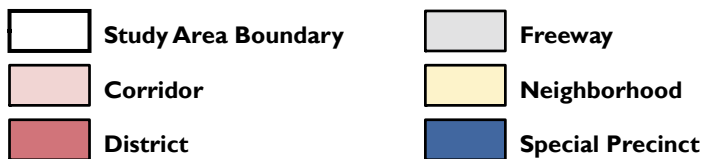
COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Figure 3-4



Source: Alameda County Community Development Agency

**FIGURE 3-5**



**URBAN DESIGN FRAMEWORK**

**COUNTY OF ALAMEDA**  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

TABLE 3-2 **PROPOSED GENERAL PLAN BUILDOUT AND PROJECTIONS**

Category	Buildout in 2025
Housing:	
Multi-Family	<del>4,807</del> <u>4,491</u> (units)
Single-Family	<del>884</del> <u>629</u> (units)
Total Units:	<del>5,641</del> <u>5,120</u> (units)
Employment & Population:	
Industrial	<del>300</del> <u>150</u> (jobs)
Commercial	<del>3,400</del> <u>3,100</u> (jobs)
Research and Development/Office	<del>2,100</del> <u>600</u> (jobs)
<del>San Lorenzo Village</del>	<del>300</del> (jobs)
Total Jobs	<del>5,800</del> <u>3,850</u> <sup>a</sup>
Total <del>Population</del> <u>People</u>	<del>16,472</del> <u>14,950</u> <sup>b</sup>

Note: Maximum buildout numbers are approximate.

<sup>a</sup> ABAG's *Projections 2005*.

<sup>b</sup> Based on an average household size of 2.92.

land use area under the proposed General Plan. ~~Another 150 jobs are also projected for the Mt. Eden Area, which is the area between Depot Road on the north, Eichler Street on the east, Enterprise Avenue on the south and the Bay marsh lands on the west. This area is designated as being wholly a light industrial and research and development land use area.~~

c. Commercial

About ~~3,100~~ 3,400 commercial jobs are projected for the Eden Area under the proposed General Plan.

d. Research and Development/Office

Research and Development is a new land use designation in the proposed General Plan. Approximately ~~600~~ 2,100 jobs are projected to be created over the life of this plan in the ~~Fairmont and~~ San Lorenzo areas of the Eden Area. ~~1,500 of these jobs are projected for the Fairmont area and 600 jobs are projected for the San Lorenzo area.~~

The third paragraph on page 4.1-1 is hereby amended as follows:

The Eden Area covers a total of approximately ~~3,965,943~~ acres, including transportation corridors. As shown in Table 4.1-1 and Figure 4.1-1, approximately ~~56~~ 53 percent of the land in the Eden Area (excluding transportation corridors) is single-family residential. ~~Public uses and~~ Multi-family residential uses comprises ~~12~~ 30 percent of total acreage in the Eden Area. Non-residential uses in the Eden Area include public uses (76 percent), commercial uses (7 percent) and industrial uses (5 percent); ~~21 percent, 6 percent and 5 percent of all Eden Area acreage, respectively.~~ Mixed-use, ~~and~~ parkland, and mobile home account for approximately less than one 3 percent of land uses in the Eden Area.

Table 4.1-1 on page 4.1-2 is hereby amended as shown on page 34 of this Final EIR.

Figure 4.1-1 on page 4.1-3 of the DEIR is hereby amended as shown on page 35 of this Final EIR.

The figure has been changed to include the revised study area boundary.

Bullet points two and five on page 4.1-5 are hereby amended as follows:

- ◆ **Industrial.** Industrial development includes parcels used for production and manufacturing and includes warehouses, self-storage facilities and production-oriented small businesses. The industrial parcels are located throughout the Eden Area with a concentrations at the western end of Grant Avenue ~~and in Mt. Eden, especially along Depot Road.~~

**COUNTY OF ALAMEDA**  
**EDEN AREA GENERAL PLAN**  
**REVISED FINAL EIR**  
 REVISIONS TO THE DRAFT EIR

TABLE 4.1-1 **EXISTING LAND USE IN THE EDEN AREA**

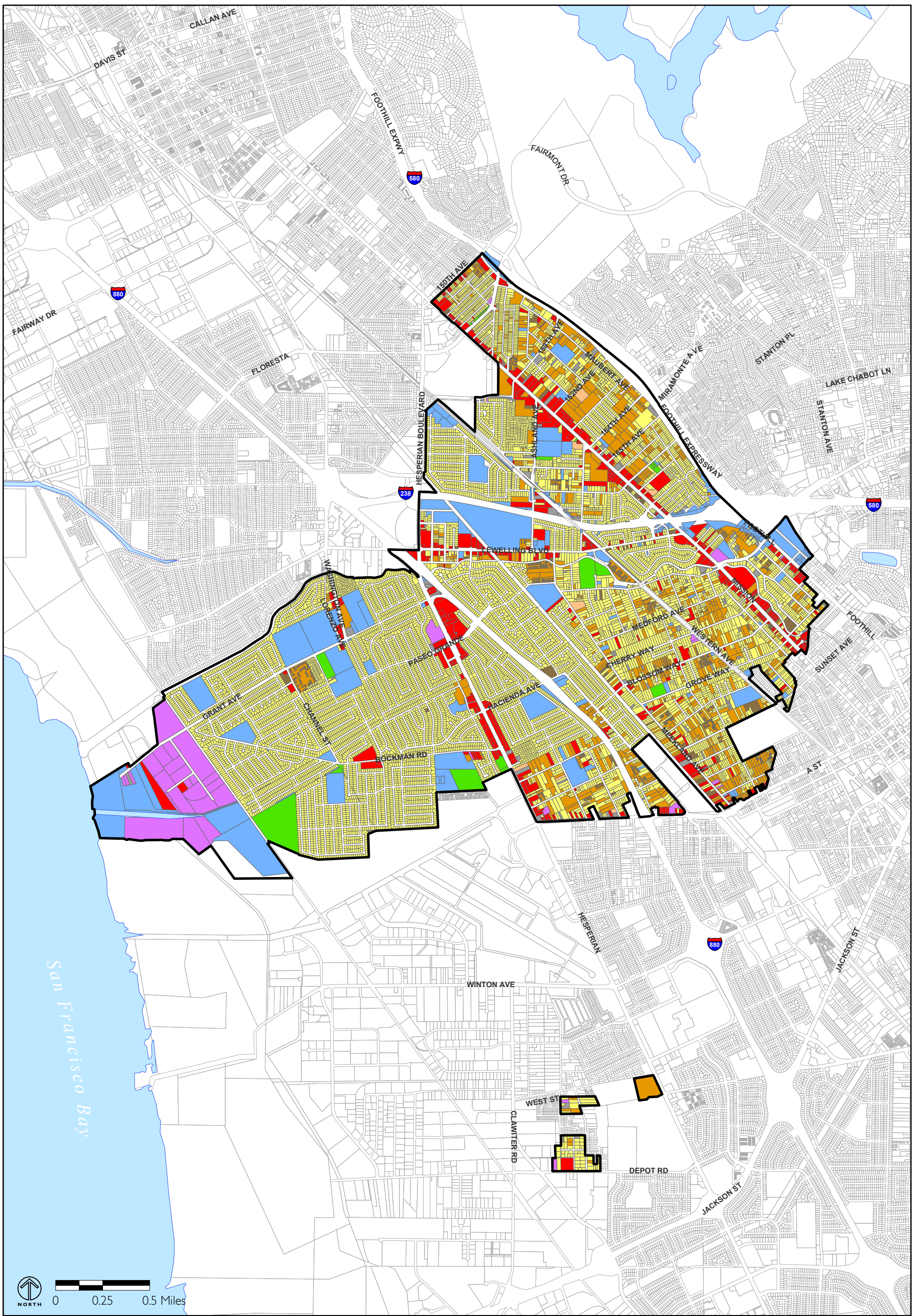
Land Use Category	Eden Area	
	Total Acres	% of Total Acres
Residential – Single-Family	<u>1,750.72</u> ,066.4	53.3
Residential – Multi-Family	<u>376.94</u> ,29.2	11.1
Residential – Mobile Home	<u>8.84</u> 0.4	0.3
Commercial	<u>224.32</u> 32.8	6
Industrial	<u>157.54</u> 89.4	4.9
Mixed Use	<u>23.02</u> 1.7	0.6
Park	<u>65.53</u> 5.7	0.9
Public	<u>490.78</u> 12.6	21
Vacant Lot	<u>39.77</u> 7.4	2
Total Acres (w/out Transportation)	<u>3,137.03</u> ,875.5	100
Transportation <sup>a</sup>	<u>8281.06</u> 7	N/A
Total	<u>3,9654.94</u> 3.4	N/A

<sup>a</sup>This includes access areas, transportation infrastructure and corridors, roads, railways and high-ways.

Source: GIS data, Alameda County, 2003.

- ◆ **Public.** The Public designation covers a number of uses including schools, libraries, churches, and public medical facilities. These uses are distributed throughout the Eden Area ~~and concentrated in Fairmont Area off of Foothill Boulevard.~~

Table 4.1-2 on page 4.1-6 is hereby amended as shown on page 37 of this Final EIR.



Source: Alameda County Community Development Agency and Design, Community & Environment, December 2004.

FIGURE 4.1-1



**EXISTING LAND USES**

**COUNTY OF ALAMEDA**  
EDEN AREA DRAFT PLAN  
REVISED FINAL EIR

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Fig 4.1-1

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

TABLE 4.1-2 **EXISTING GENERAL PLAN LAND USE DESIGNATIONS  
(IN ACRES)**

General Plan Land Use Designation	Eden Area Acres
Low/Medium/High Density Residential Mix	7.9
Low/Medium/High Density Residential Split	60.6
General Commercial	88.9
General Commercial or Low Density Residential	43.9
General Commercial or Medium/High Density Residential	161.6
High and Medium Density Residential	<del>108.8</del> 157.2
Industrial	278.8
Low and Medium Density Residential	<del>418.6</del> 434.1
Low Density Residential	<del>1,226.2</del> 1,681.6
Medium Density Residential	523.9
Park	17.7
Public	<del>99.0</del> 368.2
School	122.9
Total (w/out Transportation)	<del>3,158.9</del> 3,947.5
Transportation	<del>808.1</del> 995.9
<b>Total</b>	<b><del>3,965.4</del>4,943.4</b>

Source: County of Alameda, 1983, *Unincorporated Eden Area (portion) Plan, GIS data, Alameda County, 2003*.

The second-to-last line in the third paragraph on page 4.1-8 is hereby amended as follows:

... with the land use designations, a significant portion ~~most~~ of the study area is zoned for single-family residential uses.

The third and fourth bullet points on page 4.1-9 are hereby amended as follows:

- ~~◆ **Fairview Area Specific Plan.** Adopted in 1997, the primary goals are to protect and preserve important environmental resources and significant natural features in the Fairview Area and to promote development that is sensitive to variations in topography and the rural residential character of the area.~~
- ◆ **San Lorenzo Village Center Specific Plan.** This plan includes policies regulating land use, circulation, design and infrastructure for 30-acres on Hesperian Boulevard between Mercado and Interstate 880. The overall goal of the plan is to facilitate commercial revitalization of the area, which has declined since the mid-1990's.

New text is hereby added after subsection e. on page 4.1-11 as follows:

**f. Economic Development Strategy Plan (2007) for the Urban Unincorporated Area of Alameda County**

The Economic Development Strategy Plan, approved in 2007, was developed to guide future economic development in urban unincorporated areas. The Plan documents mission, goals and objectives for the communities within the Eden Area and identifies opportunities and constraints to economic development. The document identifies improvement of local-serving retail and service functions of local businesses as a top priority.

The third bullet point on page 4.1-12 is hereby amended as follows:

- ◆ **Light Industrial (I)** (Replaces the existing Industrial land use designation). Specific uses, ranging from light manufacturing to warehousing

and distribution uses to research and development, are allowed under this designation. The area located in the Grant Avenue Industrial Area in San Lorenzo ~~and Mt. Eden~~ is where this designation is applied.

**Figure 4.1-2 on page 4.1-13 of the DEIR is hereby amended as shown on page 41 of this Final EIR.**

The figure has been updated to include changes to proposed General Plan Land Use designations and the revised study area boundary.

**The first bullet point on page 4.1-15 is hereby amended as follows:**

- ◆ **San Lorenzo Specific Plan Area Village (SLZV).** This designation is intended to implement the vision, uses and intensities in the San Lorenzo Village Center Specific Plan, which was adopted by Alameda County in 2004.

**The second paragraph on page 4.1-15 is hereby amended as follows:**

Existing incompatible uses in the Eden Area are located at the intersections of Mission Boulevard and Mattox Road, Hesperian Boulevard and Paseo Grande, and the west ends of San Lorenzo ~~and Mt. Eden areas~~.

**The last paragraph on page 4.2-1 and the first paragraph on page 4.2-2 is hereby amended as follows:**

As of March 2006, the Sheriff's Office had ~~s 162~~ 70 sworn officers, ~~including one captain, six lieutenants, 25 sergeants and 130 patrol officers~~ assigned to the Eden Township Substation. These number of sworn personnel produces a ratio of ~~1.2~~ 1.9 officers per thousand residents in the Eden Area.

**The last paragraph on page 4.2-3 is hereby amended as follows:**

An increase in population under the proposed General Plan could have the potential to increase the demand for police services within the Eden

Area. Buildout under the proposed plan could add approximately 14,950 ~~46,560~~ persons in the Eden Area over the next twenty years. Based on these projections, the Sheriff's Office estimates a need increase of at least 126 sworn personnel and 2 ...

**The last bullet point on page 4.2-7 is hereby amended as follows:**

- ◆ Inadequate fire flow, less than the required 1000 gallons per minute, in the industrial complex at the western end of Grant Avenue in San Lorenzo, along Meekland Avenue in Cherryland and in ~~El Portal Ridge, Hillcrest Knolls and~~ Mt. Eden.

**The second-to-last paragraph on page 4.2-9 is hereby amended as follows:**

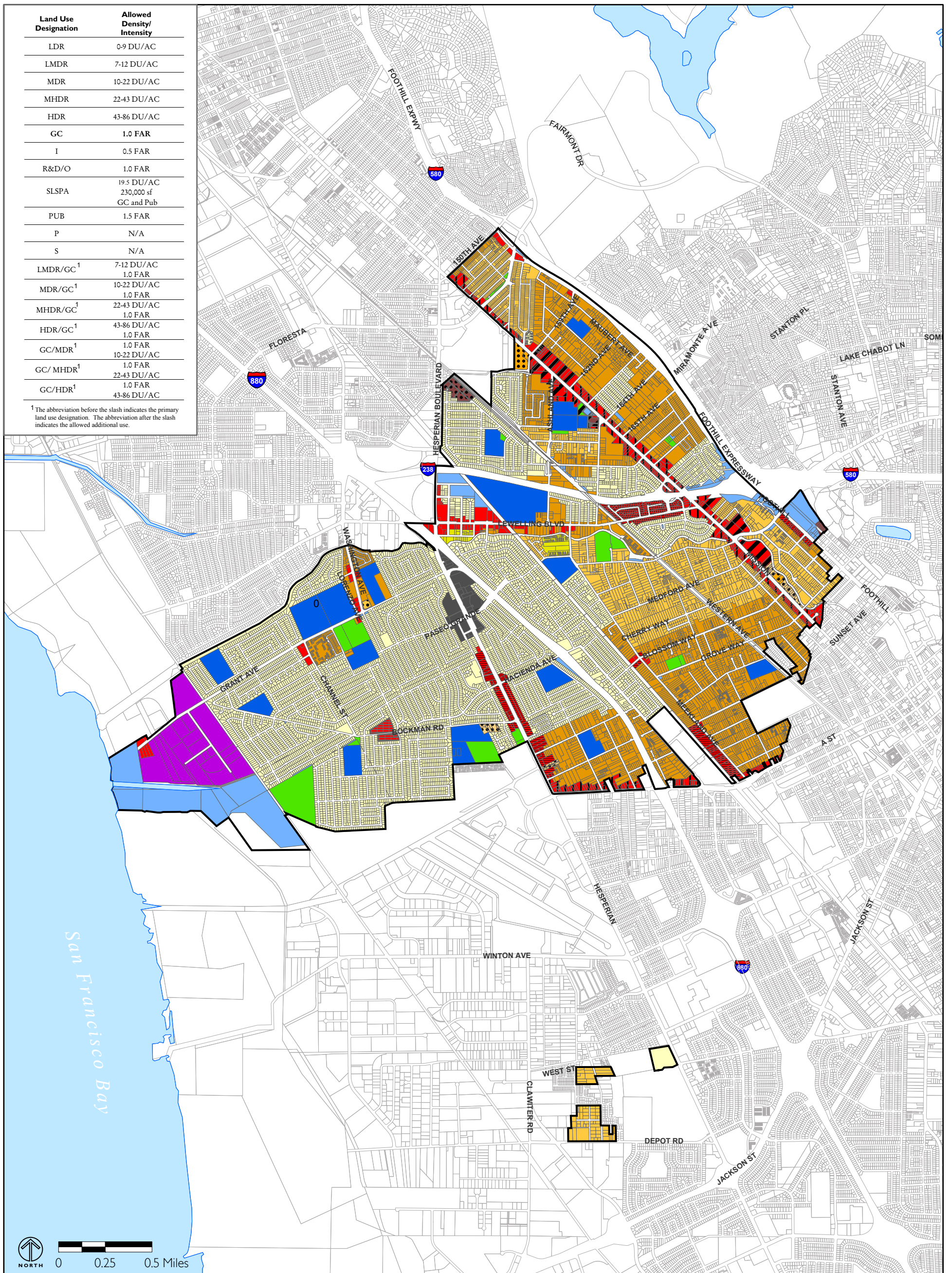
Buildout under the proposed plan would intensify the density of development within the Eden Area, adding approximately 5,120 ~~5,694~~ new residential units with an estimate buildout population of 14,950 ~~46,560~~ people over the next 20 ~~twenty~~ years.

**The second paragraph on page 4.2-10 is hereby amended as follows:**

The proposed General Plan addresses needed fire flow improvements through Policy P5 under Goal PF-2, which states that fire flow shall be improved to 1,000 gallons per minute in areas with identified deficiencies, including the industrial complex at the western end of Grant Avenue in San Lorenzo, along Meekland Avenue in Cherryland and in ~~El Portal Ridge, Hillcrest Knolls and~~ Mt. Eden.

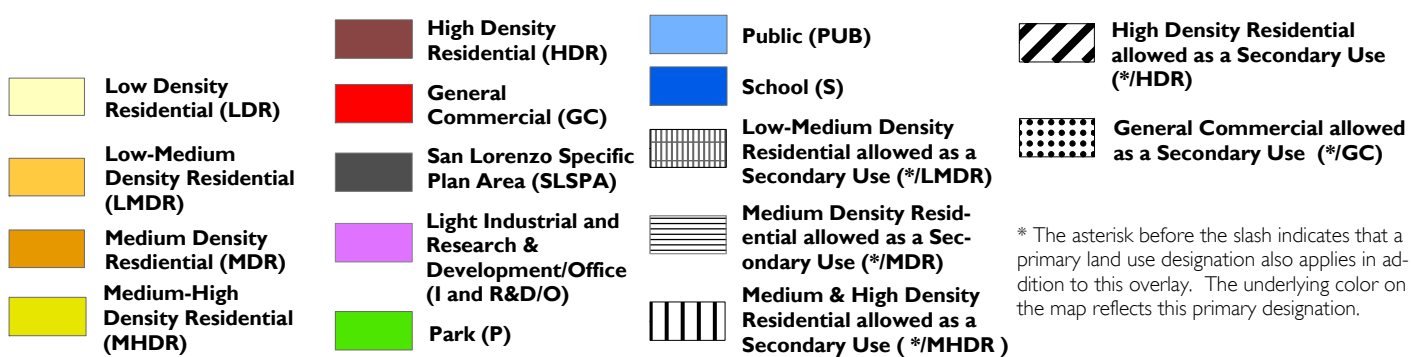
**The last paragraph on page 4.2-10 is hereby amended as follows:**

90 new residential units ~~and 150 new industrial jobs~~ are projected for the Mt. Eden Area over the life of the proposed General Plan. According to Deputy Fire Chief Paul Valencia, of the Hayward Fire Department, any increase in population or housing units within the Eden Area jurisdiction



Source: Design, Community & Environment. March 2005.

FIGURE 4.1-2



**PROPOSED  
GENERAL PLAN LAND  
USE DESIGNATIONS**

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Figure 4.1-2

(Mt. Eden) would trigger the need for new fire facilities to maintain adequate service levels.<sup>15</sup> ~~As previously stated, approximately 90 single-family units are anticipated to be developed within the Eden Area of the life of the General Plan.~~

**The first paragraph on page 4.2-11 is hereby amended as follows:**

According to the ~~2000 U.S. Census Association of Bay Area Governments (ABAG)~~, the current average household has ~~2.42~~ 2.71 people. That means that over the life of the General Plan, approximately ~~263~~ 245 people would be added to the Mt. Eden Area. ....

**Figure 4.2-1 on page 4.2-13 of the DEIR is hereby amended as shown on page 45 of this Final EIR.**

The figure has been updated to include changes to proposed General Plan Land Use designations and the revised study area boundary.

**The last paragraph on page 4.2-19 is hereby amended as follows:**

The construction of approximately ~~5,120~~ 5,694 new housing units within the Eden Area, would result in new students at all grade levels. Based on a student generation rate of ~~0.7~~ 0.07 students per housing unit, as mentioned above, approximately ~~3,584~~ 3,984 students could be generated in the Eden Area. ....

**The second paragraph under the Impact Discussion section on page 4.2-20 of the DEIR is hereby amended as follows:**

Goals within the proposed General Plan address the potential impact of new students generated in the effort to ensure schools are not inundated with unexpected students in the future. Goal PF-7 would seek to ensure that school services meet the educational needs of Eden Area residents. Policy P2 of this Goal would require the County to continue to provide

the school districts with the opportunity to review large proposed residential developments and make recommendations about the need for additional facilities based on student generation rates and existing school capacity. Policy P3 of this goal would require a public input process before a public school parcel is sold or designated for a new public use. ~~Additionally, when a public school parcel is to be designated for a new public use or sold off for a public use, it is highly recommended there be a public input process to provide feedback to the County about the proposed new use of the parcel (Policy P3 of this Goal).~~ As to the accessibility of schools to students, Policy P5 of this Goal would require safe and direct pedestrian and bicycle access to schools, including new sidewalks, bicycle paths, bike lanes on roadways and direct connections from residential areas be provided as funding becomes available and redevelopment opportunities occur. Furthermore, as noted above, California Government Code Section 65996(a) requires that developer fees be assessed and used to mitigate environmental impacts associated with the construction of new school facilities.

**The paragraph under the Cumulative Impact Discussion Section on page 4.2-20 of the DEIR is hereby amended as follows:**

As noted above, school impact fees are established by the State. California Government Code Section 65996(a), also known as Senate Bill 50, states that no additional mitigation beyond the payment of adopted mitigation fees is permitted to address impacts on school facilities. ~~As previously stated, both the SLZSD and HUSD collect developer fees to offset the population growth associated within new residential and commercial development within the areas serviced by the school districts.~~ These fees are considered adequate mitigation to offset ~~any~~ impacts associated with new growth.

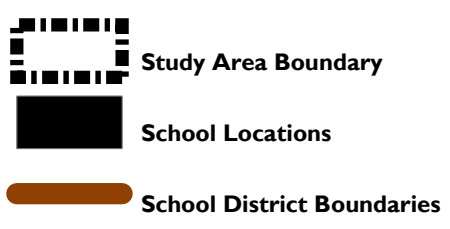
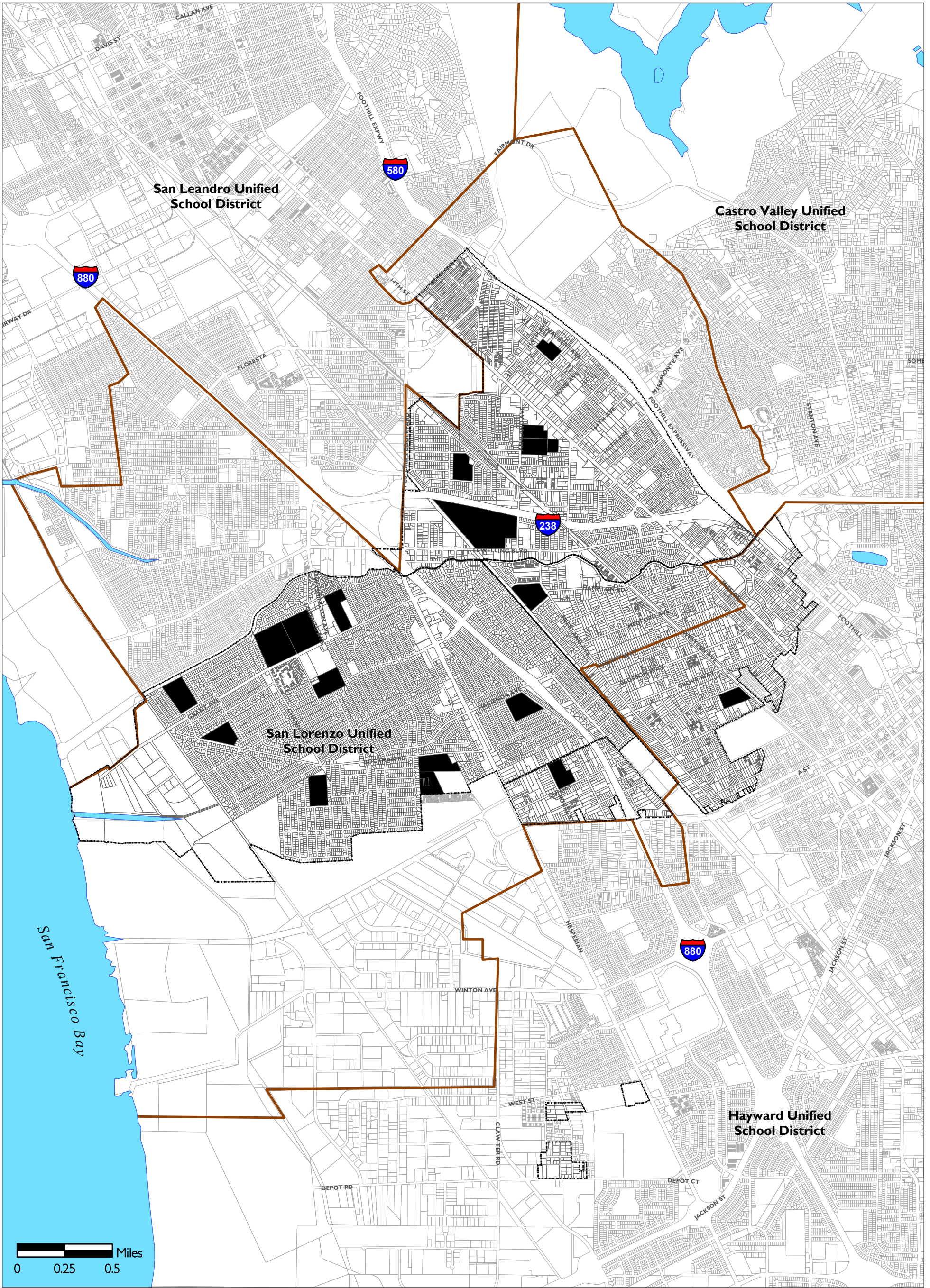


FIGURE 4.2-1

**SCHOOLS AND SCHOOL DISTRICT BOUNDARIES**

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Figure 4.2-1

The second paragraph on page 4.2-23 is hereby amended as follows:

Under the proposed General Plan, the population of the Eden Area would increase by approximately 14,950 ~~16,560~~ people, which would bring the total of people living within the Eden Area to approximately 75,026 ~~76,418~~ people. Based on the County's adopted standard of 500 to 600 square feet of library space per thousand residents and the estimated growth in population projected from the proposed plan, buildout under the proposed General Plan would require approximately between 37,500 to 45,000 ~~38,209~~ ~~45,850~~ square feet of combined library space. ....

The beginning of Section 1 on page 4.2-25 of the DEIR is hereby amended as follows:

1. Regulatory Setting

a. State Regulation: The Quimby Act

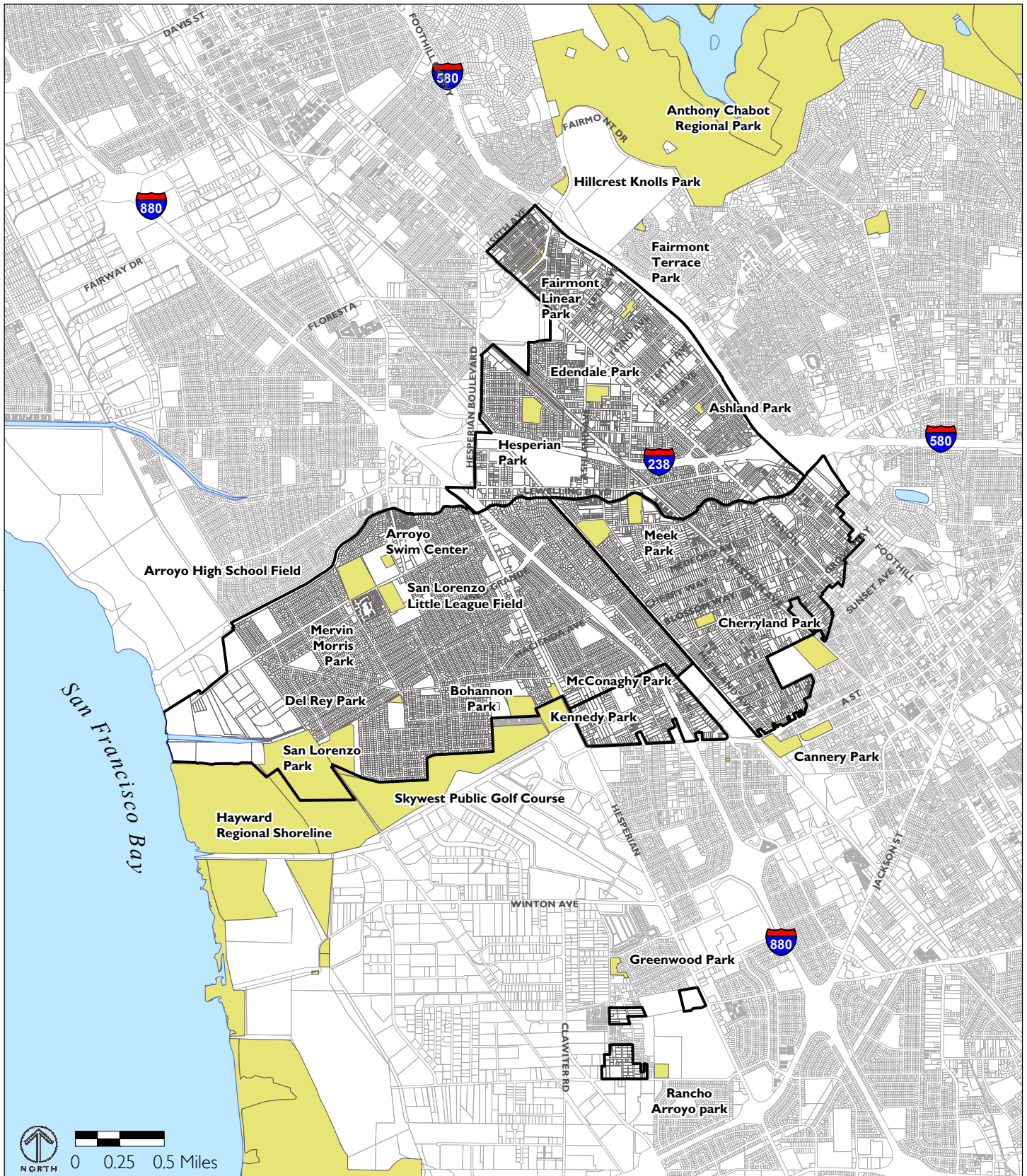
Cities and counties have been authorized since the passage of the 1975 Quimby Act (California Government Code §66477) to pass ordinances requiring that developers set aside land, donate conservation easements or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. A 1982 amendment (AB 1600) requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed.

~~a.~~b. Local Regulations

*i. Park Dedication Ordinance [Ordinance 2004-81 §1 (part)]*

Figure 4.2-2 on page 4.2-27 of the DEIR is hereby amended as shown on page 48 of this Final EIR.

The figure has been updated to include changes to proposed General Plan Land Use designations and the revised study area boundary.



Source: Hayward Area Recreational Park District Master Plan, East Bay Regional Park District Master Plan, and Alameda County Community Development Agency.

**FIGURE 4.2-2**

- Parks and Open Space
- Study Area Boundary

**RECREATIONAL FACILITIES IN THE EDEN AREA**

**COUNTY OF ALAMEDA**  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR

Table 4.2-5 on page 4.2-28 is amended as shown on page 50 of this Final EIR.

The fourth paragraph on page 4.2-30 is hereby amended as follows:

The Eden Area is also served by two regional parks operated by EBRPD: Hayward Regional Shoreline Park and Anthony Chabot Regional Park and Lake Chabot. A portion of the Hayward Regional Shoreline Park ~~both of these parks fall~~ within the Eden Area's planning boundaries.

The fourth paragraph on page 4.2-31 is hereby amended as follows:

Recreational opportunities are often measured in terms of the combined standard of park-to-population. In the Eden Area there are 67 acres of parkland, including the Hayward Regional Shoreline and excluding the Anthony Chabot Regional Park and the school maintained recreational areas. The population of the Eden Area as of 2004 was estimated at 63,066 ~~59,858~~ people. Thus, the parks-to-population ratio in the Eden Area is 1.06 ~~0.89~~ acres per 1,000 residents. By comparison, the parks-to-population ratio in Hayward is 2.5 acres per 1,000 residents; in San Leandro it is 2.6 acres per 1,000 residents.<sup>41</sup>

The second paragraph under the Impact Discussion Section on page 4.2-32 of the DEIR is hereby amended as follows:

To accommodate future growth under the proposed General Plan, based on the Alameda County's policy of 5 acres of parkland for every 1,000 people, the Eden Area would need a minimum of 308 ~~82.8~~ new acres of parkland available for public use. That is 4.6 times ~~a 124 percent increase~~ ~~from the current amount of~~ parkland acres available. While it will be difficult to meet the minimum standard for parkland acres, especially in built out areas such as the Eden Area, these standards form an essential function in implementing the HARD Master Plan. These established

**COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR**

TABLE 4.2-5 **EDEN AREA HARD RECREATION FACILITIES**

<b>Facility</b>	<b>Sub-Area</b>	<b>Acres<sup>a,c</sup></b>	<b>Amenities<sup>b</sup></b>
Arroyo High School	San Lorenzo	1.0	swim center, open lawn area, P, R
Bohannon School	San Lorenzo	2.7	ball fields, soccer fields, open lawn area
Ashland Park	Ashland	1.2	picnic tables, BBQs, play area, community center building, meeting rooms, open lawn area, P, R
Cherryland Park	Cherryland	4.0	picnic tables, BBQs, play area, basketball courts, horseshoe courts, open lawn area, skate area, P, R
Del Rey Park	San Lorenzo	3.0	picnic tables, BBQs, play area, open lawn area, P
Edendale Park	Ashland	1.0	play area, open lawn area
Fairmont Linear Park	Ashland	1.2	picnic tables, BBQs, play area, open lawn area, P
<del>Fairmont Terrace Park</del>	<del>El Portal Ridge</del>	<del>1.7</del>	<del>picnic tables, play area, basketball courts, open lawn area; to be expanded to 3+ acres</del>
Hesperian Park	Ashland	0.8	play area, open lawn area
<del>Hillcrest Knolls Park</del>	<del>Hillcrest Knolls</del>	<del>0.5</del>	<del>picnic area, play area to be expanded to 1.5 acres</del>
McConaghy Park	San Lorenzo	3.1	picnic tables, BBQs, tennis courts, horseshoe courts, open lawn area, historical building, P, R <sup>d</sup>
Meek Park	Cherryland	9.8	picnic tables, group picnic area, BBQs, play area, open lawn area, historical building, P, R
Mervin Morris Park	San Lorenzo	4.7	picnic tables, BBQs, play area, tennis courts, open lawn area, skate area, P, R
San Lorenzo Park	San Lorenzo	31	picnic tables, barbecues, play area, hiking/riding trails, ball fields, basketball courts, soccer fields, community center building, snack bar, meeting rooms, open lawn area, par course, lagoon, P, R

Notes: P = parking lot                      R = restrooms

<sup>a</sup> Personal communication with Eric Willyerd, HARD, February 12 and 26, 2003.

<sup>b</sup> HARD Facilities Directory ([http://hard.dst.ca.us/fac\\_directory.html](http://hard.dst.ca.us/fac_directory.html), accessed on Jan. 27, 2005)

<sup>c</sup> The acreages in this table reflect only the open space that HARD maintains. Acreages of school-maintained open space are not accounted for.

<sup>d</sup> Restrooms are located at Kennedy Park, which is next door.

standards and formulas are critical for determining development exactions, per the County's ~~Park Dedication~~ Park Dedication Ordinance mentioned above, and ensuring that there is a strong nexus, or relationship, to a project's impacts as required by the Quimby Act. Both the Quimby Act and the Ordinance requires payment of fees or dedicated parkland to offset increase in park needs by new development. Payment of the fees, as allowed under the Quimby Act and the Ordinance, would result in mitigation of parkland impacts created by proposed projects under the General Plan. Potential impacts associated with construction and operation of parks and recreation facilities in the future would be addressed through project-specific CEQA review.

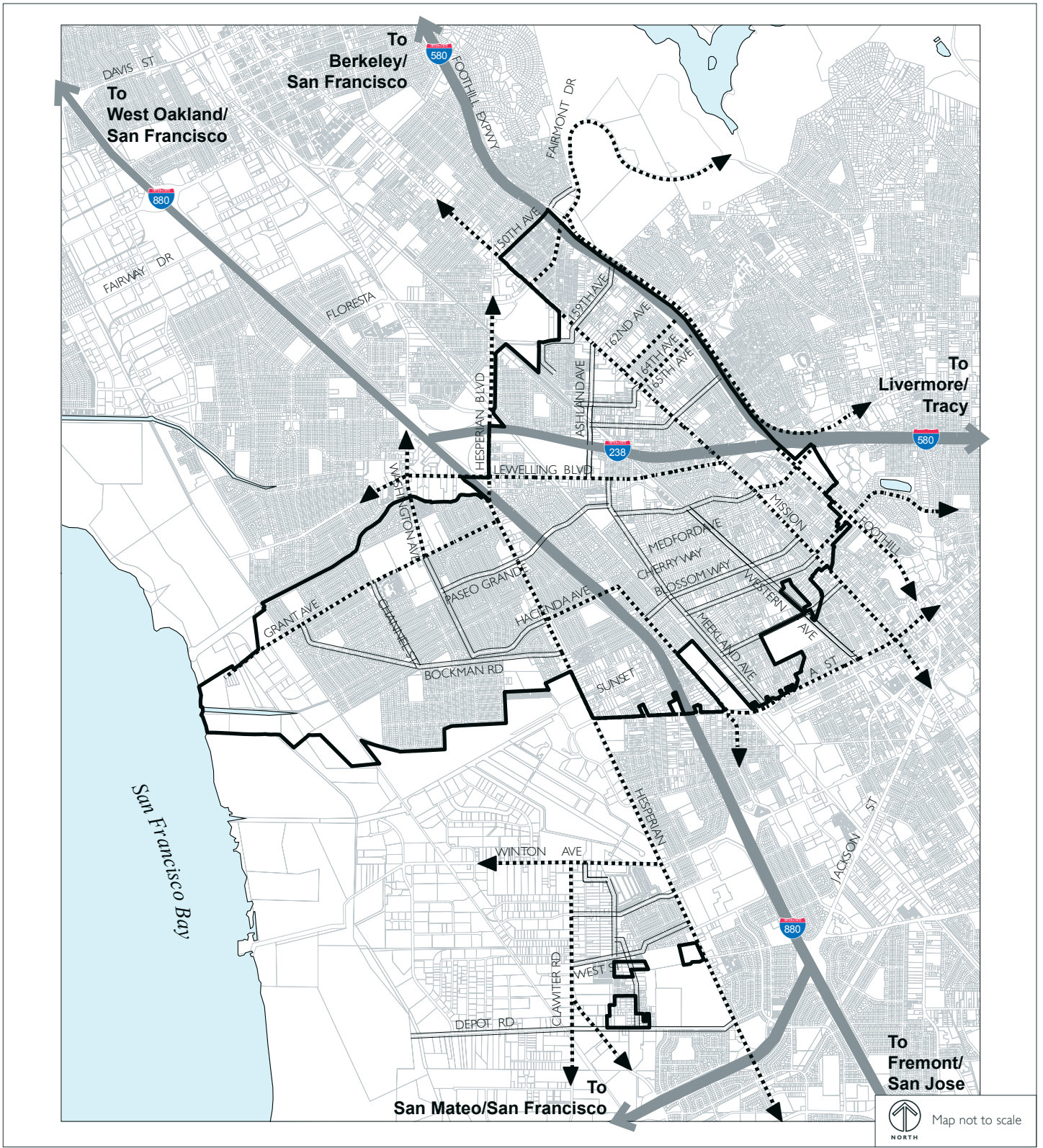
**The second and third paragraph on page 4.3-2 of the DEIR are hereby amended as follows:**

The Alameda County Congestion Management Agency (CMA) has a *Congestion Management Program* (CMP) that includes a Capital Improvements Program aimed at maintaining or improving the operation of the multimodal transportation system and requires development projects to contribute towards transportation impact mitigation. The CMAP ~~includes operating standards for~~ monitors the operation of key roads and freeways in the Eden Area: Mission Boulevard/East 14<sup>th</sup> Street, Foothill Boulevard, Center Street, "A" Street, Hesperian Boulevard, I-880, I-580 and I-238.

~~The County does not set LOS standards for freeways, the CMA does, which has general standards for designated CMA facilities throughout the County, including freeways. The Alameda CMA is not a County agency but an independent agency created between the County and all its citizens.~~

**Figure 4.3-1 on page 4.3-6 of the DEIR is hereby amended as shown on page 52 of this Final EIR.**

The figure has been updated to include changes to proposed General Plan Land Use designations and the revised study area boundary.



Source: Fehr & Peers, May 2006





-  Freeway
-  Arterial
-  Collector
-  Study Area Boundary

FIGURE 4.3-1

ROADWAY SYSTEM

Figure 4.3-2 on page 4.3-10 of the DEIR is hereby amended as shown on page 54 of this Final EIR.

The figure has been updated to include changes to proposed General Plan Land Use designations and the revised study area boundary.

The first paragraph under Section B on page 4.3-14 of the DEIR is hereby amended as follows:

Existing AM and PM peak hour traffic volumes for each study intersection are shown on Figure 4.3-3. Existing LOS is shown in Table 4.3-5. The County's current level of service standard is to maintain LOS D or better during peak hours at intersections. At the seven study intersections located on Alameda Congestion Management Program (CMP) routes (~~East 14th/Mission and Hesperian Boulevard~~), ~~the standard is to maintain~~ LOS E or better is considered acceptable for purposes of this analysis.

Figure 4.3-3 on page 4.3-16 of the DEIR is hereby amended as shown on page 55 of this Final EIR.

The figure has been updated to include changes to proposed General Plan Land Use designations and the revised study area boundary.

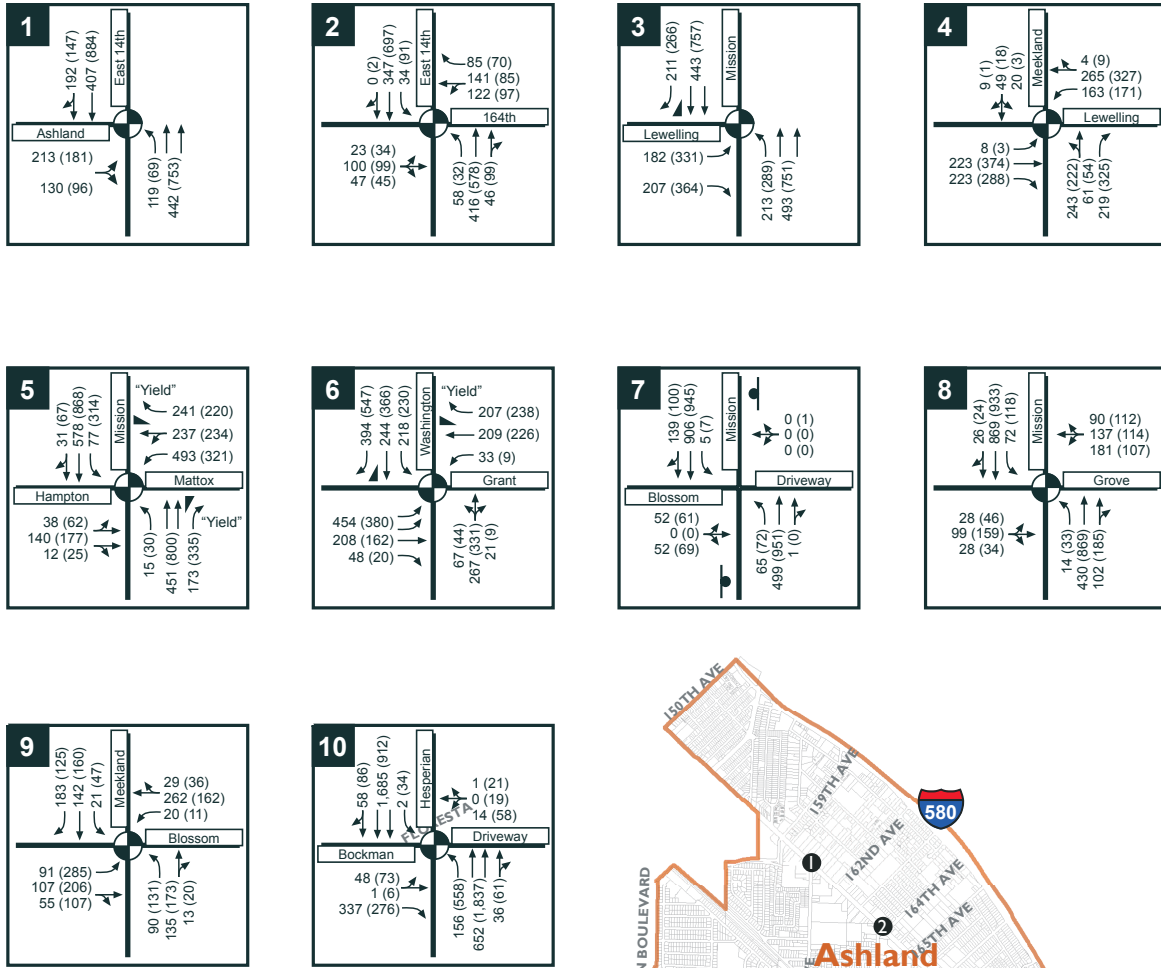
Figure 4.3-4, on page 4.3-19, of the DEIR is hereby amended as shown on page 56 of this Final EIR.

The changes consist of the removal of bus route numbers within the Plan Area.

The last sentence of the third paragraph on page 4.3-24 is hereby amended as follows:

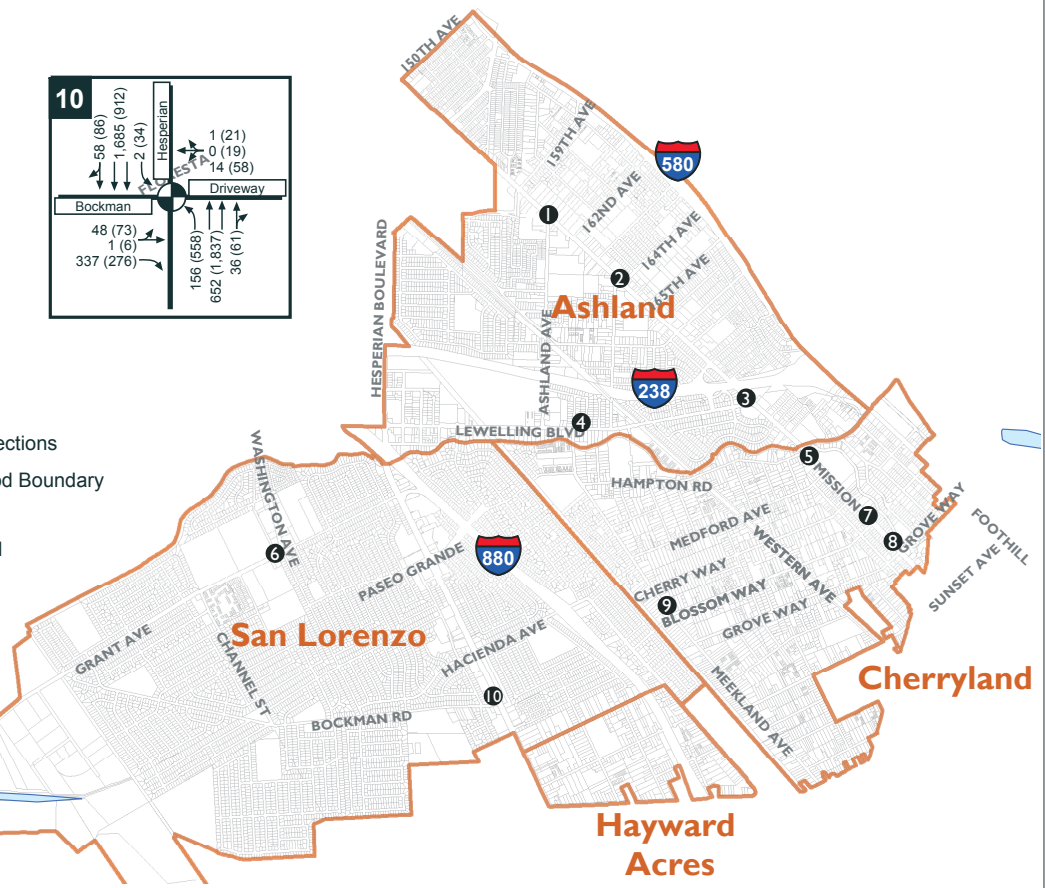
Based on this data, development under the proposed General Plan is forecasted to generate 5,484 4,303 AM peak hour trips and 8,465 7,016 PM peak hour trips in the year 2025.





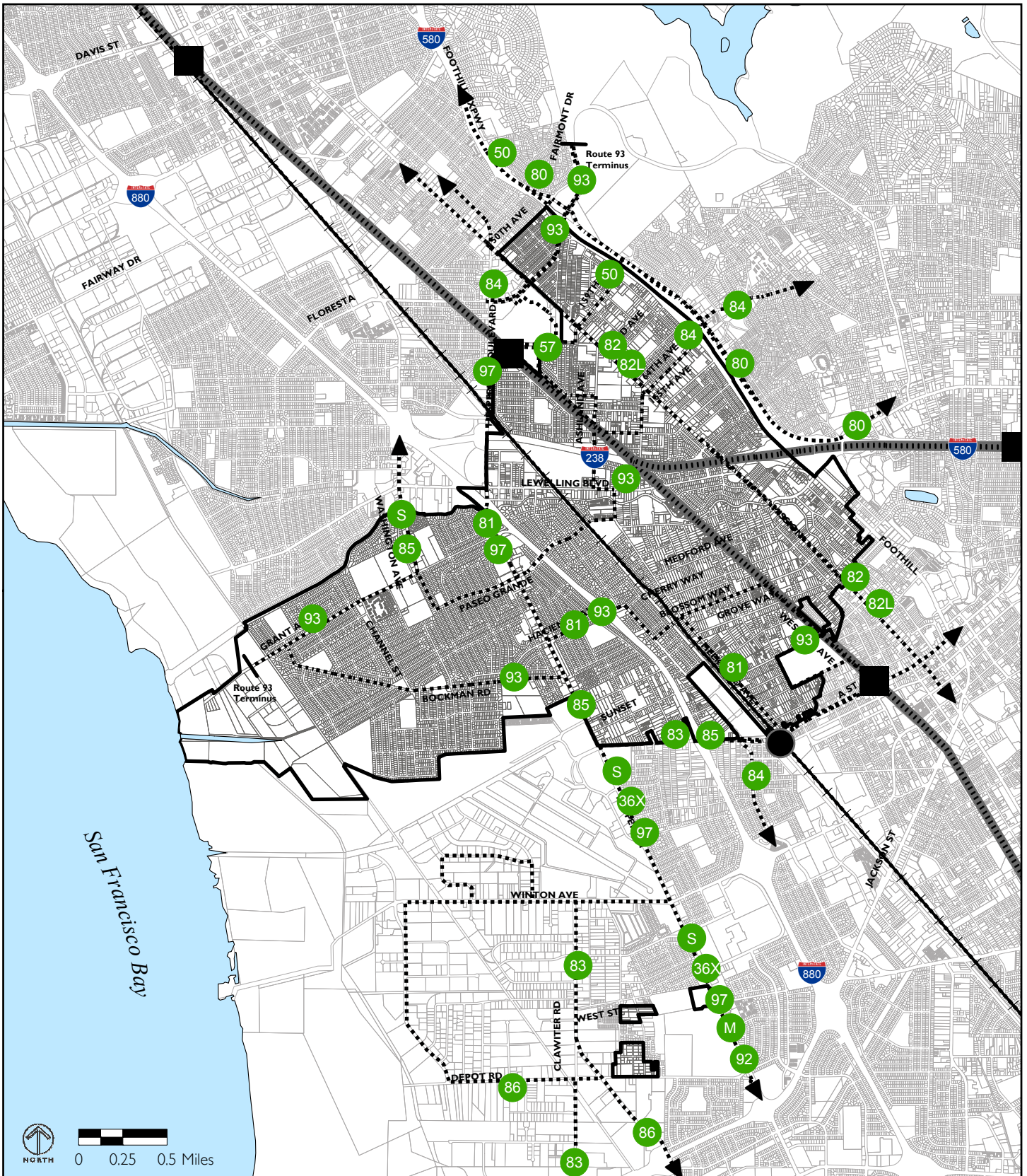
**LEGEND:**

- ① = Study Intersections
- ▭ = Neighborhood Boundary
- XX (YY) = AM (PM)
- ⊕ = Traffic Signal
- ⊖ = Stop Sign



Source: Fehr & Peers, May 2006

FIGURE 4.3-3  
EXISTING LANE CONFIGURATIONS,  
TRAFFIC CONTROL AND PEAK HOUR TRAFFIC VOLUMES



**FIGURE 4.3-4**

- BART Station**
- Capitol Corridor Station**
- 35 **Bus Route Number**
- AC Transit Bus Line**
- BART Line**
- Amtrak Capitol Corridor Line**
- Study Area**

**EXISTING TRANSIT FACILITIES**

Table 4.3-6 on page 4.3-26 of the DEIR is hereby amended to include revised footnotes as shown on page 58.

The first paragraph on page 4.3-27 is hereby amended as follows:

F. Northbound segments of I-880 currently operate at LOS F and will continue to do so under year 2025 conditions. Southbound segments of I-880 and the eastbound segment of I-580 north of Fairmont Drive ~~450<sup>th</sup> Avenue~~ will decline to LOS F, due to the expected background growth in traffic and the addition of project traffic resulting from the proposed General Plan. Trips generated by the proposed General Plan are forecasted to represent between 2 and 14 percent of the peak hour traffic on these segments in the year 2025, resulting in a significant impact to these freeway segments.

Figure 4.3-5 on page 4.3-28 of the DEIR is hereby amended as shown on page 59 of this Final EIR.

The figure has been updated to include the revised study area boundary.

Figure 4.3-6 on page 4.3-32 of the DEIR is hereby amended as shown on page 60 of this Final EIR.

The figure has been updated to include the revised study area boundary.

The second paragraph on page 4.3-36 is hereby amended as follows:

With the improvement, the intersection would operate at acceptable levels of service in all peak study periods. ~~However,~~ The improvement is not included in the current capital improvement program and there is no funding programmed for the improvement; therefore, it is not feasible. ~~Until such time as the recommended measures are programmed.~~ This impact would be considered significant and unavoidable.

TABLE 4.3-6 FREEWAY PM PEAK-HOUR V/C RATIO AND LOS SUMMARY – YEAR 2025 WITH PROPOSED GENERAL PLAN

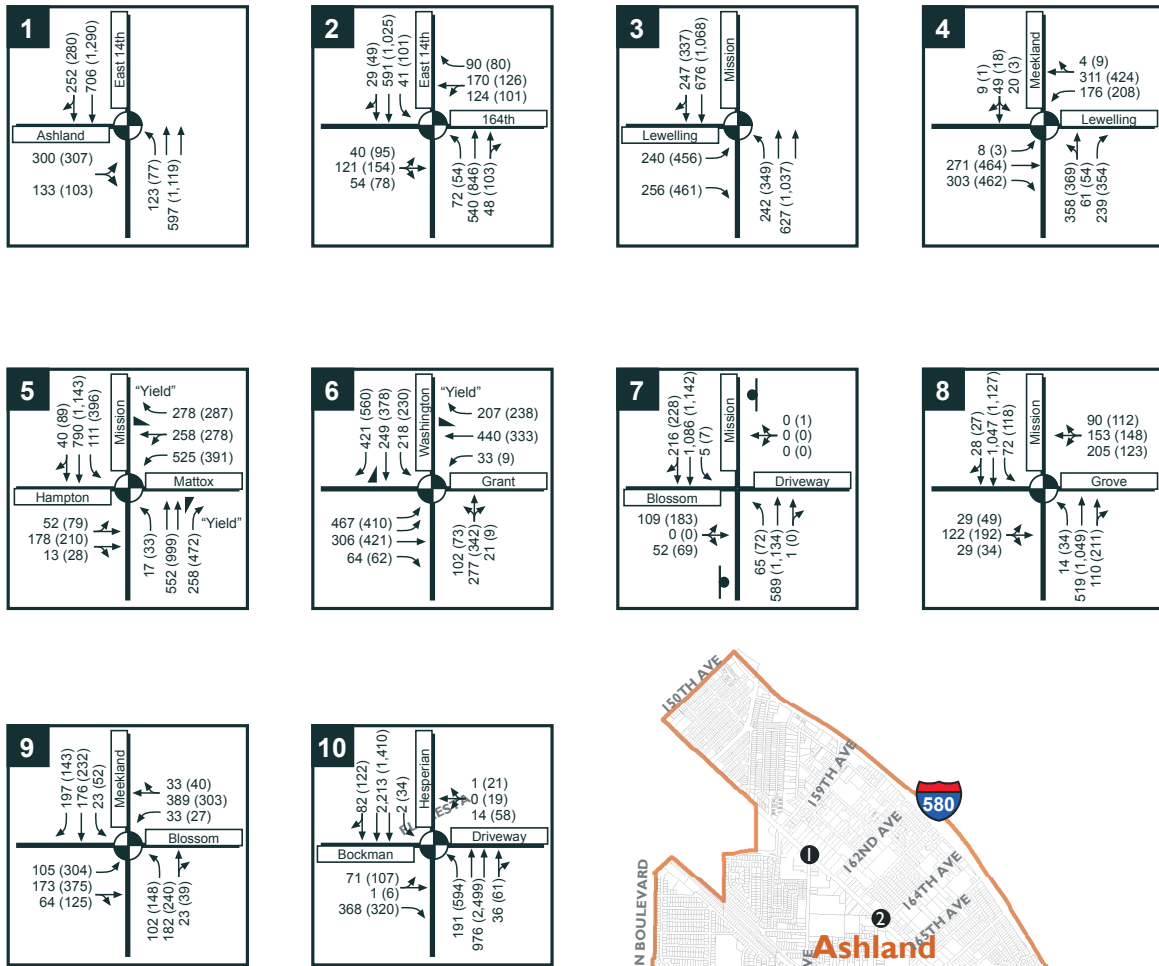
Freeway Segment	Direction	Existing Conditions				Year 2025 with Proposed General Plan					
		Lanes <sup>a</sup>	Volume <sup>b</sup>	Theoretical Capacity <sup>c</sup>	V/C	LOS	Lanes <sup>a</sup>	Volume <sup>b</sup>	Theoretical Capacity <sup>c</sup>	V/C	LOS
I-880, north of Washington Avenue	NB	4.5	7,700	9,000	0.86	D	4.5	8,753	9,000	0.97	E
	SB	4.5	9,400	9,000	1.04	F	4.5	10,095	9,000	1.12	F
I-880, north of A Street	NB	4.5	7,900	9,000	0.88	D	4.5	9,598	9,000	1.07	F
	SB	4.5	9,600	9,000	1.07	F	4.5	10,157	9,000	1.13	F
I-880, south of A Street	NB	4.5	7,800	9,000	0.87	D	4.5	9,403	9,000	1.04	F
	SB	4.5	9,900	9,000	1.10	F	4.5	10,864	9,000	1.21	F
I-580, north of Fairmont Drive	EB	4	7,000	8,000	0.88	D	4	8,926	8,000	1.12	F
	WB	4	6,400	8,000	0.80	D	4	8,355	8,000	1.04	F
I-580, east of I-238	EB	4	6,400	8,000	0.80	D	4	7,447	8,000	0.93	E
	WB	4	6,400	8,000	0.80	D	4	7,076	8,000	0.88	D
I-238, east of Hesperian Boulevard	NB (WB)	2	4,200	4,000	1.05	F	3	4,597	6,000	0.77	C
	SB (EB)	2.5	3,800	5,000	0.76	C	3.5	4,582	7,000	0.65	B

<sup>a</sup> 0.5 lane = Auxiliary or HOV (High Occupancy Vehicle) lane.

<sup>b</sup> Caltrans Traffic Volumes on California State Highway, 2004 (Existing Conditions); Alameda County CMA Model 2005, 2025; and Fehr & Peers (Year 2025).

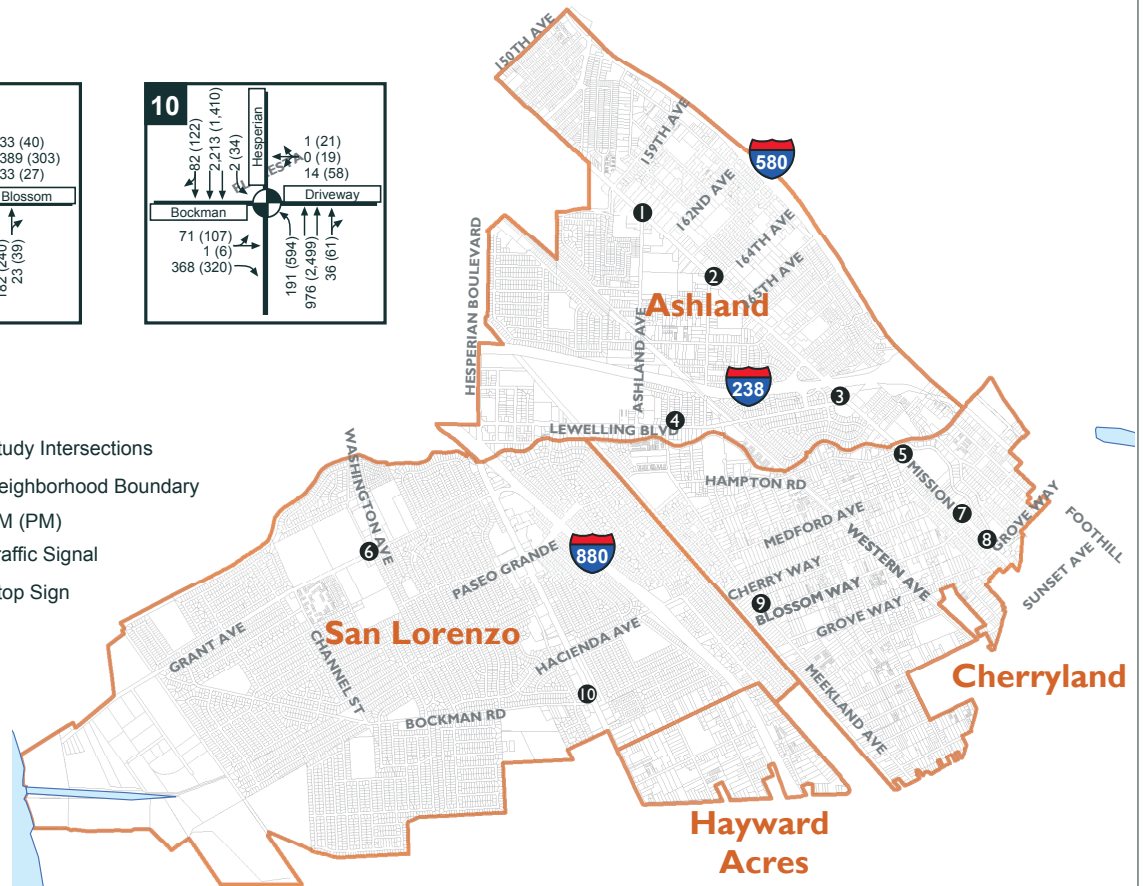
<sup>c</sup> Assumes freeway capacity of 2,000 vehicles per hour per lane.

Source: Fehr & Peers, May 2006.



**LEGEND:**

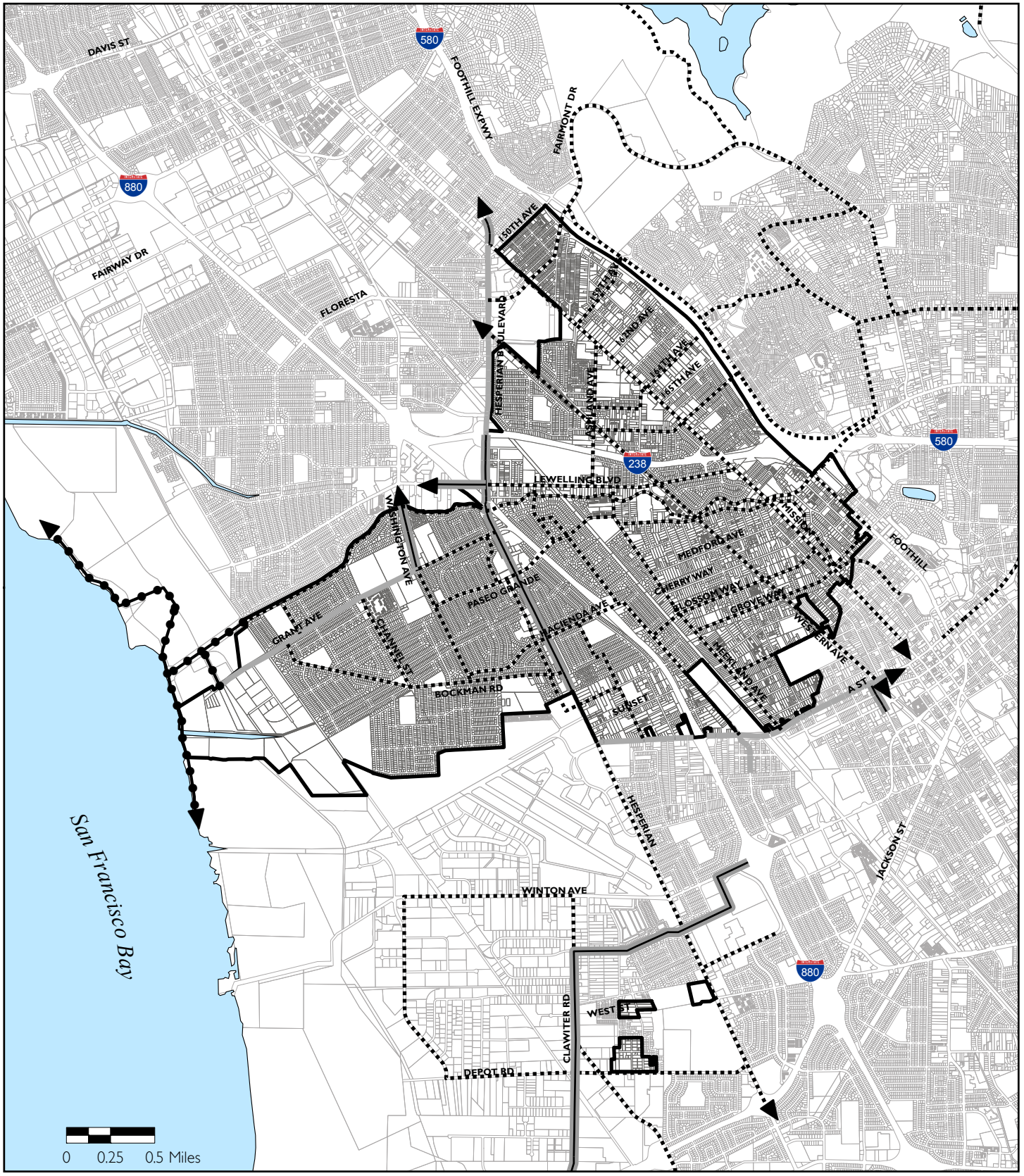
- 1** = Study Intersections
- = Neighborhood Boundary
- XX (YY) = AM (PM)
- = Traffic Signal
- = Stop Sign



Source: Fehr & Peers, May 2006

FIGURE 4.3-5

**FUTURE (YEAR 2025) PEAK HOUR TRAFFIC VOLUMES WITH PROPOSED GENERAL PLAN**



\* Proposed by the Alameda County Bicycle Master Plan Update for the Western Unincorporated Areas (1999) or Alameda Countywide Bicycle Plan (2001)

- Existing Route
- Existing Lane
- Existing Path
- Proposed Route, Lane or Path
- Study Area

**FIGURE 4.3-6**

**EXISTING AND PROPOSED BICYCLE NETWORK**

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR

The last paragraph on page 4.3-36 which continues on page 4.3-37 is hereby amended as follows:

With the improvement, the intersection would operate at acceptable levels of service in the PM peak study period. ~~However, The improvement is not included in the capital improvement program and there is no funding programmed for the improvement; therefore, it is not feasible. Until such time as the recommended measures are programmed.~~ This impact would be considered significant and unavoidable.

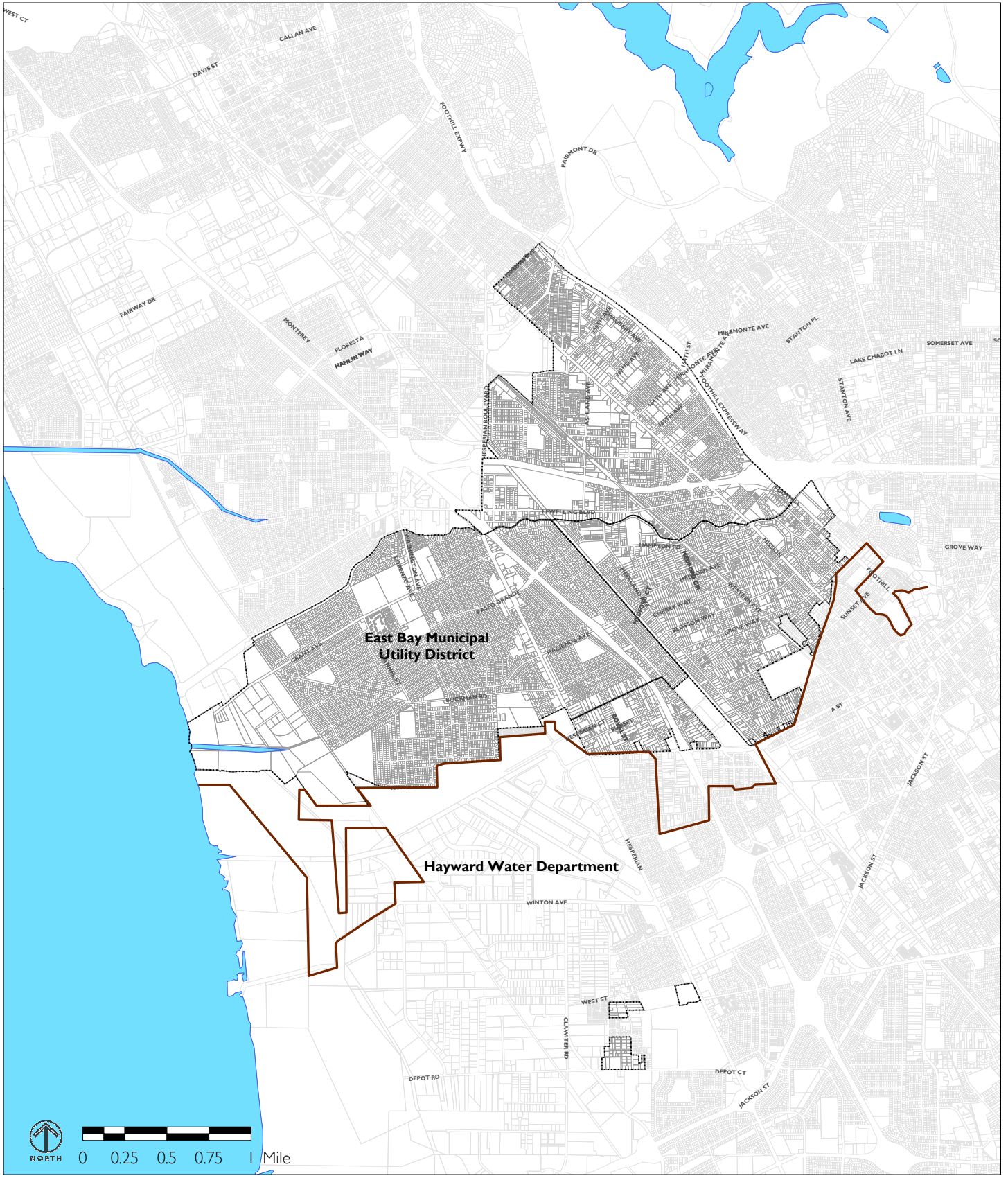
Figure 4.4-1 on page 4.4-3 of the DEIR is hereby amended as shown on page 62 of this Final EIR.

The figure has been updated to include the revised study area boundary.

The second set of bullets on page 4.4-6 is hereby amended as follows:

Additionally, there are several transmission mains in the Eden Area along roadway easements, including:

- ◆ Foothill Boulevard
- ◆ Blossom Way
- ◆ Hathaway Avenue
- ◆ Dell Court
- ◆ Bartlett Avenue
- ◆ Grove Way
- ◆ Mission Boulevard
- ~~◆ Oak Street~~
- ◆ Apple Avenue
- ◆ Mattox Road





-  Service Area Boundary
-  Study Area Boundary

FIGURE 4.4-1

**WATER SERVICE AREA BOUNDARY**

**COUNTY OF ALAMEDA**  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR

The text on page 4.4-12 under heading 1. Existing Setting is hereby amended as follows:

Wastewater treatment service in the Eden Area is provided by the Oro Loma Sanitary District, which serves Ashland, Cherryland, San Lorenzo and Hayward Acres. Mt. Eden is on individual septic systems as there is no municipal wastewater provided for the area. The Oro Loma Sanitary district is described below and shown on Figure 4.4-2. ~~two sanitary sewer districts, described below and shown on Figure 4.4-2:~~

- ◆ ~~Oro Loma Sanitary District, which serves Ashland, Cherryland, San Lorenzo, Hayward Acres, Hillcrest Knolls and El Portal Ridge.~~
- ◆ ~~Castro Valley Sanitary District, which serves the Fairmont Complex.~~
- ◆ ~~Mt. Eden is on individual septic systems as there is no municipal wastewater provided for the area.~~

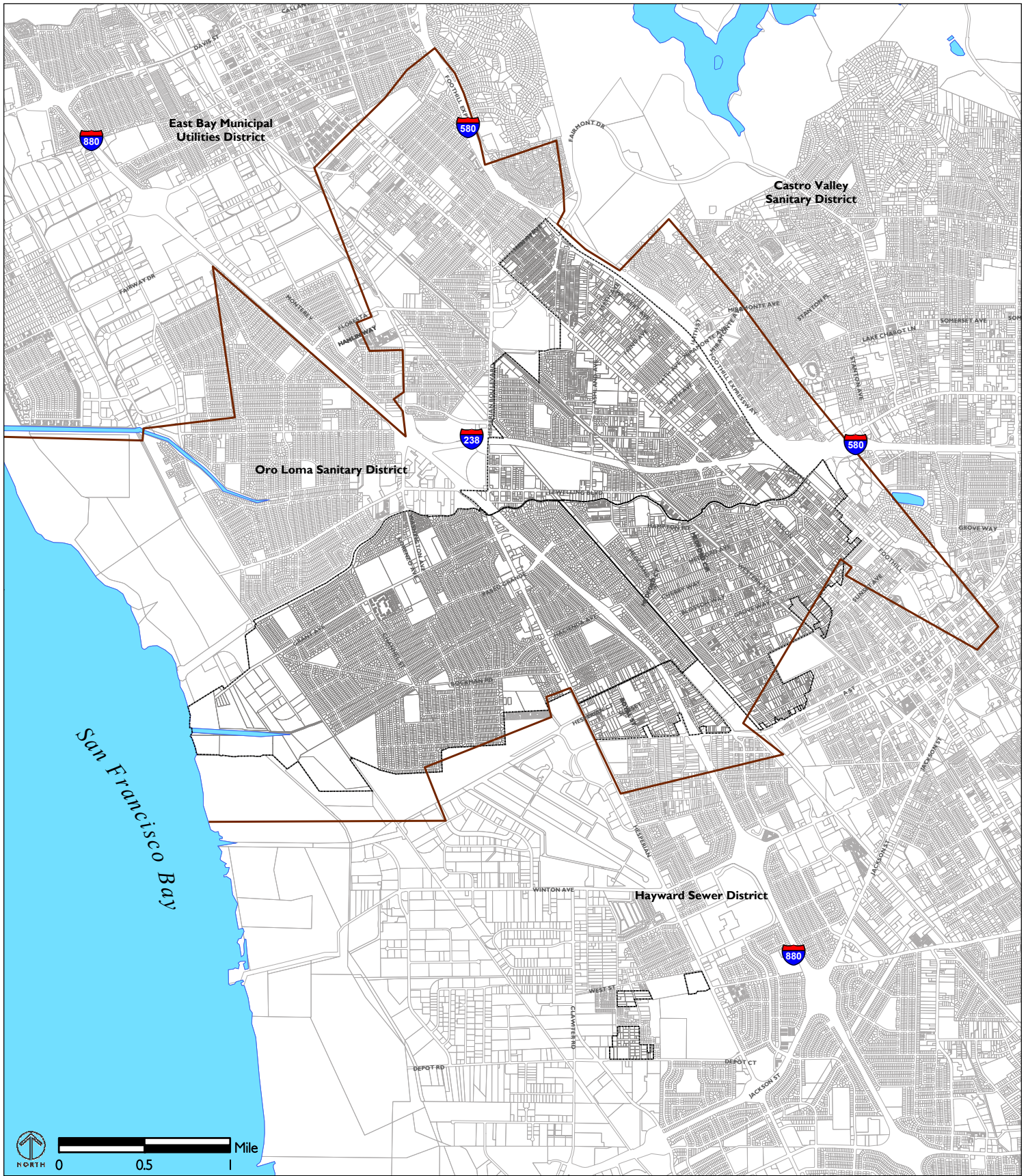
Figure 4.4-2 on page 4.4-13 of the DEIR is hereby amended as shown on page 64 of this Final EIR.

The figure has been updated to include the revised study area boundary.

The following text and footnotes are deleted from pages 4.4-14 through 4.4-15:


~~b. Castro Valley Sanitation District  
The Castro Valley Sanitation District (CVSD) provides wastewater collection services to the Fairmont Complex. The CVSD serves a population of approximately 55,000, with more than 22,000 single and multi-family residences and businesses.<sup>29</sup> The sewage collection system comprises approximately 155 miles of sewers and eight sewage pumping plants, together with five miles of outfall sewer lying outside the District boundaries.<sup>30</sup>~~

~~As stated above, the collected wastewater in the CVSD is treated through the Oro Loma/Castro Valley Wastewater Treatment Plant. The CVSD~~



 Wastewater Service District Boundaries

**FIGURE 4.4-2**

 Study Area Boundary

**WASTEWATER SERVICE DISTRICTS**

**COUNTY OF ALAMEDA**  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR

~~owns 25 percent of the treatment plant site.<sup>31</sup> CVSD is entitled to a nominal average dry weather flow of 5 MGD through the plant. Daily dry weather flows have recently been averaging 3.7 MGD. Under drought conditions in the past, the daily dry weather flow averaged approximately 2.3 MGD.<sup>32</sup>~~

~~Last year, the CVSD embarked on a wastewater collection system master plan to identify components of the collection system that are under capacity and require rehabilitation or replacement. This project is scheduled to be completed in March of 2006.<sup>33</sup>~~

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<sup>29</sup> CVSD website, <http://www.cvsan.org/>, accessed on February 23, 2005.

<sup>30</sup> CVSD General Information website, <http://www.cvsan.org/general.htm>, accessed on February 23, 2005.

<sup>31</sup> CVSD Press Releases website, <http://www.cvsan.org/pressrelease04.htm>, accessed on February 23, 2005.

<sup>32</sup> CVSD General Information website, <http://www.cvsan.org/general.htm>, accessed on February 23, 2005.

<sup>33</sup> CVSD, *Annual Report 2003-2004*, page 16.

The second paragraph on page 4.4-17 is hereby amended as follows:

This section describes the existing solid waste and recycling services available to Eden Area residents and businesses. The Eden Area falls within the jurisdictional boundaries of two ~~several~~ agencies responsible for solid waste and recycling collection and education: the Alameda County Waste Management Authority and, Oro Loma Sanitary District ~~and Castro Valley Sanitary District~~.

The last paragraph on page 4.4-17 is hereby amended as follows:

Most of Alameda County's unincorporated residents are within either the Oro Loma Sanitary District (OLSD) or Castro Valley Sanitary District (CVSD). Solid waste disposal and recycling services in ~~most~~ the Eden Area is provided by the OLSD, which is a member agency of the ACWMA.<sup>35</sup>

The text on page 4.4-19 and 4.4-20 is hereby amended as follows:

~~e. Castro Valley Sanitary District~~

~~A small portion of the El Portal Ridge area falls within the Castro Valley Sanitary District (CVSD), which is a member agency of the ACWMA. Through a franchise agreement with Waste Management of Alameda County the CVSD performs a weekly service<sup>41</sup> to collect refuse, green wastes and recyclables within the District, serving a population of about 55,000 people.<sup>42</sup> The total disposal tons for the CVSD in 2003 was about 34,684 tons (77,692,160 pounds).<sup>43</sup> It is not known how much of this could be attributed to residents or businesses within the portion of El Portal Ridge that lies within the General Plan area.~~

~~The CVSD diverted 61 percent of its garbage to recycling in 2003.<sup>44</sup> Much like Oro Loma Sanitary District, waste collected within the CVSD is disposed of at the Altamont Landfill.<sup>45</sup> According to the CoIWMP, the Altamont Landfill is expected to remain open until 2071.<sup>46</sup>~~

d. Unincorporated Alameda County

Most of Alameda County's unincorporated areas lie within the OLSD. Small pockets on the east side of the Eden Area are in the CVSD. About one percent of the County's population is located within unincorporated areas outside the OLSD and CVSD; ~~these two districts~~; in small areas surrounding cities, in unincorporated communities such as Sunol, or in remote ranch and farming areas. Since the County of Alameda does not presently franchise for waste collection, residents and businesses in these

areas generally self-haul or contract for collection service with the nearest provider.<sup>47</sup> Total disposal tonnage for 2003 for unincorporated Alameda County was about 12,200 tons.<sup>48</sup> It is not known what proportion of this total is from the pockets of the Eden Area not covered by the OLSD and CVSD.

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<sup>41</sup> ~~Castro Valley Sanitary District Recycling Guide, <http://www.cvsan.org/recycling.htm>, accessed on February 2, 2005.~~

<sup>42</sup> ~~Personal e-mail communication from Noelle Hartshorn, CVSD, to Sue Beazley, DC&E, February 16, 2005.~~

<sup>43</sup> ~~Personal communication with Tom Padia, Recycling Director, Alameda County Waste Management Authority, February 2, 2005.~~

<sup>44</sup> ~~CVSD, *Annual Report 2003-2004*, page 33.~~

<sup>45</sup> ~~Brown, Vence & Associates, *Alameda County Source Reduction and Recycling Board "5 Year Audit" Programmatic Overview and Evaluation*, April 2002, section 2.3.~~

<sup>46</sup> ~~Alameda County Waste Management Authority, *Countywide Integrated Waste Management Plan*, Adopted: February 26, 2003, pages II-36 and III-16. Remaining capacity was as of mid-2001.~~

The last paragraph on page 4.4-24 is hereby amended as follows:

Under the proposed General Plan an increase in residential, industrial and commercial development could result in an increase in solid waste generation. The Eden Area is currently served by three landfills, two of which are scheduled to still be in service years after the time horizon for the proposed General Plan has passed. These landfills serve the entire County of Alameda and a population increase in the Eden Area of approximately 15,000 ~~16,000~~ people would not be expected to represent a significant impact to local landfills. This is due to the small percentage growth increase relative to landfill capacity, which currently stands at 82 millions tons. Additionally, two of the largest solid waste collectors in the Eden Area achieve a waste diversion rate ranging from....

Figure 4.5-2 on page 4.5-10 of the DEIR is hereby amended as shown on page 69 of this Final EIR.

The figure has been updated to include the revised study area boundary.

The last paragraph on page 4.6-1 is hereby amended as follows:

Larger subdivisions of single-family neighborhoods that were built in the past few decades can be found throughout the Eden Area. ~~El Portal Ridge contains a number 1960s and 1970s subdivisions of ranch style and split level homes along groupings of curvilinear streets. Newer~~ Subdivisions of single-family homes from the 1980s and 1990s can be found near the Bayfair BART station in Ashland and along Hesperian Boulevard in Hayward Acres and San Lorenzo. These newer subdivisions tend to break from the street grid and contain internal streets with a few access points to collector or arterial streets. There are also a minimal number of pedestrian connections with surrounding uses. Homes in this subdivision tend to be multi-story, single-family homes on small lots.

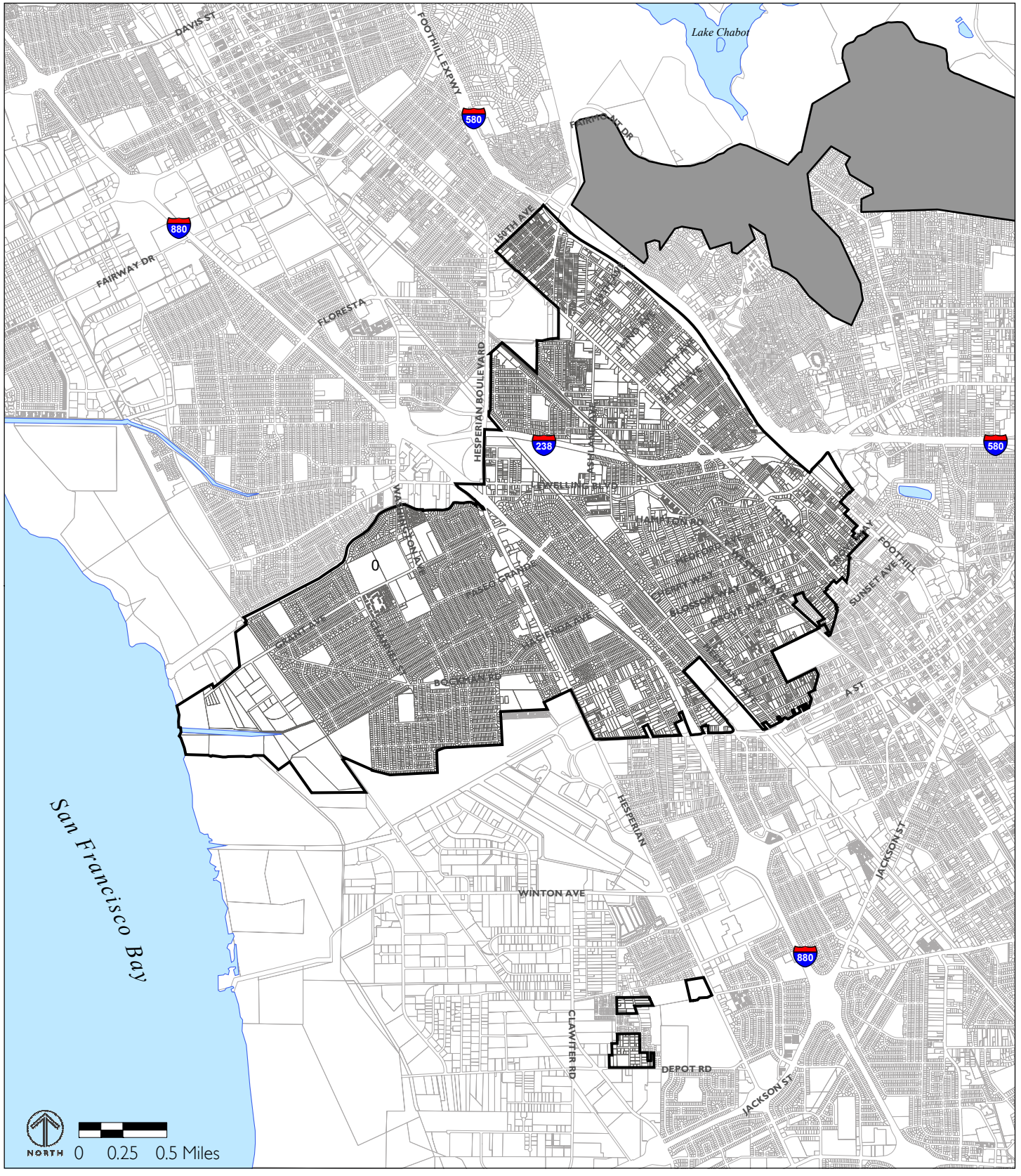
The second and third paragraphs on page 4.6-2 is hereby amended as follows:

d. Apartment Complexes

Numerous apartment complexes, usually two stories in height dating from the 1960s and 1970s, are commingled with single-family housing throughout much of Ashland, Cherryland, and Hayward Acres, ~~and El Portal Ridge~~. These buildings are often located on large, narrow, deep lots. Many of the buildings are separated from the street by landscaping or parking lots. In parts of Ashland, many of the multi-family parcels are fenced to restrict access.

e. Large Lot Single Family

In addition to multi-family housing, there are numerous locations in Cherryland and Mt. Eden where there are single-family homes located on



Source: California Department of Forestry and Fire Protection, 2003.

**FIGURE 4.5-2**

 Very High Fire Hazard Severity Zones

**WILDLAND FIRE RISK ZONES**

**COUNTY OF ALAMEDA**  
 EDEN AREA DRAFT GENERAL PLAN  
 REVISED FINAL EIR

large lots. Some of these homes have fallen into disrepair and thus have added to the deterioration ~~visual blight~~ of the area.

The first and second paragraphs on page 4.6-3 are hereby deleted as follows:

~~g. Campus Development~~

~~The Fairmont Complex is a unique part of the Eden Area because it is functionally separate from the rest of the sub areas. The public buildings are situated in a campus like setting and access is limited to several locations on Foothill Boulevard and Fairmont Drive. Buildings on the campus include:~~

- ~~◆ Fairmont Hospital (closed facility)~~
- ~~◆ Alameda County Sheriff's substation~~
- ~~◆ Alameda County Animal Shelter~~
- ~~◆ Alameda County Juvenile Justice Facility~~

h. Industrial

Industrial uses are spread throughout the Eden Area and are concentrated ~~in several locations including Depot and Dunn Roads in Mt. Eden,~~ at the western end of Grant Avenue in San Lorenzo, and on the southern part of Meekland Avenue in Cherryland. There is also a small amount of industrial uses in Mt. Eden.

The second and third full paragraphs of page 4.6-4 is hereby amended as follows:

Much of ~~Hillcrest Knolls,~~ Hayward Acres, and Mt. Eden could be considered blighted. ~~In Hillcrest Knolls the blight is due to the age and disrepair of properties and the high number of building and zoning code violations.~~ In Hayward Acres, the blight is due to the disrepair of the buildings and the dissimilar mix of building types and land uses. For example, there is a mix of single-family homes, apartment buildings, retirement communities, mobile home parks and retail development in close proximity. Mt. Eden contains an incompatible mix of single-

family, commercial and industrial uses on large, deep lots. Some of the buildings and parcels are in disrepair, there are numerous building code violations, and none of the residential uses are connected to the municipal sewer system.

Cherryland and El Portal Ridge also contains pockets of blight including the older strip commercial development along Foothill and Mission Boulevards, narrow, deep lots, and the incompatible mix of uses on the southern part of Meekland Avenue.

**Figure 4.6-1 on page 4.6-5 of the DEIR is hereby amended as shown on page 73 of this Final EIR.**

The figure has been updated to include the revised study area boundary.

**The fourth paragraph on page 4.6-7 is hereby amended as follows:**

There are far field views of the San Francisco Bay from many of the upland areas east of East 14<sup>th</sup> Street/Mission Boulevard. ~~Many west-facing homes in Hillcrest Knolls and El Portal Ridge have views of the Bay and the Peninsula.~~ However, due to the lack of elevation, much if not all of the San Lorenzo area to the west of Interstate 880 does not have any views of the Bay even though it is the area closest to the Bay.

**The first full paragraph on page 4.6-8 is hereby amended as follows:**

Much of the Eden Area lacks the elements that define a high quality pedestrian environment. The locations that provide the best pedestrian experience are the older residential neighborhoods in San Lorenzo and Cherryland, ~~and the single family residential neighborhoods in El Portal Ridge.~~ These areas generally have a nice tree canopy, consistent building setbacks, relatively narrow streets, and some speed bumps for slowing traffic. However, in some locations, sidewalks are inadequate or non-existent and rolled curbs allow vehicles to infringe on pedestrian space.

The second paragraph under C. Impact Discussion is hereby amended as follows:

At buildout of the General Plan in 2025, an estimated ~~5,120~~ 5,694 new units would be allowed for development, which would increase the population by an estimated ~~14,950~~ 16,560 people within the Eden Area. Along with residential development, an additional ~~150~~ 300 industrial jobs, an estimated ~~3,100~~ 3,400 commercial jobs and approximately 600 ~~2,100~~ research and development/office jobs are also projected within the life of the proposed plan.

Figure 4.7-1 on page 4.7-9 of the DEIR is hereby amended as shown on page 75 of this Final EIR.

The figure has been updated to include the revised study area boundary.

The second through sixth bullet points on page 4.7-11 of the DEIR are hereby amended as follows:

- ◆ The Cornelius Mohr Estate at ~~24985~~ 24981 Hesperian Blvd. (in Mt. Eden) is noted, though not designated, as a complete working farmstead from the late nineteenth century in a local historical survey (4540-0012-000).
- ◆ Cronin House at 25265 Monte Vista Drive ~~on Depot Road at Monte Vista Drive~~ (Mt. Eden) may be considered a significant historic property.
- ◆ The McConaghy House adjacent to John F. Kennedy Park on Hesperian Blvd. (San Lorenzo) is maintained as a “Victorian House” by the Hayward Historic Society and is open to the public.
- ◆ ~~There is a remaining group of buildings centered around Eden Avenue and West Street (in Mt. Eden) that represent smaller farms of the 1910s and 20s.~~
- ◆ ~~The house at 2033 Miramonte (in El Portal Ridge).~~

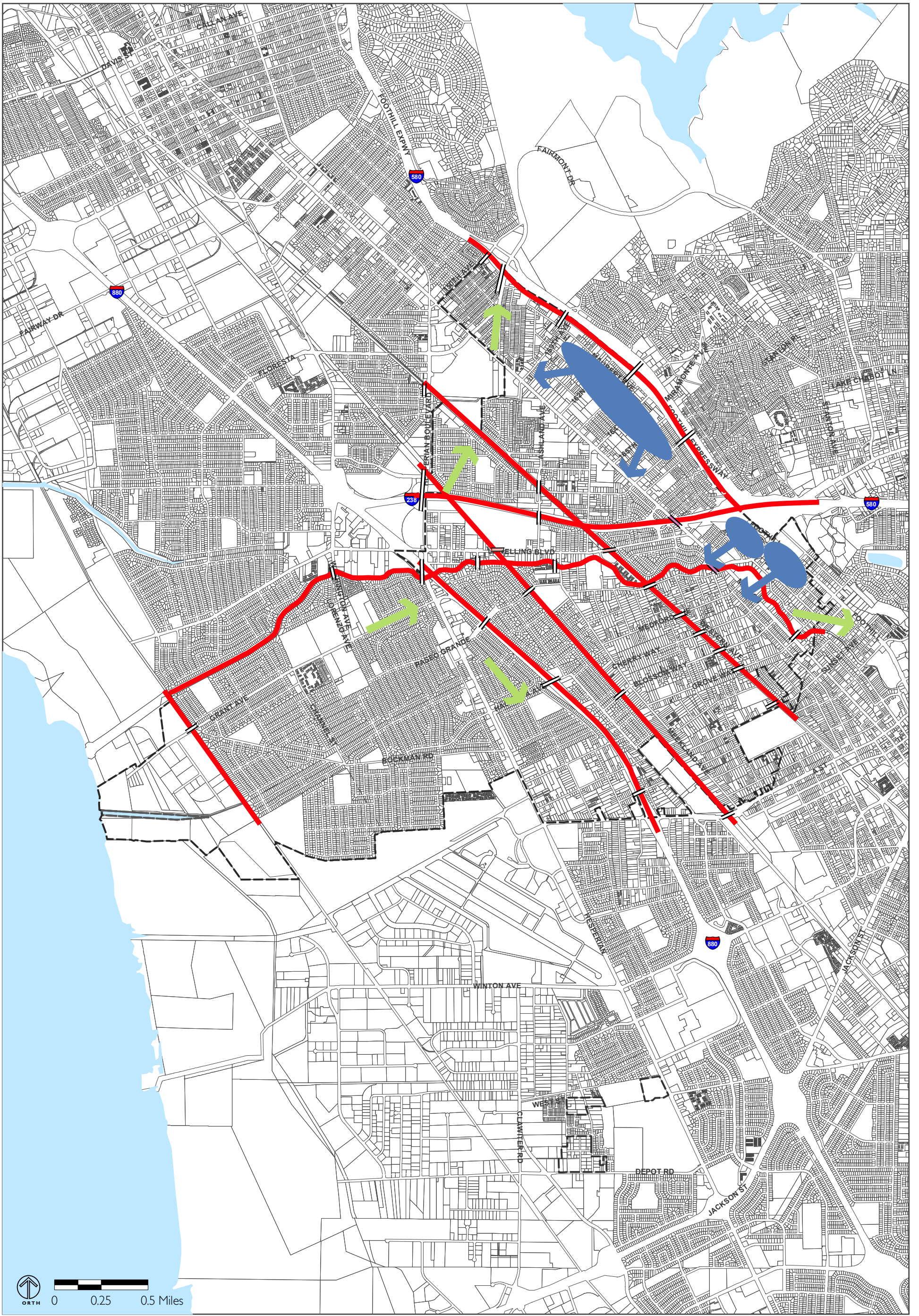


FIGURE 4.6-1

Barriers and Openings

- Barrier
- || Opening
- ➔ Views to Hillsides
- ➔ Views to San Francisco Bay

VIEWS AND BARRIERS

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Fig 4.6-1

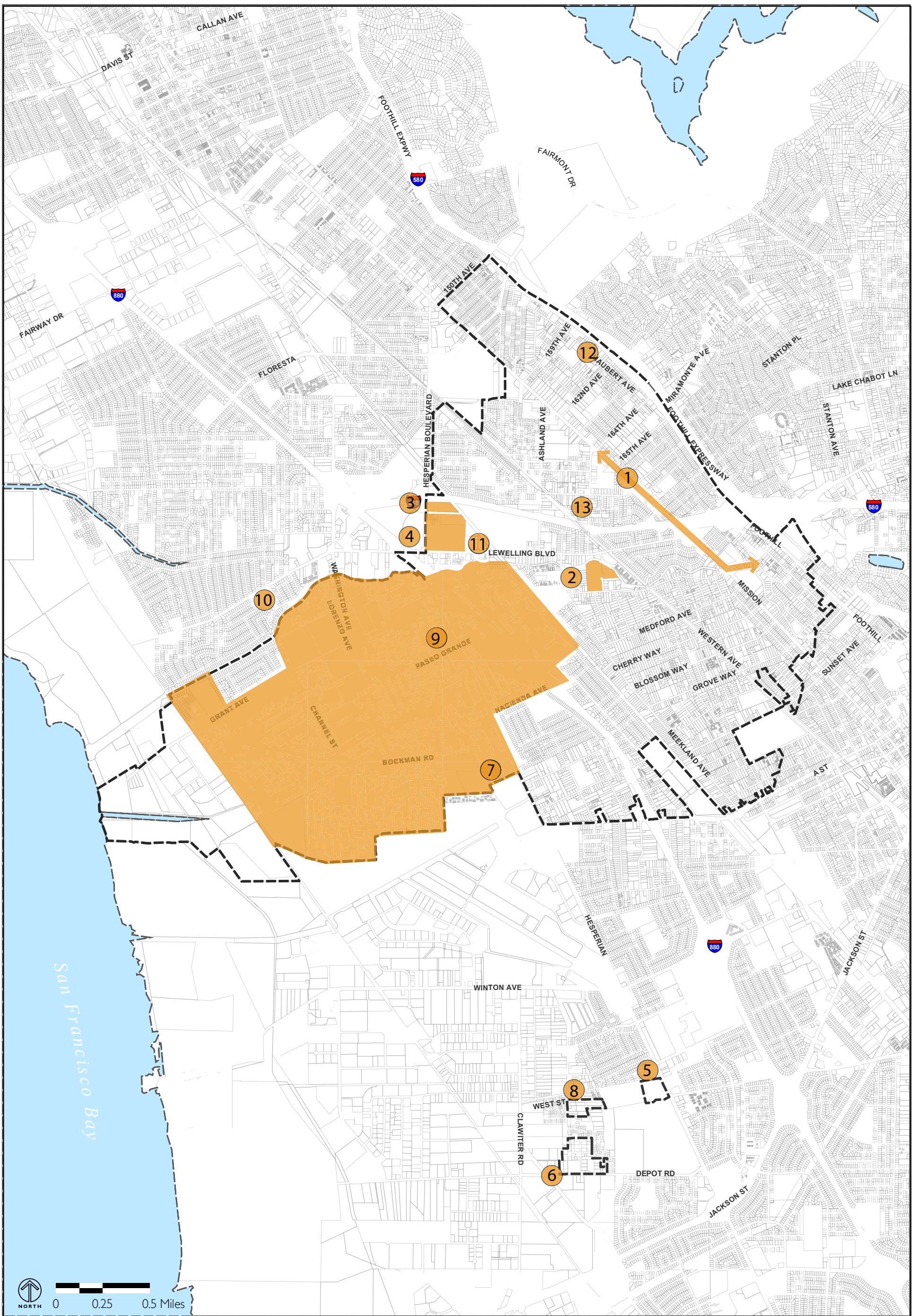



FIGURE 4.7-1

- |   |                                    |
|---|------------------------------------|
|  | <b>Cultural Resources</b>          |
| 1.  | Juan Bautista DeAnza Trail         |
| 2.  | Meek Estate                        |
| 3.  | San Lorenzo Cemetery               |
| 4.  | San Lorenzo Four Corners Area      |
| 5.  | Cornelius Mohr Estate              |
| 6.  | Cronin House                       |
| 7.  | McConaghy House                    |
| 8.  | Eden Avenue Farm Cluster           |
| 9.  | San Lorenzo Community Church       |
| 10.   | San Lorenzo Village                |
| 11.   | Native American Village Site       |
| 12.   | San Leandro Indian Adobe Rancheria |
| 13.   | Portugese Ides Hall                |

**CULTURAL RESOURCES**

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
REVISIONS TO THE DRAFT EIR

back of Fig 4.7-1

**Section B on page 4.8-3 of the DEIR is hereby amended as follows:**

b. California ~~Uniform~~ Building Code

Since the 1970s, the ~~Uniform~~ California Building Code in California has incorporated minimum standards to protect the life and safety of building occupants and the public from earthquake-related damage. However, buildings constructed prior to code revisions in the 1970s generally would not meet current design provisions for earthquake forces identified in the ~~Uniform~~ California Building Code. Many of the buildings in the Eden Area, particularly houses and apartment buildings, were built before 1970 and thus may be susceptible to damage in the event of an earthquake.

**Figure 4.8-1 on page 4.8-2 of the DEIR is hereby amended as shown on page 78 of this Final EIR.**

The figure has been updated to include the revised study area boundary.

**The last sentence under Section C on page 4.8-3 of the DEIR is hereby amended as follows:**

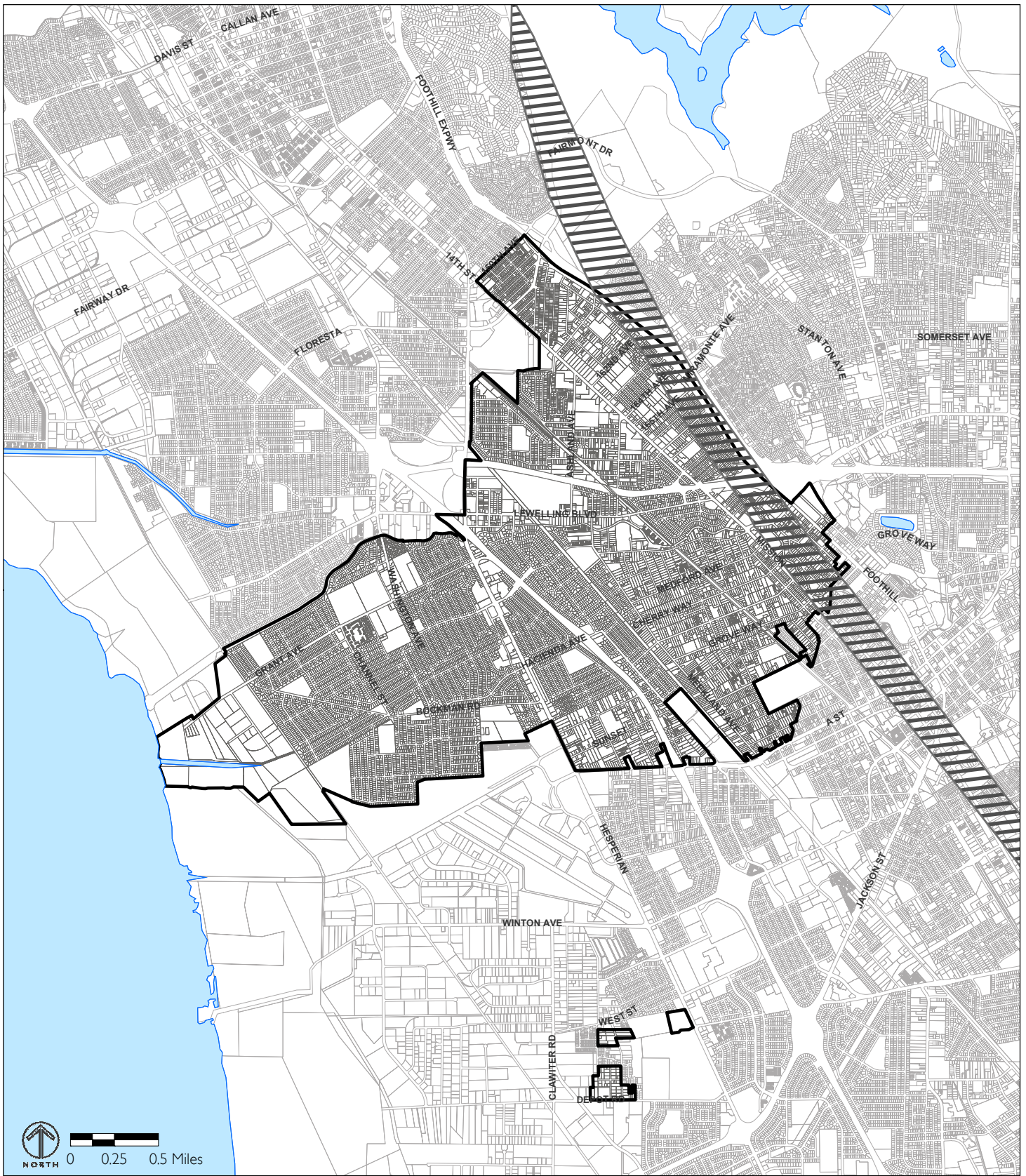
The building code mirrors the ~~Uniform~~ California Building Code of California in its requirements for seismic design, foundations and drainage.

**Figure 4.8-2 on page 4.8-5 of the DEIR is hereby amended as shown on page 79 of this Final EIR.**

The figure has been updated to include the revised study area boundary.

**Figure 4.8-3 on page 4.8-9 of the DEIR is hereby amended as shown on page 80 of this Final EIR.**

The figure has been updated to include the revised study area boundary.



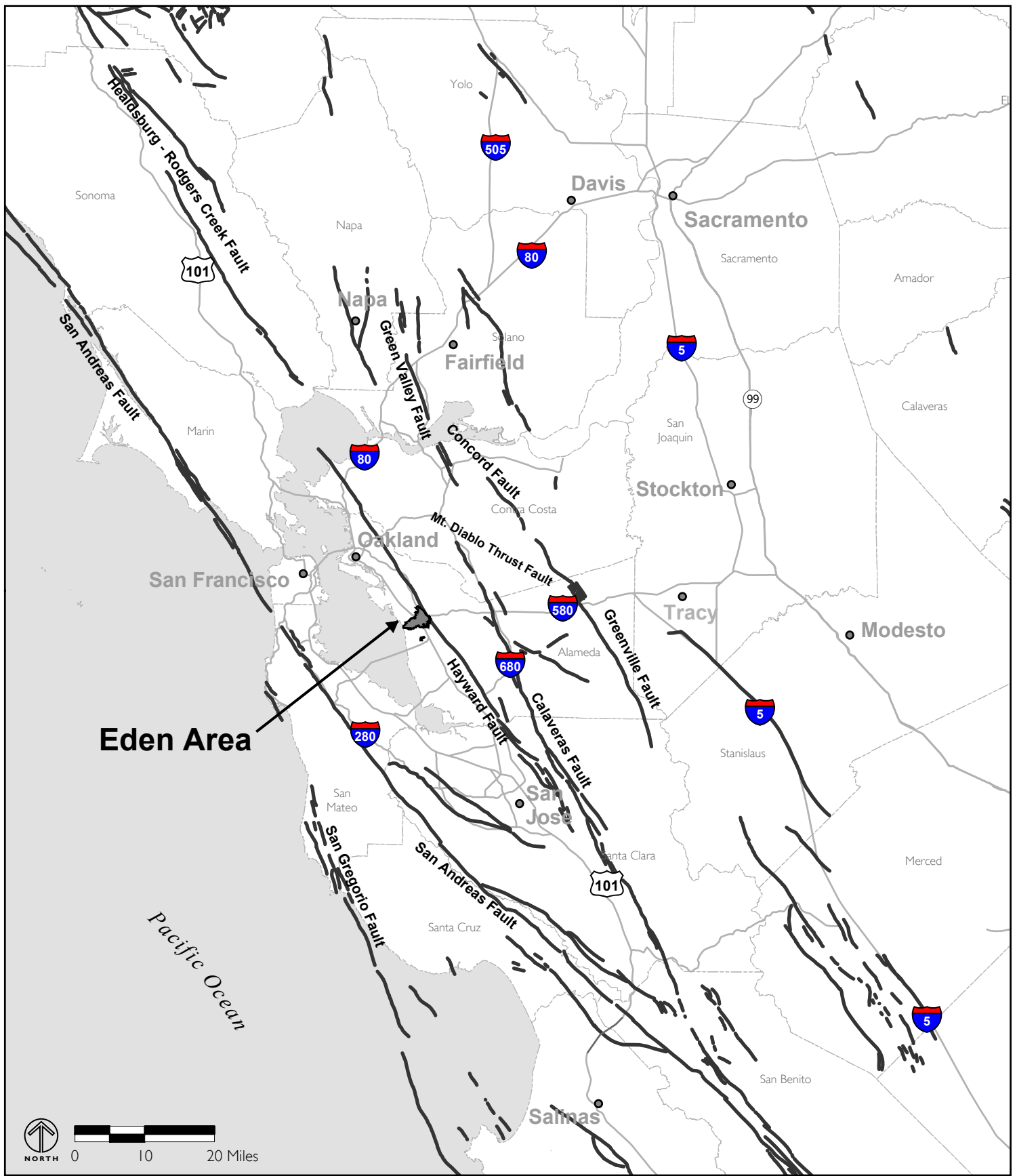
Data Source: California Department of Conservation, Division of Mines and Geology  
 GIS files of Official Maps of Alquist-Priolo Earthquake Fault Zones, Central Coastal Region  
 Published 2001

**FIGURE 4.8-1**

 **Alquist-Priolo Zone**

**ALQUIST - PRIOLO ZONES  
 IN THE EDEN AREA**

**COUNTY OF ALAMEDA  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR**

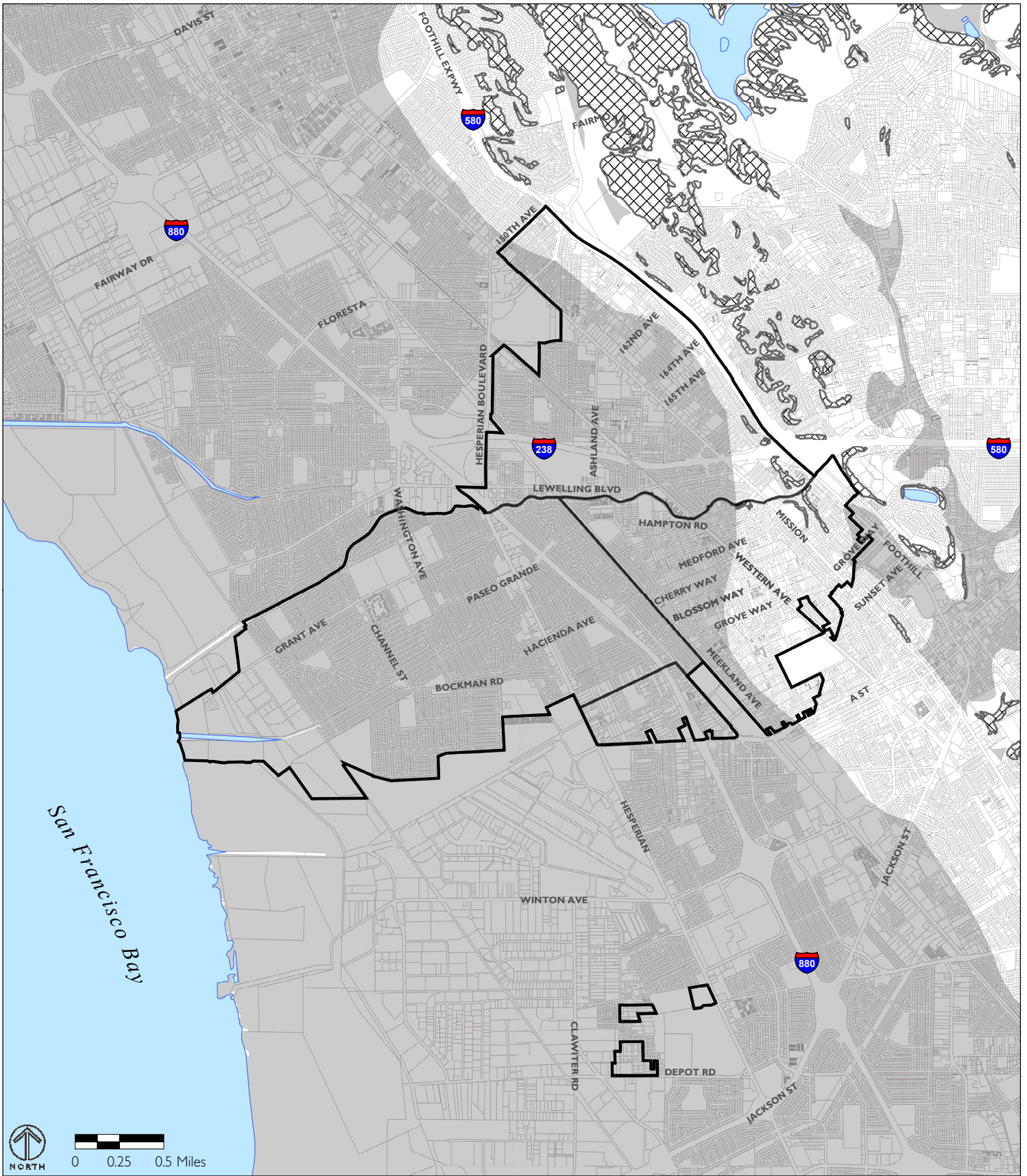


Source: Design, Community & Environment, May, 2004; US Geologic Survey, Working Group on California Earthquake Probabilities, 1990; Stellar Environmental Solutions, November 1996. Faults were screen-digitized by DC&E and are intended for illustrative purposes only; locations are approximate.

**FIGURE 4.8-2**

**ACTIVE FAULTS IN THE EDEN AREA VICINITY**




**COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR**



Source: California Department of Conservation, California Geological Survey, Seismic Hazard Zones: Hayward and San Leandro Quadrangles.

**FIGURE 4.8-3**

**SECONDARY EARTHQUAKE HAZARDS**

-  **Study Area Boundary**
-  **Landslide Zones**
-  **Liquefaction Zones**

**COUNTY OF ALAMEDA**  
 EDEN AREA GENERAL PLAN  
 REVISED FINAL EIR

**The last paragraph on page 4.8-11 is hereby amended as follows:**

As shown in Figure 4.8-2, the landslide risk in the Eden Area is considered greatest along the eastern boundary. ~~in the Fairmont Complex, Hillcrest Knolls, and El Portal Ridge areas.~~ In addition, there are smaller landslide zones near the Ashland/Cherryland border, west of I-580.

**The last paragraph on page 4.8-14 through 4.8-15 is amended as follows:**

According to Figure 4.8-2, much of the Eden Area would be subject to liquefaction in the aftermath of a seismic event. The portions of the Eden Area which are most susceptible to liquefaction are San Lorenzo, Hayward Acres, Cherryland and Ashland. ~~Hillcrest Knolls, the Fairmont Campus and El Portal Ridge do not represent a high risk due to their higher elevation in the Eden Area.~~ The UBC, which the County has incorporated into its Municipal  
....

**The second paragraph under Section 1 on page 4.9-3 of the DEIR is hereby amended as follows:**

In Alameda County, discharge from new development projects that create or replace 10,000 square feet or more of impervious surface must comply with the NPDES permit. This permit requires that permanent post-construction stormwater quality control measures and treatment facilities be implemented on the site.<sup>29</sup> Compliance with four main control measures (Treatment Control, Source Control, Site Design and Hydro-modification Management) outlined by Alameda County involves construction best management practices (BMPs), erosion control standards, stormwater treatment, detainment and infiltration measures, as well as quantity controls. Infiltration measures may not be applicable to certain areas because of the soil types, such as clay or bedrock. The Alameda Countywide Clean Water Program (ACCWP) administers the County's

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<sup>29</sup> Alameda County Department of Public Works, September, 2005, *Stormwater Quality Control Requirements*, page 1,2.

NPDES permit, which covers the each of the 14 cities, the Unincorporated Area and the two flood control districts. This done through a consortium of 17 member agencies in Alameda County.<sup>30</sup>

**The first paragraph under Section 2 on page 4.9-4 of the DEIR is hereby amended as follows:**

Alameda County Public Works Department, along with the other agencies participating in the ACCWP, has adopted the *Stormwater Quality Management Plan*, which describes the ACCWP's approach to reducing stormwater pollution in the County. The Plan covers fiscal year 2001/02 through 2007/08. The Plan is the ACCWP's third stormwater quality management plan and is intended to serve as the basis of the ACCWP's third stormwater discharge permit from the Regional Water Quality Control Board.<sup>31</sup> Chapter 13.08 of the Alameda County Ordinance Code, which is also known as the Alameda County Stormwater Management and Discharge Control Ordinance, governs the Stormwater Quality Management Plan.

**The second paragraph under Section 5 on page 4.9-6 of the DEIR is hereby amended as follows:**

Due to the geographic location of the Eden Area, the chances that inundation from a flood would affect the area is unlikely. However, there are a few locations near the San Francisco Bay that are subject to flooding under extraordinary circumstances including 100 year floods, tsunamis and seiche. Of particular concern are the drainage capacity of both San Lorenzo and Estudillo creeks to carry flood waters. These hazards are discussed in this section.

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<sup>30</sup> Alameda County Department of Public Works, September, 2005, *Stormwater Quality Control Requirements*, page 1.

<sup>31</sup> ACCWP, *Stormwater Quality Management Plan: July 2001-June 2008*, 2003, page 1-1.

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs) designating these areas. These tools assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction, whether residential, commercial, or industrial within 100-year floodplains.<sup>32</sup> Additionally, the County's Floodplain Ordinance (Ordinance Code Chapter 15.40) governs any construction in the 100-year floodplain.

**The text under Section a. on page 4.9-7 through 4.9-8 of the DEIR is hereby amended as follows:**

A 100-year flood is defined as an event that has a 1 percent chance of being equaled or exceeded each year. Thus, the 100-year flood could occur more than once in a relatively short period of time.<sup>33</sup> ~~that would cause inundation to at least one foot, and that is expected to occur, on average, every 100 years.~~ Areas potentially subject to flooding from a 100-year event include various low-lying areas mapped by the Federal Emergency Management Agency (FEMA). The 100-year flood, which is the standard used by most Federal and state agencies, is also used by the National Flood Insurance Program (NFIP) as the standard for floodplain management and to determine the need for flood insurance. A structure located within a special flood hazard area shown on an NFIP map has a 26 percent chance of suffering flood damage during the term of a 30-year mortgage. The Alameda County Building Inspection Department ~~Division~~ reviews permits for compliance with their flood hazard abatement codes and regulations, so the potential for flooding from a 100-year flood at in-

---

<sup>32</sup> The 100-Year Floodplain is are the area that has a one percent chance of being inundated during any particular 12-month period. The risk of this area being flooded in any century is one percent but statistically the risk is almost 40 percent in any 50-year period.

<sup>33</sup> Federal Emergency Management Agency's website. <http://www.fema.gov/faq/faqDetails.do?action=Init&faqId=1014>, accessed on March 12, 2007.

dividual structures sites is addressed when specific development is proposed.

Portions of the Eden Area within in the 100-year flood zone, are shown in Figure 4.9-1, which also shows the portions of the Eden Area subject to inundation from a 500-year flood, which have a 0.2 percent chance of flooding in any given year. Revisions to the Flood Insurance Rate Maps (FIRMs) in December 2007 changed the bounaries of the 100-year and 500-year flood zones in the Eden Area. As a result, there are approximately 600 more parcels, including single-family and multiple-family residential units within the 100-year flood zone, and 500 more parcels within the 500-year flood zone, than were shown in the previous version of this document.

The following areas in the Eden Area are located within the 100-year and 500-year flood zone.

- ◆ Ashland: Along Hesperian Boulevard, between the BART tracks Western Boulevard and Interstate 238, and along Coehlo Drive, between the BART tracks E. 14<sup>th</sup> Street. This area consists of relatively large blocks of properties which, prior to their development, were remnants of small farms, orchards and nurseries.
- ◆ San Lorenzo: In the shoreline areas and cutting through the middle of the area along the undergrounded Bockman Canal. This area consists predominantly of single-family homes with commercial development along major roadways. Furthermore, San Lorenzo has an agglomeration of industrial businesses in the Grant Avenue Industrial Area. Parcels newly added to the 100- and 500-year flood zones are concentrated in the area bounded by San Lorenzo's northern boundary, Railroad Avenue, Via Lacqua and Hesperian Boulevard, and in the area between I-880 and the San Lorenzo/Cherryland border.
- ◆ Mt. Eden: ~~At the west end of Depot Road. The Mt. Eden community is a fragmented, non-contiguous set of properties which consists primarily of single family residences.~~

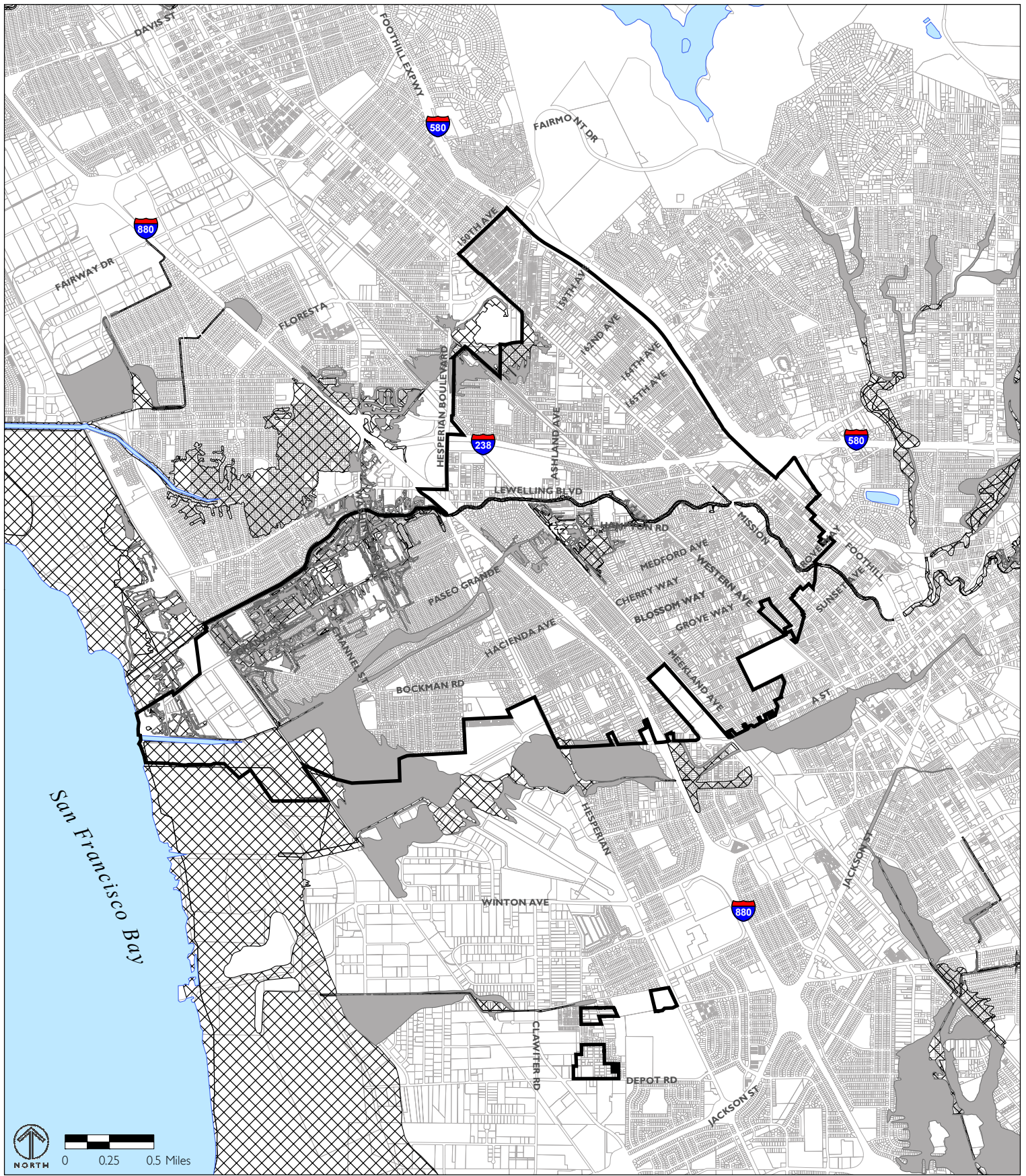
- ◆ Hayward Acres: Along ~~Near the intersection of~~ West 'A' Street and Hesperian Boulevard. Hayward Acres is a small community of residential properties located at the southeast corner of the Eden Area.
- ◆ Cherryland: In the northwest corner of Cherryland between the train tracks and San Lorenzo Creek. This area consists of single-family homes and multi-family complexes along major roadways.

**Figure 4.9-1 on page 4.9-8 of the DEIR is hereby amended as shown on page 86 of this Final EIR.**

The figure has been changed to include revised 100-year and 500-year flood zones under updated Flood Insurance Rate Maps, and the revised study area boundary.

**The second paragraph under Section 3 on page 4.9-14 of the DEIR is hereby amended as follows:**

In the effort to address adequate provisions of drainage infrastructure, the proposed Plan would require that stormwater infrastructure be maintained in good condition (Policy P1 under Goal PF-11). Additionally, the Plan would highly encourage local storm drainage improvements be designed to carry appropriate design-year flows resulting from build out of the General Plan (Policy 2 under Goal PF-11). Policy P6 under Goal PF-11 would also require that natural or nonstructural stormwater drainage systems be encouraged to preserve and enhance the natural features of the Eden Area. Moreover, Policy P6 under Goal SAF-2 would require any new development to manage its runoff on-site per applicable NPDES requirements. Furthermore, Action A1 under Goal SAF-3 would encourage ~~require~~ the County to develop a program, based on studies conducted by the Alameda county Flood Control District, to ensure improvements to the San Lorenzo Creek drainage channel or Bockman canal will result in the continued ability to accommodate runoff from storms and to maintain its status outside a 100-year flood event.



Source: FEMA Flood Insurance Rate Maps, Digital Q3 data.

**FIGURE 4.9-1**

-  **Study Area Boundary**
-  **500 Year FEMA Flood Zone**
-  **100 Year FEMA Flood Zone**

**100 & 500 YEAR  
FLOOD ZONES**

**COUNTY OF ALAMEDA**  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR

**The first and second paragraphs under 4. Flooding and Dam Inundation Risks on page 4.9-14 are hereby amended as follows:**

Portions of the Eden Area are located within 100-year and 500-year flood zones. Due to revisions to the FIRMs for the area in December 2007, a greater number of parcels in the Eden Area are now within the 100-year and 500-year flood zones than are shown in previous versions of this document. Detailed information about these flood zones is provided in section 5a above. Additionally, albeit a low risk, there still exists a chance of inundation in some areas due to tsunami, seiche waves and dam failure. The General Plan has several goals, policies and actions that address the reduction of flood hazards in the Eden Area.

Goal SAF-2 of the proposed Plan would seek to reduce hazards related to flooding and inundation. This Goal is supported by Policy P1, which would require development to only be allowed on lands within the 100-year flood zone if it will not create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use; impeded access of emergency vehicles during a flood; interfere with the existing water flow capacity of the floodway, along with other provisions. Policy P3 under this Goal would require the County to prevent the construction of flood barriers within the 100-year flood zone that will divert flood water or increase flooding in other areas. Furthermore, Action A1 under this Goal would encourage the continued participation in activities that prevent or reduce flood impacts to existing and future development as described under the Community Rating System program developed by FEMA's National Flood Insurance Program. These goals, policies and actions address the potential for increased severity of flood impacts due to the greater number of parcels within the 100-year and 500-year flood zones.

Figure 4.10-1 on page 4.10-5 of the DEIR is hereby amended as shown on page 89 of this Final EIR.

The figure has been updated to include changes to the revised study area boundary.

The text under a. Sensitive Plant Species on pages 4.10-7 through 4.10-8 are hereby amended as follows:

a. Sensitive Plant Species

~~i. Big Scale Balsamroot~~

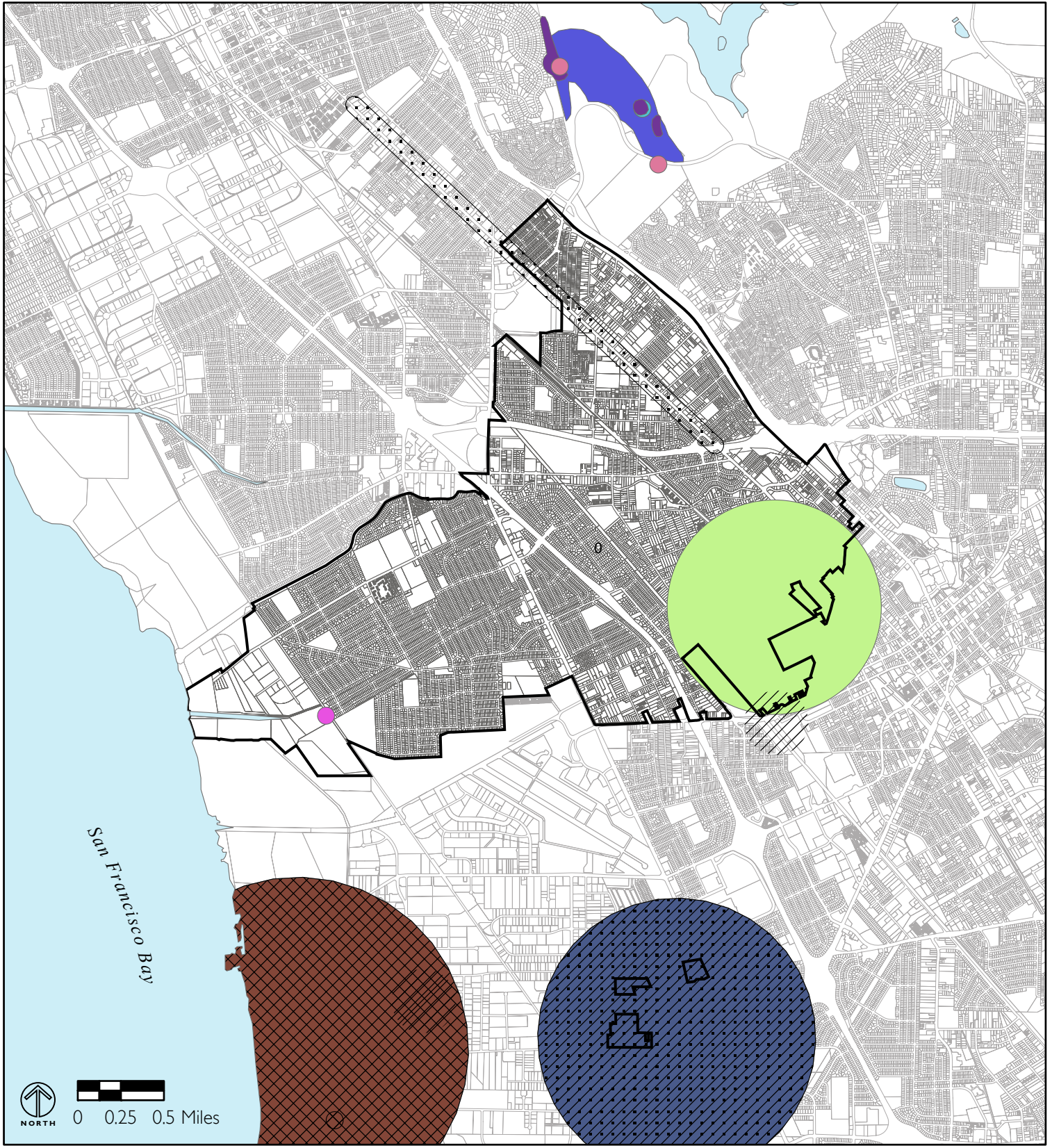
~~*Balsamorhiza macrolepis* var. *macrolepis*, also known as Big-scale Balsamroot, is a member of the family Asteraceae and is a perennial herb that is native to California, while being endemic (limited) to California alone. Furthermore, it is included by the California Native Plant Society on list 1B which refers to plant species that are rare, threatened, or endangered in CA and elsewhere.<sup>7</sup> The Balsamroot has been documented as occurring in the Fairmount Campus portion of the Eden Area.~~

~~i. ii. Alkali Milk-Vetch~~

~~*Astragalus tener* var. *tener*, also known as Alkali Milk-Vetch, is a member of the Fabaceae family, and is an annual herb that is native to California, while being endemic (limited) to California alone. Furthermore, it is included by the California Native Plant Society on list 1B which refers to plant species that are rare, threatened, or endangered in CA and elsewhere.<sup>8,7</sup> This species found in alkaline/saline soils in vernal wet playas, flats, as well as foothill grasslands<sup>9,8</sup> occurs in the southeastern portion of the Cherryland area and throughout most of the Mt. Eden Area as well.~~

~~iii. Fragrant Fritillary~~

~~*Fritillaria liliacea*, also known as the Fragrant Fritillary, is a monocot in the family Liliaceae and is a perennial herb (bulb) that is native to California, while being endemic (limited) to California alone. Furthermore, it is included by the California Native Plant Society on list 1B which~~



- |  |                              |   |                            |
|--|------------------------------|---|----------------------------|
|  | big-scale balsamroot         |  | burrowing owl              |
|  | alkali milk-vetch            |  | hairless popcorn-flower    |
|  | fragrant fritillary          |  | western snowy plover       |
|  | Congdon's tarplant           |  | salt-marsh wandering shrew |
|  | Diablo helianthella          |  | Santa Cruz tarplant        |
|  | Valley Needlegrass Grassland |   |                            |

**FIGURE 4.10-1**

**SPECIAL STATUS SPECIES**

~~refers to plant species that are rare, threatened, or endangered in CA and elsewhere.<sup>10</sup> This species is found in heavy clay soils in cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland.<sup>11</sup> The fragrant fritillary occurs in the Fairmont Campus portion of the Eden Area.~~

~~*ii. iv.*—Congdon's Tarplant~~

~~*Hemizonia parryi ssp. congdonii*, also known as Congdon's Tarplant, is a dicot in the family Asteraceae and is an annual herb that is native to California, ...~~

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~~<sup>7</sup> Calflora's website. [http://www.calflora.org/cgi-bin/species\\_query.cgi?where-calrecnum=1052](http://www.calflora.org/cgi-bin/species_query.cgi?where-calrecnum=1052), accessed on March 1, 2006.~~

~~<sup>78</sup> Calflora's website. [http://www.calflora.org/cgi-bin/species\\_query.cgi?where-calrecnum=1052](http://www.calflora.org/cgi-bin/species_query.cgi?where-calrecnum=1052), accessed on March 1, 2006.~~

~~<sup>89</sup> California Native Plant Society's website, <http://cnps.org/index.htm>, accessed on March 6, 2006.~~

~~<sup>10</sup> California Native Plant Society's website, <http://cnps.org/index.htm>, accessed on March 6, 2006.~~

~~<sup>11</sup> California Native Plant Society's website, <http://cnps.org/index.htm>, accessed on March 6, 2006.~~

**The paragraph under v. Diablo Helianthella on page 4.10-9 is hereby amended as follows:**

*Helianthella castanea*, also known as Diablo Helianthella, is a dicot in the family Asteraceae and is a perennial herb that is native to California, while being endemic (limited) to California alone. Furthermore, it is included by the California Native Plant Society on list 1B which refers to plant species that are rare, threatened, or endangered in CA and elsewhere.<sup>14</sup> This species is primarily found in valley grasslands in California.<sup>15</sup> Diablo Helianthella occurs in the area just east of the ~~El Portal Ridge/Cherryland~~ border outside the Eden Area.

The following paragraph on page 4.10-10 is hereby deleted as follows and subsequent heading numbers iii through vii are changed to ii through vi:

*ii. California Red Legged Frog*

~~The California Red Legged Frog used to be common from as far north as Redding in Shasta County to as far south as Baja California. While the species is still common in the San Francisco Bay Area, the species is listed as federally threatened because its distribution has been seriously eroded. In the Eden Area, the California Red Legged Frog may be found in the East Bay Hills area, around the Fairmont Area, Anthony Chabot and Lake Chabot Regional Parks.~~

The second paragraph under 2. Consistency with Clean Air Projections on page 4.11-14 is hereby amended as follows:

Projections for the Eden Area associated with the General Plan that could be directly compared with ABAG and MTC projections are not available.<sup>5,6</sup> The 2000 census data indicate a population of 60,076 ~~68,109~~ people living in 20,515 ~~23,323~~ dwellings. Build out under the proposed General Plan would add 5,120 ~~5,691~~ new residential dwellings, most of which (about 88% ~~85%~~) would be multi-family units. Assuming a current household size of 2.92 people per household, the population would increase to 75,026 ~~84,669~~ people in 2025, a 25 percent ~~24%~~ increase over 25 years. This would be similar to the growth rate anticipated by ABAG for Alameda County; and therefore, consistent with ABAG projections. MTC projects that VMT for Alameda County will grow at a much greater rate than population growth. Since daily VMT projections for the Eden Area are not available, this analysis assumes that VMT growth would exceed population growth as it would for the entire County.

The last paragraph on page 4.12-9 is hereby amended as follows:

The Hayward Executive Airport is primarily a general aviation aircraft facility. Noise issues related to its operations are described in the Hayward Executive Airport Master Plan Draft Environmental Impact Report, April 23, 2001. Noise measurements conducted in support of the

Airport Master Plan EIR indicate maximum instantaneous noise levels of about 70 to 80 dBA at locations to the northwest of the airport runways, near Skywest Public Golf Course and the adjacent residences in the San Lorenzo portion of the Eden Area. To the south of the airport, noise levels during the monitoring survey were dominated by vehicular traffic on Hesperian Boulevard. Individual propeller aircraft and turbo prop aircraft operations produce maximum noise levels of about 60 to 68 dBA in the Hayward Mobile Homes Estates, approximately 0.5 miles ~~immediately~~ north of the Mt. Eden portion of the Eden Area. A noise attenuation berm is located at the south end of the airport (runway 28L). Noise studies done during preparation of the Airport Master Plan indicate the berm effectively reduces noise from aircraft departing the airport.

**Figure 4.12-1 on page 4.12-12 of the DEIR is hereby amended as shown on page 93 of this Final EIR.**

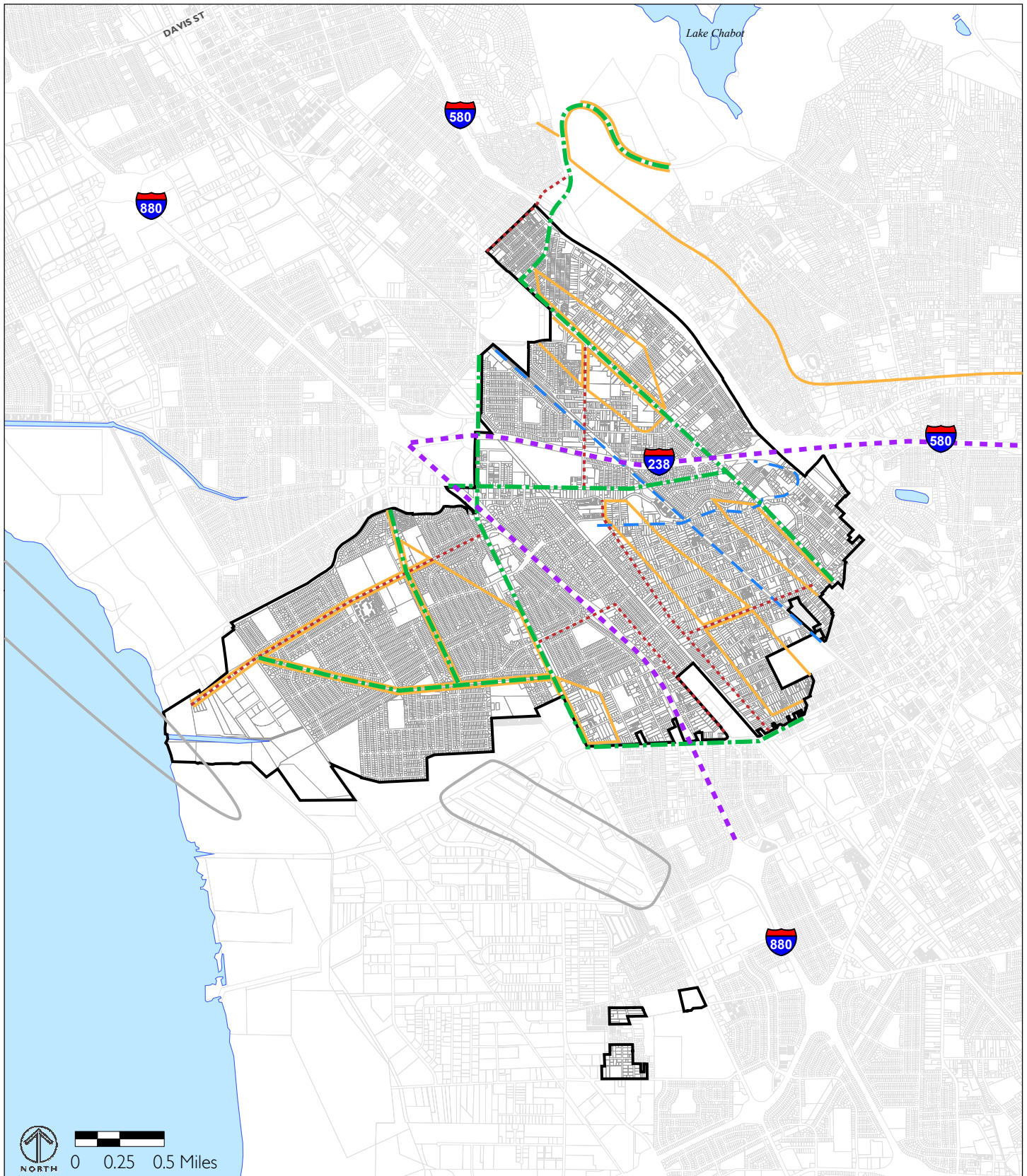
The figure has been updated to include changes to the revised study area boundary.

**The paragraph under 1. Population on page 4.13-1 is hereby amended as follows:**

**1. Population**

As of the 2000 Census, the Eden Area had a population of 60,076, ~~68,109, excluding Fairview.~~ Table 4.13-1 presents population and household data for the Eden Area. San Lorenzo was home to 21,898 of these residents, Ashland 20,793 and Cherryland 13,837. Also presented here is household data for these areas. As of the 2000 Census there were 7,500 households in San Lorenzo, 7,223 in Ashland, 4,658 in Cherryland and 20,515 ~~23,323~~ in the Eden Area as a whole, ~~again excluding Fairmont Complex.~~ From 1990 to 2000, the Eden Area experienced population and household growth with the Eden Area growing slightly faster than the County and the State in terms of population, but slower in terms of households.

**Table 4.13-1 on page 4.13-2 is hereby amended as shown on page 94 of this Final EIR.**



Source: Illingworth and Rodkin, 2003

**Contours**

- Study Area Boundary
- 60 dBA Ldn, Road and Rail
- 65 dBA CNEL, Oakland International and Hayward Executive Airports

**Roadway Coding (Ldn 50ft from rdwy)**

- 60 to 64 dBA
- 64 to 69 dBA
- 70 to 75 dBA
- Above 75 dBA

**FIGURE 4.12-1**

**NOISE EXPOSURE CONTOURS**

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TABLE 4.13-1 POPULATION AND HOUSEHOLD TRENDS IN THE EDEN AREA, COUNTY AND STATE – 1990 TO 2000

	Eden Area			County			State		
	1990	2000	Change <sup>a</sup>	1990	2000	Change	1990	2000	Change
<b>Population</b>	<u>50,520</u> 57,445	<u>60,076</u> 68,109	<u>1.7%</u> 4.9%	1,279,182	1,443,741	1.3%	29,760,021	33,871,648	1.4%
<b>Households</b>	<u>19,383</u> <u>22,052</u>	<u>20,515</u> <u>23,323</u>	0.6%	479,518	523,366	0.9%	10,381,206	11,502,870	1.1%
<b>Average Household Size</b>	2.59	2.92	1.2%	2.59	2.71	0.5%	2.79	2.87	0.3%
<b>Household Type</b>									
Families	86.3%	69.5%	-	-	-	-	-	-	-
Non-Families	13.7%	30.5%	-	-	-	-	-	-	-
<b>Tenure</b>									
Owner	51.2%	52.8%	-	-	-	-	-	-	-
Renter	48.8%	47.2%	-	-	-	-	-	-	-

<sup>a</sup> Change refers to annual average change between 1990 and 2000.  
Sources: 1990 & 2000 U.S. Census; Bay Area Economics, 2003.

**The first paragraph under a. Race and Ethnicity on page 4.13-3 is hereby amended as follows:**

Data on ethnic composition of the Eden Area is summarized in Table 4.13-2. The composition of the Eden Area parallels that of Alameda County for the most part; each has about a 39 percent White population. There are some differences in the breakdowns of the non-white groups. The Eden Area has a higher Hispanic/Latino population than the County: ~~32~~<sup>30</sup> percent in the Eden Area compared to 19 percent in the County. The Eden Area has a smaller population of Black/African American: ~~11~~<sup>12</sup> percent compared to 15 percent in the County. Additionally, 14 percent of the Eden Area's population is Asian Pacific Islander compared to 21 percent in the County.

**The last sentence of the second paragraph under b. Age Distribution on page 4.13-3 is hereby amended as follows:**

Between 1990 and 2000, the Eden Area population aged 65 and over decreased from ~~14~~<sup>17</sup> percent to 12 percent of the population.

**Tables 4.13-2 and 4.13-3 on page 4.13-4 are hereby amended as shown on page 96 of this Final EIR.**

**Table 4.13-4 on page 4.13-5 is hereby amended as shown on page 97 of this Final EIR.**

**Table 4.13-5 on page 4.13-6 is hereby amended as shown on page xx of this Final EIR.**

**The text at the top and the first paragraph under heading b. Household Growth and Housing Need on page 4.13-8 are hereby amended as follows:**

San Lorenzo has a very high ownership rate with just over 79 percent of households owning their homes. In ~~Hayward Acres Ashland~~ and

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TABLE 4.13-2 **POPULATION BY RACE AND ETHNICITY IN THE EDEN AREA, 2000**

<b>Ethnicity</b>	<b>Persons</b>	<b>Percent of Total</b>
American Indian and Alaska Native	<u>338</u> <del>375</del>	0.6
Asian, Hawaiian and Pacific Islander	<u>8,415</u> <del>9,392</del>	<u>14.0</u> <del>13.8</del>
Black or African American	<u>6,445</u> <del>7,805</del>	<u>10.7</u> <del>11.5</del>
Hispanic or Latino	<u>19,264</u> <del>20,713</del>	<u>32.1</u> <del>30.4</del>
White	<u>23,059</u> <del>26,865</del>	<u>38.4</u> <del>39.4</del>
Some other race	<u>132</u> <del>160</del>	0.2
Population of two or more races	<u>2,423</u> <del>2,799</del>	<u>4.0</u> <del>4.1</del>

Sources: 2000 Census; Bay Area Economics, 2002.

TABLE 4.13-3 **AGE DISTRIBUTION IN THE EDEN AREA, 1990 TO 2000**

<b>Age</b>	<b>Person (1990)</b>	<b>Percent of Total (1990)</b>	<b>Persons (2000)</b>	<b>Percent of Total (2000)</b>
Under 18	<u>11,977</u> <del>13,290</del>	<u>23.7%</u> <del>23.3%</del>	<u>16,238</u> <del>18,211</del>	<u>27.0%</u> <del>26.7%</del>
18-24	<u>4,917</u> <del>5,492</del>	<u>9.7%</u> <del>9.6%</del>	<u>5,593</u> <del>6,259</del>	<u>9.3%</u> <del>9.2%</del>
25-34	<u>10,282</u> <del>11,754</del>	<u>20.4%</u> <del>20.6%</del>	<u>10,039</u> <del>11,246</del>	<u>16.7%</u> <del>16.5%</del>
35-44	<u>7,651</u> <del>8,765</del>	<u>15.1%</u> <del>15.3%</del>	<u>9,934</u> <del>11,352</del>	<u>16.5%</u> <del>16.7%</del>
45-54	<u>4,341</u> <del>4,967</del>	<u>8.6%</u> <del>8.7%</del>	<u>7,268</u> <del>8,449</del>	<u>12.1%</u> <del>12.4%</del>
55-64	<u>4,249</u> <del>3,323</del>	<u>8.4%</u> <del>5.8%</del>	<u>4,026</u> <del>4,652</del>	<u>6.7%</u> <del>6.8%</del>
65 and over	<u>7,102</u> <del>9,554</del>	<u>14.1%</u> <del>16.7%</del>	<u>6,978</u> <del>7,940</del>	<u>11.6%</u> <del>11.7%</del>

Sources: 1990 and 2000 Census; Bay Area Economics, 2002.

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TABLE 4.13-4 **MEDIAN AGE BY EDEN SUB-AREA, 2000**

Eden Sub-Area	Median Age
El Portal Ridge	35.5
San Lorenzo	37.7
Mt. Eden	36.5
Fairmont/Hillcrest Knolls	38.2
Hayward Acres	29.7
Cherryland	31.6
Ashland	30.9
<i>Total Eden Area</i>	33.6

Sources: Bay Area Economics, 2003; 2000 Census.

TABLE 4.13-5 **EDUCATIONAL ATTAINMENT FOR PERSONS AGE 18 AND ABOVE IN THE EDEN AREA**

	Persons	Percent of Total
Less than 9 <sup>th</sup> Grade	<u>4,798</u> <del>4,796</del>	<u>9.7%</u> <del>9.6%</del>
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	<u>7,427</u> <del>7,528</del>	<u>14.9%</u> <del>15.0%</del>
High School Graduate	<u>14,901</u> <del>15,060</del>	<u>30.0%</u> <del>30.1%</del>
Some College, No Degree	<u>12,623</u> <del>12,729</del>	25.4%
Associate Degree	<u>3,133</u> <del>3,183</del>	<u>6.3%</u> <del>6.4%</del>
Bachelor's Degree	<u>4,994</u> <del>4,879</del>	<u>10.1%</u> <del>9.7%</del>
Graduate/Professional Degree	<u>1,811</u> <del>1,920</del>	<u>3.6%</u> <del>3.8%</del>
<b>Total</b>	<b><u>49,687</u> <del>50,094</del></b>	-

Source: 2000 Census; Bay Area Economics, 2003.

Cherryland only ~~19.36~~ percent and 34 percent, respectively, own their homes.

b. Household Growth and Housing Need

The Eden Area had a total of ~~20,515~~ ~~23,323~~ households in 2000, comprising nearly ~~45.50~~ percent of all households in unincorporated Alameda County. ....

**The second paragraph under a. Income Distribution on page 4.13-9 is hereby amended as follows:**

There is a wide range of median incomes among the Eden Area's neighborhoods. ~~El Portal Ridge and San Lorenzo had a~~ much higher median incomes of ~~\$57,481 and \$56,170 respectively~~, which is slightly above the County median. Ashland and Cherryland, on the other hand, had median incomes of \$40,811 and \$42,880 respectively, well below the County's and even the State's median incomes. Table 4.13-9 summarizes household income data for the Eden Area. Table 4.13-10 summarizes median income by Eden sub-area.

**Table 4.13-8 on page 4.13-10 and Table 4.13-9 on page 4.13-10 are hereby amended as shown on page 99 of this Final EIR.**

**Table 4.13-10 on page 4.13-11 are hereby amended as shown on page 100 of this Final EIR.**

**The first paragraph on page 4.13-14 is hereby amended as follows:**

Table 3-2 in the Project Description (Chapter 3) summarizes the total amount of new development that is projected to occur under the proposed General Plan. This includes a total of ~~26,659~~ ~~29,014~~ units in the Eden Area, which would be an increase of approximately ~~5,120~~ ~~5,694~~ units over that which existed in ~~2005~~. ~~2000~~. If growth were to continue at the existing rate of about ~~1.7~~ ~~2~~ percent per year, by 2025, there would

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TABLE 4.13-8 **OCCUPATION OF EMPLOYED RESIDENTS IN THE EDEN AREA**

Occupation	Employed Residents	Percent of Total <sup>a</sup>
Management, professional and related occupations	<u>6,392</u> <del>7,649</del>	<u>24.0%</u> <del>25.3%</del>
Service occupations	<u>3,837</u> <del>4,209</del>	<u>14.4%</u> <del>13.1%</del>
Sales and office occupations	<u>8,349</u> <del>9,606</del>	<u>31.3%</u> <del>31.8%</del>
Farming, fishing and forestry occupations	<u>41</u> <del>67</del>	0.2%
Construction, extraction and maintenance occupations	3,168 <del>3,467</del>	<u>11.9%</u> <del>11.5%</del>
Production, transportation and material moving occupations	<u>4,859</u> <del>5,248</del>	<u>18.2%</u> <del>17.4%</del>

<sup>a</sup> Total number of employed residents in the Eden Area is 32,787.  
Sources: 2000 U.S. Census; Bay Area Economics, 2002.

TABLE 4.13-9 **HOUSEHOLD INCOME DISTRIBUTION IN THE EDEN AREA, 1999**

Income Range	Number of Households	Percent of Total
Less than \$15,000	<u>2,511</u> <del>2,679</del>	<u>12.2%</u> <del>11.5%</del>
\$15,000 to \$24,999	<u>2,184</u> <del>2,475</del>	10.6%
\$25,000 to \$34,999	<u>2,660</u> <del>2,906</del>	<u>12.9%</u> <del>12.5%</del>
\$35,000 to \$49,999	<u>3,883</u> <del>4,349</del>	<u>18.9%</u> <del>18.6%</del>
\$50,000 to \$74,999	<u>4,590</u> <del>5,179</del>	<u>22.3%</u> <del>22.2%</del>
\$75,000 to \$99,999	<u>2,699</u> <del>3,208</del>	<u>13.1%</u> <del>13.8%</del>
\$100,000 and above	<u>2,064</u> <del>2,527</del>	<u>10.0%</u> <del>10.8%</del>

Note: 1999 Income of 2000 Households  
Sources: 2000 U.S. Census; Bay Area Economics, 2003.

TABLE 4.13-10 **MEDIAN INCOME BY EDEN SUB-AREA, 2000**

Neighborhood	Median Income
<del>El Portal Ridge</del>	<del>\$57,481</del>
San Lorenzo	\$56,170
Mt. Eden	\$54,056
<del>Fairmont/Hillcrest Knolls</del>	<del>\$52,870</del>
Hayward Acres	\$45,398
Cherryland	\$42,880
Ashland	\$40,811

Source: 2000 U.S. Census; Bay Area Economics, 2003.

be approximately ~~33,306~~ 28,862 housing units in the Eden Area. Actual growth rates would depend on a variety of factors including demographic, economic and market conditions that could cause growth to occur at a faster or slower rate than 1.72 percent.

**The first paragraph under 3. Employment and Job Growth on page 4.13-15 is hereby amended as follows:**

The proposed General Plan would allow for a total of about ~~46~~ 67.4 acres of General Commercial development, plus an additional ~~204~~ 182 acres of mixed-use development of General Commercial and Residential uses, and ~~117~~ 179 acres of Light Industrial and ~~another 179 acres of~~ Research and Development/Office uses. Additional employment would be associated with these uses, providing jobs as well as essential goods and services for Eden Area residents.

**Table 5-1 on page 5-2 is hereby amended as shown on page 101 of this Final EIR.**

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**TABLE 5-1 COMPARISON OF PROJECT ALTERNATIVES**

<b>Impact Factors</b>	<b>No Project</b>	<b>Spread Development Alternative</b>	<b>Expanded Jobs Alternative</b>
Land Use	--	-	--
Community Services	-	0	+
Transportation	-	-	-
Infrastructure	-	0	0
Aesthetics	-	0	0
Cultural Resources	-	0	0
Geology, Soils and Seismicity	--	0	0
Hazards and Hazardous Materials	0	0	+
Hydrology and Flooding	--	0	0
Biological Resources	0	0	0
Air Quality	0	0	0
Noise	-	0	0
Population, Housing and Employment	<u>+-</u>	0	0

- ++ Substantial improvement compared to the proposed project
- + Insubstantial improvement compared to the proposed project
- 0 Same impact as proposed project
- Insubstantial deterioration compared to the proposed project
- Substantial deterioration compared to the proposed project

The first paragraph under 1. Principal Characteristics on page 5-3 is hereby amended as follows:

Under this alternative, the proposed General Plan would not be adopted and the existing General Plan would remain in effect, though it would be modified to be consistent with the adopted Housing Element. The No Project Alternative would not prevent development in the Eden Area. Rather, development would occur according to the existing General Plan land use designations and the existing policy guidance within the Eden Area. ~~This alternative would also assume that the Fairmont Complex would be reserved for service provision and government uses but would have some office expansion.~~ The Grant Avenue Area would remain an industrial area with no research and development/office (R&D/Office) uses allowed. The corridors and other main thoroughfares would retain the existing combination of commercial and residential land use designations. Bockman Road would remain designated for low density residential development as would the entirety of Mt. Eden (including parcels that have existing industrial uses.) Finally, the southern part of Meekland Avenue would continue to be designated for industrial and commercial uses.

The first paragraph under c. Traffic and Circulation on page 5-4 is hereby amended as follows:

Buildout of the current General Plan would generate more vehicle trips than the preferred Plan. Growth generated by the proposed Plan would generate ~~4,303~~ 5,484 AM peak hour trips and ~~7,016~~ 8,465 PM peak hour trips, while growth generated by the No Project alternative would generate ~~4,830~~ 5,618 AM peak hour trips and ~~8,301~~ 9,180 PM peak hour trips. However, this difference in trip generation is relatively minor.

Page 5-10 is hereby amended as follows:

m. Population, Housing and Employment

~~As mentioned above, Buildout under the current General Plan would result in about 35 more the same number of residential units than as buildout under the proposed General Plan. There would be approxiamtely 950 more jobs resulting from the current General Plan than However, non residential development would be slightly more under the proposed Plan. Neither the proposed General Plan nor the No Project Alternative would result in displacement of substantial numbers of existing housing or people. While the current General Plan would result in slightly more housing units than the proposed Plan, ~~Not only does the proposed Plan allow for more commercial and light industrial development, it would also provide additional opportunities for mixed-use and higher density housing, including requirements for new development to occur at minimum specified densities and thus potentially providing more opportunities for a range of housing types for all income levels. However, Thus,~~ on balance, the ~~current proposed~~ General Plan would be somewhat better than the ~~proposed existing~~ General Plan with regards to population, employment and housing, because it would allow for more residential and non-residential development.~~

*B. Special Development Alternative*

**1. Principal Characteristics**

The proposed General Plan could be amended to spread commercial and residential development along the major corridors and other areas where capacity is available as opposed to concentrating development in identified districts. This alternative presents a more “scattershot” approach to growth in the Eden Area with no major concentrations of growth in any one location. This alternative will likely spread transportation impacts throughout the Eden Area (as opposed to large increases in concentrated areas) but may not meet the overall objective of the plan which is to increase the quality of life in the area and to create meeting places for resi-

dents with nodes of activity. ~~Growth in the Fairmont Complex would be similar to the low-growth alternative (alternative 5A) prepared by GSA for the Fairmont Master Plan. This includes about 200,000 square feet of office uses and 80,000 square feet of commercial growth.~~

**The first paragraph under c. Traffic and Circulation on page 5-12 is hereby amended as follows:**

Buildout of the Spread Development Alternative would generate more vehicle trips than the Proposed General Plan during the PM peak hour. Growth generated by the proposed Plan would generate ~~4,303~~ 5,484 AM peak hour trips and ~~7,016~~ 8,465 PM peak hour trips, while growth generated by the Spread Development alternative would generate ~~4,583~~ 5,449 AM peak hour trips and ~~7,890~~ 9,451 PM peak hour trips. However, this difference in trip generation is considered minor.

**The second paragraph under a. Land Use and Economics on page 5-11 is hereby amended as follows:**

Under the Spread Alternative less research and development jobs and more commercial jobs would be created. This results from this Alternative's intention to spread commercial and residential development along the major corridors and other areas where capacity is available, reducing the opportunity for other land uses to be utilized. ~~However,~~ The total number of jobs projected for this alternative would be approximately 735 more than equal to that of the proposed Plan.

**The last paragraph under the heading m. Population, Housing and Employment on page 5-16 through 5-17 is hereby amended as follows:**

This alternative presents a more scattershot approach to growth in the Eden Area, with no major concentrations of growth in any one location. This alternative would result in approximately 25 fewer units than have the same projected population as the proposed Plan, and approxiamtely

735 more jobs. ~~with relatively similar employment opportunities.~~ This alternative would have fewer ~~less~~ high-paying jobs, though, as fewer of-  
fice and ~~less~~ research and development jobs and more commercial jobs would be created versus the proposed Plan. Additionally, this alternative may not meet the overall objective of the Plan, which is to increase the quality of life in the area and to create meeting places for residents with nodes of activity. As with the proposed General Plan, this alternative itself would not displace housing or population. Thus, on balance, the Spread Development Alternative would result in similar ~~the same~~ population, employment and housing impacts as the proposed General Plan.

**The first paragraph under the heading 1. Principal Characteristics on page 5-17 is hereby amended as follows:**

This General Plan alternative would provide for a maximum of job and revenue producing land uses throughout the Eden Area by increasing the amount of commercial, industrial and R&D/Office uses. This alternative would result in approximately 5,030 jobs. ~~by 25 percent (to 7250 jobs).~~ Residential growth would result in 3,278 units, 1,842 fewer units than the proposed Plan. ~~is assumed to be the same as the other alternatives, derived from the Housing Element, plus additional single family housing development. (The total amount of residential development would be 3644 units.)~~ The Grant Avenue Area would have the same designation as in the proposed General Plan; however, residential development would not be allowed. Along the corridors, this alternative assumes that growth will be primarily commercial, with the exception of units identified in the Housing Element.

**The first paragraph under the heading c. Traffic and Circulation on page 5-18 is hereby amended as follows:**

Buildout of the Expanded Jobs Alternative would generate fewer vehicle trips than the Preferred Plan (Proposed General Plan) during the AM peak hour and slightly more trips than the Preferred Plan during the PM

peak hour. Growth generated by the Preferred Plan would generate ~~5,484~~ 4,303 AM peak hour trips and ~~8,465~~ 7,016 PM peak hour trips, while growth generated by the Expanded Jobs Alternative would generate ~~5,020~~ 3,837 AM peak hour trips and ~~8,539~~ 7,087 PM peak hour trips. However, this difference in trip generation is considered minor.

**The three bullet points on page 6-2 are hereby amended as follows:**

- ◆ Under buildout conditions in 2025, the proposed General Plan would add ~~14,950~~ 16,472 new residents to the existing (year 2000) population within the Plan area limits, resulting in a projected population of ~~75,026~~ 76,700. (Note: Although the projected growth could occur under the current General Plan, policies in the proposed Plan encourage redevelopment of large, underutilized lots, and allow for infill development at higher densities.)
- ◆ Under buildout conditions in 2025, the proposed General Plan would add ~~5,120~~ 5,691 new residential units for a total of ~~26,659~~ 29,014 units. (Note: The projected number of units could occur under the current General Plan, however, as noted above policies in the proposed Plan are intended to encourage infill housing in the area.)
- ◆ Under buildout conditions in 2025, the proposed General Plan would add ~~3,850~~ 5,807 new jobs to the 8,530 jobs estimated by ABAG to exist in 2005. (Note: The projected number of jobs, projected by ABAG could occur under the existing General Plan.)

**The paragraph under 2. Population and Housing on page 6-7 is hereby amended as follows:**

Development in the Eden Area under the General Plan would result in regional increase in population, jobs and housing. According to ABAG, Alameda County is expected to grow to 1,796,300 people by 2025.<sup>1</sup> This would be an increase in county population of 279,200 over the 2005 population. Future development according to the land uses identified in the General Plan will result in population growth of approximately

14,950 ~~16,560~~ in the Eden Area over the next twenty years. This would amount to only about five percent of the total growth expected for the county as a whole. Although growth in the Eden Area would contribute to cumulative regional growth, its contribution would not be cumulatively considerable.

**The Glossary and Acronyms Chapter of the DEIR is hereby amended to include additional definitions.** This chapter is reprinted in its entirety as Chapter 7 of this Final EIR.

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## 4 GREENHOUSE GAS EMISSIONS

This section examines the potential impacts from greenhouse gas (GHG) emissions associated with development under the proposed Eden Area General Plan. In this section, “emissions” refers to annual emissions in metric tons (tonnes) of carbon dioxide-equivalent units (CO<sub>2</sub>e).

### A. *Environmental Setting*

This section provides general background information on GHGs and the environmental impacts of climate change.

#### 1. Greenhouse Gases

GHGs are gases emitted through natural processes and human activity that trap heat in the atmosphere and regulate the earth’s temperature. This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. While the emission of GHGs in general, and CO<sub>2</sub> in particular, into the atmosphere is not of itself an adverse environmental effect, the increased concentrations of GHGs in the atmosphere and the associated consequences of climate change result in adverse environmental effects.

The most common GHGs are carbon dioxide and water vapor, but the gases that are widely seen as the principal contributors to human-induced global climate change are: carbon dioxide (CO<sub>2</sub>), nitrous oxide (N<sub>2</sub>O), methane (CH<sub>4</sub>), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF<sub>6</sub>). GHGs are released into the earth’s atmosphere through a variety of human activities:

- ◆ Carbon dioxide and nitrous oxide are byproducts of fossil fuel combustion.
- ◆ Nitrous oxide is also associated with agricultural operations such as fertilization of crops.
- ◆ Methane is commonly created by off-gassing from agricultural practices (e.g. keeping livestock) and landfill operations.

- ◆ Chlorofluorocarbons were widely used as refrigerants, propellants and cleaning solvents until banned by international treaty.
- ◆ Hydrofluorocarbons are now used as a substitute for chlorofluorocarbons in refrigeration and cooling.
- ◆ Perfluorocarbons and sulfur hexafluoride emissions are common by-products of industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with carbon dioxide being assigned a value of 1 and sulfur hexafluoride being many orders of magnitude stronger with a GWP of 23,900. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of carbon dioxide equivalents (CO<sub>2</sub>e).

## **2. Environmental Effects of Greenhouse Gases and Climate Change**

According to recent projections from the California Climate Change Center, temperatures in California are expected to rise between 3.0°F and 10.5°F by the end of the century.<sup>1</sup> This warming trend will likely have an adverse effect on naturally-occurring resources within California. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion (a particular concern in the low-lying Sacramento–San Joaquin Delta, where potable water delivery pumps could be threatened) and degradation of wetlands. Mass migration and loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

To date, the primary impact of global climate change has been a rise in the average global tropospheric temperature of 0.2°C per decade, determined

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<sup>1</sup> California Climate Change Center, *Our Changing Climate. Assessing the Risks to California*, 2006, page 3.

from meteorological measurements worldwide between 1990 and 2005.<sup>2</sup> Climate change modeling using 2000 emission rates shows that further warming could occur, which would cause additional changes in the global climate system during the 21<sup>st</sup> century.

Impacts to the environment of California that could result from continued global warming include, but are not limited to:

- ◆ A rise in temperatures toward the end of the 21<sup>st</sup> century of as much as 8 to 10.4 degrees Fahrenheit (°F) under the higher emission scenarios, resulting in a 25 to 35 percent increase in the number of days ozone pollution standards are exceeded in most urban areas;
- ◆ Increased electricity demand, particularly in the hot summer months;
- ◆ Decline of the Sierra snowpack, which accounts for a significant amount of the stored surface water in California, by 70 percent to 90 percent over the next 100 years;<sup>3</sup>
- ◆ Decline in spring stream flow by as much as 30 percent, causing severe water shortages;
- ◆ The loss of sea ice and mountain snow pack, resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;
- ◆ Rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps in the Greenland and Antarctic ice sheets;
- ◆ Changes in weather, such as widespread changes in precipitation, ocean salinity and wind patterns, and increased incidence of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold and the intensity of tropical cyclones;

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<sup>2</sup> The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

<sup>3</sup> California Climate Change Center, 2006, *Our Changing Climate. Assessing the Risks to California*, page 6.

- ◆ Impacts to agricultural production due to increased temperatures, reduced water supply and increased threats from pests and pathogens;<sup>4</sup>
- ◆ High potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems; and
- ◆ Increased wildfire risk resulting from dry vegetation and extended droughts.

### *B. Regulatory Setting*

This section summarizes key federal, State, regional and City statutes, regulations and policies that would apply to the project. Global climate change resulting from GHG emissions is an emerging environmental concern discussed at the international, national and statewide levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global warming.

#### **1. Federal Laws and Regulations**

At this time, there are no federal regulations or policies pertaining to GHG emissions. However, President Obama announced on May 19, 2009 that he intends to adopt new fuel economy standards to increase fuel economy and reduce GHGs. The new standards are expected to reduce GHG emissions by approximately 900 million tonnes over the life of the program. Moreover, on April 17, 2009, United States Environmental Protection Agency (EPA) Administrator Lisa Jackson signed a finding that GHGs in the atmosphere endanger public health and welfare. A 60-day public comment period for the proposed endangerment finding ended on June 23, 2009. A final finding will be issued by the Administrator soon.

In addition, the United States participates in the United Nations Framework Convention on Climate Change (UNFCCC). While the United States signed

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<sup>4</sup> California Climate Change Center, *Our Changing Climate. Assessing the Risks to California*, 2006, page 9.

the Kyoto Protocol, which would have required reductions in GHGs, Congress never ratified the protocol. The federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. For example, in 2002, the United States announced a strategy to reduce the GHG intensity of the American economy by 18 percent over a 10-year period from 2002 to 2012.

## 2. State Laws and Regulations

Through several laws and regulations, the State of California has indicated that it is concerned about the effect of GHG emissions on global climate change. The State recognizes that “there appears to be a close relationship between the concentration of GHGs in the atmosphere and global temperatures” and that “the evidence for climate change is overwhelming.”<sup>5</sup>

### a. State of California Executive Order S-3-05 (2005)

In June 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which established the following aggressive emissions reduction goals: by 2010, GHG emissions must be reduced to 2000 levels; by 2020, GHG emissions must be reduced to 1990 levels; and by 2050, GHG emissions must be reduced to 80 percent below 1990 levels. The Executive Order identified the California Environmental Protection Agency (Cal/EPA) as the lead coordinating State agency for establishing climate change emission reduction targets in California. A “Climate Action Team,” a multi-agency group of State agencies, was set up to implement Executive Order S-3-05. GHG emission reduction strategies and measures to reduce global warming were identified by the California Climate Action Team in 2006.

### b. Assembly Bill 32, the California Global Warming Solutions Act (2006)

In 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the Global Warming Solutions Act, into legislation. The Act requires that California cap its GHG emissions at 1990 levels by 2020. This legislation requires

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<sup>5</sup>California Air Resources Board, 2003, “The Greenhouse Effect and California,” Assembly Bill 1493 (Pavley) Backgrounder, page 1. (<http://www.arb.ca.gov/cc/factsheets/ccbackground.pdf>)

the California Air Resources Board (CARB) to establish a program for state-wide GHG emissions reporting and monitoring/enforcement of that program. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Many of the measures to reduce GHG emissions from transportation will come from CARB. AB 1493, the Pavley Bill, directed CARB to adopt regulations to reduce emissions from new passenger vehicles. CARB's AB 32 Early Action Plan, released in 2007, included a strengthening of the Pavley regulation for 2017 and included a commitment to develop a low carbon fuel standard (LCFS). Current projections indicate that with implementation of a strengthened Pavley Regulation, including LCFS, California will still fall short of the 1990 level targets for transportation emission reductions. On April 23, 2009, CARB adopted new regulation to implement the Governor's LCFS. The regulation calls for GHG emissions from California's transportation fuels to be reduced by 10 percent by 2020.

CARB is also targeting other sources of emissions. The main measures to reduce GHG emissions are contained in the AB 32 Scoping Plan, which CARB approved on December 11, 2008. This plan includes a range of GHG reduction actions. Central to the Plan is a cap and trade program covering 85 percent of the State's emissions. This program will be developed in conjunction with the Western Climate Initiative, comprised of seven states and three Canadian provinces, to create a regional carbon market. The Plan also proposes that utilities produce a third of the State's energy from renewable sources such as wind, solar and geothermal, and proposes to expand and strengthen existing energy efficiency programs and building and appliance standards. The Plan also includes full implementation of the Pavley standards to provide a wide range of less polluting and more efficient cars and trucks to consumers, who will save on fuel costs. CARB is working to implement the Scoping Plan, and has already adopted a number of actions and measures required by the Plan. The majority of this implementation phase must be completed by the end of 2010.

c. Senate Bill 97, Modification to the Public Resources Code (2007)

Pursuant to Senate Bill (SB) 97, the Governor's Office of Planning and Research (OPR) is in the process of developing CEQA guidelines addressing GHGs. OPR is required to "prepare, develop, and transmit" the guidelines to the Resources Agency on or before July 1, 2009. In June 2008, OPR first released a Technical Advisory on CEQA Amendments, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*. OPR released a draft of the proposed CEQA Guidelines Amendments on January 8, 2009, and transmitted the finalized CEQA Amendments to the Resources Agency on April 13, 2009 for rulemaking and adoption by January 1, 2010. OPR's CEQA Amendments Section 15064.4 provides that lead agencies should "make a good faith effort, based on available information to describe, calculate, or estimate" GHG emissions and notes that an agency may identify emissions either by selecting a "model or methodology" to quantify the emissions or by relying on "qualitative or other performance based standards."

At the direction of OPR, CARB is currently developing statewide interim thresholds of significance for GHG emissions. CARB is focusing on common project types that, collectively, are responsible for substantial GHG emissions, specifically industrial, residential and commercial projects. The ongoing workshops have been planned to discuss further development of concepts introduced in its *Preliminary Draft Staff Proposal on Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act (CEQA)*.

d. Senate Bill 375

California's Regional Transportation and Land Use Planning Efforts (2008)

In September 2008, California enacted legislation (Senate Bill [SB 375]) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 develops emissions-reduction goals applicable to regional planning activities. SB 375 provides incentives for local governments and developers to implement new, conscientiously-planned growth patterns.

This includes incentives for creating attractive, walkable and sustainable communities and revitalizing existing communities. The legislation also allows developers to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency to develop regional GHG emission reduction targets for 2020 and 2035 to be met by the transportation sector. SB 375 directs CARB to work with metropolitan planning organizations (e.g. ABAG and MTC) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

### **3. Bay Area Air Quality Management District Regulations**

In 2005, the Bay Area Air Quality Management District (BAAQMD) initiated a Climate Protection Program that integrates climate protection activities into existing District programs and functions. Current BAAQMD climate action activities include grant programs, commenting on CEQA documents, regulations, inventory development, and outreach. BAAQMD awarded a total of \$3 million to 53 local agencies to prepare climate protection programs aimed at reducing GHG emissions in the Bay Area. In addition, the District has prepared elementary school teaching curricula.

BAAQMD proposed a regional GHG emission inventory in 2002 and updated it in 2007. The inventory provides an overview of GHG emission sources in the Bay Area, including a breakdown by county and emission sector. The inventory allows District staff and others to identify emission sectors where potential GHG and criteria pollutant emission reductions can be achieved. The Bay Area emissions inventory is discussed below in Section C.

In 2008, the BAAQMD adopted a fee program that applies to permitted stationary sources. These fees are used to fund the District's climate protection programs, while providing an incentive for sources to reduce their emissions.

BAAQMD is in the process of devising numerical thresholds for GHG emissions against which a project's emissions can be measured for CEQA analysis. Draft significance thresholds were released in April 2009; these are described below in Section D. The District's goal is to ensure that new development contributes feasible reductions to meet the goals of new and changing legislation and regulations.

#### **4. Alameda County Regulations**

In June 2007, the Alameda County Board of Supervisors unanimously approved Resolution-2006-204, which established the County Climate Change Leadership Strategy to achieve the GHG reduction targets set forth in State of California Executive Order S-3-05. In line with Executive Order S-3-05, the County aims to reduce emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050.

To achieve these emissions reduction targets, the County will prepare and maintain a Climate Action Plan (CAP). CAP preparation involves the following five steps, which follow the model created by the nonprofit organization Local Governments for Sustainability (ICLEI):

- ◆ Conduct a GHG emissions analysis
- ◆ Establish an emissions reduction target
- ◆ Develop a local action plan to reduce emissions
- ◆ Implement the local action plan
- ◆ Monitor progress and report on results

The County CAP will consist of a plan for government operations (Government CAP) and a plan for the unincorporated areas (Community CAP). As of July 2009, the County had developed inventories of its government operations emissions and community emissions. (The County's community emissions inventory is summarized in Section C, below.) The County will re-

evaluate its GHG emissions in 2010 to monitor its progress toward the reduction targets set forth in Resolution-2006-204.

The CAP will be a key component to implementing the County Board of Supervisor's authorizing resolution noted above. The Community CAP will encompass and extend beyond the Eden Area General Plan 2025 timeframe; it will implement emissions targets mandated by the State of California under AB32 that require the attainment of specific GHG reduction targets through 2050.

The Community CAP will be the guiding document for the County's GHG reduction efforts for the unincorporated areas. CAP preparation began in July 2009, and is expected to be completed by early 2010. Once complete, the CAP will be incorporated into the County General Plan.

The CAP will identify measures (strategies, programs and policies) for implementation in the areas where the County has the greatest influence to reduce its community GHG emissions. The CAP will also quantify the impacts of these potential measures and categorize them by priority and implementation timeframe. Following is an initial representation of the components of the County's Community CAP.

a. Climate Action Plan Organization

The CAP will be organized around broad categories, called sectors, covering items such as transportation, energy efficiency, and waste. For each sector, the CAP will include Emission Reduction Strategies, which are groups of related emission reduction measures (e.g. commute trip reduction strategies, green power purchasing strategies and bay friendly landscaping strategies). Emission reductions will be reported at the strategy level.

Each strategy will consist of a series of measures, which are the specific actions that will be implemented for each strategy to achieve the estimated emissions reductions. Measures will be classified as:

- ◆ *Reduction Measures* – Actions that will lead to direct, quantifiable emission reductions (e.g. installing solar panels or insulating water heaters).
- ◆ *Facilitating Actions* – Actions that promote or support emission reductions efforts, but do not directly reduce emissions (e.g. undertaking studies or promoting new state policies).
- ◆ *Policy Measures and Goal Setting Measures* – New policies or goals that the County could adopt to guide further emissions reductions (e.g. a Residential Energy Conservation Ordinance).
- ◆ *Adaptive Measures* – Actions that will help improve the Eden Area’s resilience to the impact of climate change. While not a priority of the Community CAP at this time, these should be recorded when they emerge for use in the subsequent phase of the process, the adaptation plan.

b. Quantification Level

Emissions reductions will be reported at the strategy level to:

- ◆ Provide a detailed roadmap of the programs to be supported, while still allowing flexibility in implementation;
- ◆ Steer discussions toward structural changes necessary to achieve reductions and away from the details of calculations of specific programs; and
- ◆ Allow for the grouping of measures to improve the accuracy of the estimates presented, since some measures can be modeled with a greater degree of precision than others.

While emissions reduction estimates will be reported at the strategy level, such estimates will be based on analysis of the measures implementing each strategy. Analysis of these measures will take the form of:

- ◆ *Calculated Reductions* – Quantification of the results anticipated from implementation of various programs (e.g. GHG emissions reductions resulting from new solar installations).
- ◆ *Programmatic Targets* – Reduction estimates based on assumptions about implementation and penetration rates of non-regulatory measures. Ac-

tual reductions from such measures depend partially on variables outside of the County's control. Examples include energy efficiency incentive programs in which participation rates can only be estimated, and smart growth policies encouraging transit ridership.

- ◆ *Cost to Implement* – The anticipated cost for each measure in terms of direct costs and staffing requirements. This section will also include potential funding sources for the implementation of measures.

c. Types of Measures Included

The CAP will include the following three types of reduction measures:

- ◆ *Inventory-Relevant Measures* – Measures that can be directly attributed to reducing the level of the County's community emissions.
- ◆ *Policy-Relevant Measures (External Benefits)* – Measures undertaken by the County that do not reduce its community emissions but result in emissions reductions beyond the inventory (e.g. local and sustainable procurement policies).
- ◆ *Extra-Jurisdictional Measures* – Relevant federal and State policies that will impact local emissions (e.g. the State's Renewable Portfolio Standard). These extra-jurisdictional measures will be included to analyze their impacts on local emission reduction efforts.

d. Prioritization of Measures

Potential emissions reduction measures will be prioritized based on the volume of emissions reductions, interviews with County staff, and other criteria such as:

- ◆ Cost (initial and ongoing)
- ◆ Simple pay-back period
- ◆ Ease of implementation and level of control
- ◆ Synergies with existing programs and priorities
- ◆ Political and community support

This analysis will also rank measures based on implementation timeframe:

- ◆ Short term – 2010-2013
- ◆ Medium term – 2013-2018
- ◆ Long term -- 2018+

e. Examples of Potential Emission Reduction Strategies

As noted above, the CAP will include measures to address each sector. The following are examples of potential emission reduction strategies for each sector:

Cross-Sector Strategies

- ◆ Smart growth policies in County General Plans
- ◆ Green building
- ◆ Education and outreach

Transportation Sector

- ◆ Promote and improve public transportation
- ◆ Ridesharing
- ◆ Bicycle and walking
- ◆ Commuter programs
- ◆ Discourage driving
- ◆ Carsharing
- ◆ Commercial traffic reduction

Energy Efficiency Sector

- ◆ Residential programs (County Green Building Ordinance)
- ◆ Commercial programs (County Green Building Ordinance)
- ◆ Alameda County FIRST residential solar financing program
- ◆ Education and outreach
- ◆ Legislation, codes and standards

Solid Waste Sector

- ◆ Residential recycling and composting
- ◆ Commercial recycling and composting

- ◆ Construction and demolition debris reuse and recycling
- ◆ Alternate collection methods
- ◆ Source reduction, reuse and other waste prevention methods

### *C. Existing Conditions*

Emissions inventories are recognized as a useful tool for understanding climate change impacts. An emissions inventory identifies and quantifies the primary human-generated sources and sinks of GHGs and, thereby, accounts for the amount of GHGs emitted to or removed from the atmosphere over a specific period of time by a particular source. (A GHG sink is any process, activity or mechanism that removes a GHG or aerosol from the atmosphere.<sup>6</sup>) This section summarizes the latest information on global, national, State, regional and county GHG emission inventories.

#### **1. Global Inventory**

According to the United Nations Framework Convention on Climate Change, worldwide GHG emissions in 2004 were 30 billion tonnes of CO<sub>2</sub>e per year (including both ongoing emissions from industrial and agricultural sources, but excluding emissions from land-use changes).<sup>7</sup>

#### **2. National Inventory**

As part of its commitments to UNFCCC, the U.S. EPA has developed an inventory of anthropogenic emissions by sources and removals by sinks of all GHGs. This inventory is periodically updated, with the latest inventory report published in 2009. In 2004, the United States emitted about 8 billion

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<sup>6</sup> Intergovernmental Panel on Climate Change, 2007, Annex I Glossary to *Intergovernmental Panel on Climate Change Fourth Assessment Report*.

<sup>7</sup> United Nations Framework Convention on Climate Change (UNFCCC), 2007. *Sum of Annex I and Non-Annex I Countries Without Counting Land-Use, Land-Use Change and Forestry (LULUCF). Predefined Queries: GHG total without LULUCF* (Annex I Parties). Bonn, Germany. Website: [unfccc.int/ghg\\_emissions\\_data/predefined\\_queries/items/3814.php](http://unfccc.int/ghg_emissions_data/predefined_queries/items/3814.php). May 2.

tonnes of CO<sub>2</sub>e, or about 25 tonnes per person per year.<sup>8</sup> It is estimated that the United States contributes up to 35 percent of the world's CO<sub>2</sub>e emissions. The EPA reports that total US emissions have risen by 17 percent from 1990 to 2007.<sup>9</sup> A 1.1 percent decrease in emissions was noted from 2005 to 2006, which is reported as attributable to: (1) climate conditions, (2) reduced use of petroleum products for transportation, and (3) increased use of natural gas over other fuel sources. The inventory noted that the transportation sector emits about 33 percent of CO<sub>2</sub>e emissions, with 60 percent of those emissions coming from personal automobile use. Residential uses, primarily from energy use, accounted for 20 percent of CO<sub>2</sub>e emissions. After the decrease from 2005 to 2006, emissions from fuel combustion grew from 2006 to 2007.<sup>10</sup>

As a part of the EPA's responsibility to develop and update an inventory of national GHG emissions and sinks, EPA compared trends of other US data. Over the period between 1990 and 2006, GHG emissions increased at a rate of about 0.9 percent per year. Population growth was slightly higher at 1.1 percent, while energy and fossil fuel consumption were more closely related at 1.0 percent. Gross domestic product and energy generation grew at much higher rates.

### 3. State of California Inventory

California GHG or CO<sub>2</sub>e emissions were estimated at 484 million tones of CO<sub>2</sub>e, which is about 6 percent of the emissions from the entire United

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<sup>8</sup> U.S. Environmental Protection Agency, 2008, *The U.S. Greenhouse Gas Emissions and Sinks: Fast Facts*. ([www.epa.gov/climatechange/emissions/downloads/2008\\_GHG\\_Fast\\_Facts.pdf](http://www.epa.gov/climatechange/emissions/downloads/2008_GHG_Fast_Facts.pdf)).

<sup>9</sup> U.S. Environmental Protection Agency, 2009, *2009 US Greenhouse Gas Inventory Report*, Chapter 2: Trends in Greenhouse Gas Emissions. (<http://www.epa.gov/climatechange/emissions/downloads09/trendsGhGEmissions.pdf>).

<sup>10</sup> U.S. Environmental Protection Agency, 2009, *2009 U.S. Greenhouse Gas Inventory Report*, Chapter 2: Trends in Greenhouse Gas Emissions. (<http://www.epa.gov/climatechange/emissions/downloads09/trendsGhGEmissions.pdf>).

States. Transportation is the largest source of GHG emissions in California, contributing about 40 percent of the total emissions. Electricity generation is second, at over 20 percent, but California also imports electricity during the summer, which brings energy sources up to about 25 percent. Industrial activities account for about 20 percent of the State's emissions. On a per-person basis, GHG emissions are lower in California than in most other states; however, California is a populous state and the second-largest emitter of GHGs in the United States and one of the largest emitters in the world.

Under a "business as usual" scenario, GHG emissions in California are estimated to increase to approximately 600 million tonnes of CO<sub>2e</sub> by 2020. CARB staff has estimated the 1990 statewide emissions level to be 427 million tonnes of CO<sub>2e</sub>, therefore requiring a reduction of almost 30 percent in emissions by 2020 to meet the AB 32 goal.

#### **4. Bay Area Inventory**

BAAQMD estimated GHG emissions for the Bay Area at 102.7 million tonnes of CO<sub>2e</sub> in 2007. The inventory is broken down by county, and Alameda County emissions are the third highest in the Bay Area, at 17.3 percent. Transportation accounts for about 59 percent of Alameda County's emissions. However, these emissions include those from shipping, aircraft and trains. On-road vehicles account for about 38 percent of Alameda County's 17.8 million tonnes of CO<sub>2e</sub> emissions. About 30 percent of the entire Bay Area inventory is attributable to on-road vehicles.

#### **5. Unincorporated Alameda County Inventory**

As part of the CAP process, Alameda County inventoried its 2005 GHG emissions, for both government operations and the unincorporated county, using ICLEI software and methodology. Table F-1 describes the total results per sector for the unincorporated county emissions.

As shown in Table F-1, the transportation sector accounted for 50.6 percent of unincorporated Alameda County's GHG emissions, at 351,264 tonnes of CO<sub>2e</sub>. Residential emissions are the next largest sector, accounting for ap-

proximately one quarter (25.9 percent) of community emissions for the unincorporated county.

#### *D. Thresholds of Significance*

Although CEQA guidelines now require a quantitative analysis of GHGs emitted by the project, there are no established criteria against which project emissions can be compared to determine significance. Various influential agencies and groups, including the California Air Pollution Control Officers Association, the South Coast Air Quality Management District and County of San Diego have released guidance on significance thresholds.

CARB and BAAQMD have drafted thresholds that have not been adopted. The Governor's Office of Planning and Research (OPR) and CARB released preliminary draft CEQA GHG guidelines (listed below) in October 2008.<sup>11</sup> As of August 2009, the agencies were still accepting public comments and a timeline for revision had not been provided. The OPR/CARB draft thresholds suggest the following:

- ◆ If the project is exempt from CEQA it would be considered to have a less-than-significant impact.
- ◆ If the project is consistent with a CARB-approved Sustainable Communities Strategy development under SB 375, it would be considered to have a less-than-significant impact.
- ◆ Industrial projects that would apply for air district permits would be required to meet prescribed construction and mobile-source operational emissions targets, and meet a threshold of 7,000 tonnes CO<sub>2</sub>e annually to be considered to have a less-than-significant impact. Residential and commercial projects would also be required to meet prescribed emissions targets that have yet to be determined.

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<sup>11</sup> California Air Resource Board, October 24, 2008, *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*.

TABLE F-1 **UNINCORPORATED ALAMEDA COUNTY COMMUNITY EMISSIONS INVENTORY, 2005**

Sector	Emissions (Tonnes of CO <sub>2</sub> e)	Percent of Total Emissions
Residential	179,864	25.9%
Commercial/Industrial	132,768	19.1%
Transportation	351,264	50.6%
Waste	30,419	4.4%
Total	694,315	100.0%

Source: Alameda County General Services Agency, Alameda County Interim Year Greenhouse Gas Emissions Analysis, November 2008.

In April 2009, BAAQMD published draft *California Environmental Quality Act Thresholds of Significance* that consider three threshold options: a Numeric-Only Threshold, a Performance Standards-Only Threshold and a combination of the two.

- ◆ The Numeric-Only Threshold compares project emissions to a mass emissions significance threshold. Project characteristics would be analyzed compared to pre-established emissions criteria using computer models calibrated to regional reduction targets. If project emissions would exceed the mass emission threshold, the analysis would identify the project as having a significant impact.
- ◆ A Performance Standards-Only Threshold would apply to all CEQA projects. Projects that achieve a minimum 24 percent reduction in GHG emissions would be considered to have a less than significant impact. Under this approach, reductions from planned land use-driven sectors

under AB32 are considered as business as usual. This analysis would require all projects to consider their unmitigated emissions and then identify mitigation measures and require the 24-percent mitigated scenario.

- ◆ A combination of Performance Standards and Numeric Thresholds would seek to establish 25 to 35 percent emissions reductions from the project baseline and possibly be required to reduce emissions an additional 5 percent in order for the impact to be considered less than significant. The 25 to 35 percent threshold is considered to be a “moderately aggressive performance standard” that would be applied in addition to reductions expected to result from implementation of AB32.

Other Air Districts are also considering quantifiable thresholds for projects; however, only the South Coast Air Quality Management District (SCAQMD) has formally adopted interim CEQA significance thresholds. These currently adopted thresholds are for stationary sources only. The District has proposed thresholds for residential/commercial projects but has deferred them to further define performance standards and coordinate with CARB staff’s interim GHG proposal. The initial significance threshold identified by SCAQMD is 3,000 tonnes of CO<sub>2</sub>e per year.

As of mid-2009, the County was developing but had not yet completed its CAP. Therefore, there are no established County thresholds against which to compare emissions resulting from implementation of the General Plan.

In the absence of adopted thresholds, this analysis uses the threshold of 15 percent below 2005 emissions levels, which is a standard recommended by the office of California Attorney General Jerry Brown, and consistent with the goals in the CARB Scoping Plan. The Eden Area’s 2005 emissions were 255,891 tonnes of CO<sub>2</sub>e. Using the threshold of 15 percent below 2005 levels, the General Plan would be considered to have a significant impact with regard to GHG emissions if it would result in annual GHG emissions that exceed 217,507 tonnes of CO<sub>2</sub>e.

### *E. Impact Discussion*

This section provides a discussion of the methodology used to develop the existing conditions and year 2020 inventories, and the potential impacts related to GHG emissions that would occur as a result of implementation of the Eden Area General Plan. (The Eden Area General Plan has a horizon year of 2025; however, the 2005 CACP software is only designed to quantify emissions through 2020.)

The GHG emissions inventory for the Eden Area was developed using ICLEI's 2005 Clean Air and Climate Protection (CACP) software and data embedded in that software. The CACP model analyzes six major sectors responsible for GHG emissions: Residential Energy Use, Commercial Energy Use, Industrial Energy Use, Transportation, Waste and Water.

#### **1. Baseline Inventory for the Eden Area**

The 2005 ICLEI Baseline Emissions Inventory for Unincorporated Alameda County, which was previously prepared by County staff and is also referred to as the community emissions inventory in this section, was used as a starting point for developing a 2005 baseline emissions inventory for the Eden Area. Several assumptions were applied to derive Eden Area emissions from the larger unincorporated county emissions inventory.

The inherent assumption in the transition from an unincorporated county inventory to an Eden Area inventory is that the Eden Area is an acceptable representative sample of unincorporated Alameda County. In other words, at an average-per-household and average-per-job level, Eden Area residents and employees are assumed to use the same amount of energy and generate the same amount of waste as unincorporated Alameda County residents and employees on average.

For the unincorporated county community emissions inventory, total consumption of electricity and natural gas for the unincorporated county was gathered from utility provider data and used to quantify emissions for the Residential, Commercial and Industrial Sectors. DC&E used this data to cal-

culate the average energy consumption on a per-household and per-job basis for the entire unincorporated county. Average energy use was then multiplied by the number of households and jobs units in the Eden Area to quantify energy consumption for the residential, commercial and industrial sectors.

The Transportation Sector generates GHG emission estimates from average annual vehicle miles traveled (AAVMT) data. Consistent with the unincorporated county methodology, DC&E used 2005 CalTrans Highway Performance Monitoring System (HPMS) data to estimate AAVMT.<sup>13</sup> The AAVMT was assigned to Eden Area roadways in quantities proportional to the overall unincorporated county urban roads. For example, since nearly 70 percent of urban roads in unincorporated Alameda County are local roads, 70 percent of roads in the Eden Area were assumed to be local roads.

The Waste Sector quantifies GHG emissions from the waste stream. The unincorporated county community analysis was based on waste stream tonnage transported to managed landfills. The Eden Area inventory used the emissions coefficients and waste categories contained in the unincorporated county inventory, and applied them to data on waste generation per household and per job in Alameda County from StopWaste.org.<sup>14</sup> This provided an estimate of total tonnage of the waste stream for the Eden Area, broken down into landfill and average cover components.

The Water Sector quantifies emissions from water conveyance, which is a substantial portion of total energy usage in California. However, water conveyance in the Eden Area requires far less energy than in other parts of the Bay Area and State. According to the East Bay Municipal Utility District (EBMUD), the Eden Area is among the least energy-intensive urbanized areas

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<sup>13</sup> US Department of Transportation website,  
<http://www.dot.ca.gov/hq/tsip/smb/documents/mvstaff/mvstaff07.pdf>

<sup>14</sup> According to stopwaste.org, Appendix A, Indicator Analysis 2007, 16% of wastestream Average Daily Cover, 2.33 annual tons of waste generated per person employed in 2005 and 3.05 annual tons of waste generated per household in 2005.

for water conveyance in the State.<sup>15</sup> Data from EBMUD shows that 85 percent of water used in the Eden Area was conveyed using low energy pumps that worked with the force of gravity.

As shown in Table F-2, these calculations resulted in a 2005 baseline emissions inventory for the Eden Area of 253,127 tonnes of CO<sub>2e</sub>.

## 2. Future Emissions Forecast

DC&E used the Eden Area 2005 baseline community GHG emissions inventory to build a year 2020 forecast for buildout under the proposed General Plan.

### a. Growth Rates

Data from the Association of Bay Area Governments (ABAG) *Projections 2005* and the buildout analysis for the General Plan were used to forecast growth rates for jobs and households in the Eden Area through 2020. Future fuel consumption estimates were taken from the U.S. Department of Transportation. Water was expected to increase at a rate equal to households and job growth.

Growth rates through 2020 for the Eden Area were assumed to be 0.9 percent for households, 1.2 percent for jobs, 2.5 percent for fuel, 0.6 percent for waste and 0.9 percent for water conveyance. Using these growth rates, the Forecast Builder tool in the CACP model was used to estimate total emissions in 2020.

### b. Presumed Emission Reduction Factors

The 2020 emissions inventory is based on the assumption that GHG generation in the Eden Area, Alameda County, California and the nation will change due to various factors through 2020. These factors were identified and quantified using the Community Measures Module in the CACP software. They include increased technological efficiencies and stricter regulatory controls.

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<sup>15</sup> Dave Beyer, Senior Engineer, EBMUD. Personal communication with Sophie Mintier, May 12, 2009.

The emissions reduction assumptions used to develop the 2020 emissions inventory for the Eden Area are described below:

- ◆ In 2008, the California Energy Commission adopted new Title 24 Energy Efficiency Standards, which require implementation of energy-efficient technologies that will reduce energy consumption in new residential, commercial and industrial development. The largest percentage reduction from Title 24 Standards will occur in new residential sector energy consumption. Title 24 is estimated to reduce new residential electricity consumption by 22.7 percent and natural gas consumption by 10 percent.<sup>27</sup>
- ◆ The California Green Building Initiative (Executive Order S-20-04) calls for further modifications to Title 24 standards that will increase energy efficiency in new government and commercial buildings by 20 percent by 2015.<sup>28</sup>
- ◆ The California Energy Commission report *Options for Energy Efficiency in Existing Buildings* estimates the impact of retrofits on energy demand and consumption in existing residential units. Retrofits would be implemented through investor-owned utilities (IOUs) energy efficiency programs, and would include refrigerant charge and airflow and duct leakage to central air conditioning and furnace systems. By 2020, 5 percent of existing residential units built prior to 2005 are expected to be retrofitted, which will save an average of 328 kWh of electricity and 74 therms of gas per year.<sup>29</sup>

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<sup>27</sup> California Energy Commission, 2008, *Update to the California Energy Efficiency Standards for Residential and Nonresidential Buildings*.  
(<http://www.energy.ca.gov/title24/2008standards/index.html>)

<sup>28</sup> California Energy Commission website,  
<http://www.energy.ca.gov/greenbuilding>, accessed on July 30, 2009.

<sup>29</sup> California Energy Commission, December 2005, *Options for Energy Efficiency in Existing Buildings*, Commission Report to California State Legislature.  
(<http://www.energy.ca.gov/2005publications/CEC-400-2005-039/CEC-400-2005-039-CMF.PDF>)

- ◆ California Executive Order S-14-08 requires California electricity providers to expand their renewable energy portfolio to serve 33 percent of their load through renewable energy sources by 2020.<sup>30</sup> Renewable energy sources generally do not generate GHG emissions.
- ◆ According to a report by Smart Growth America, compact development with pedestrian-friendly design can reduce VMTs from 20 to 40 percent compared to automobile-oriented suburbs.<sup>31</sup> This analysis assumes that new development occurring in the Eden Area between 2005 and 2020 would have these characteristics and would result in 30 percent lower VMTs for new development when compared to VMTs generated by existing development in the Eden Area.
- ◆ In April 2009, CARB adopted a Low Carbon Fuel Standard that will reduce GHG emissions from transportation fuels by ten percent by 2020.<sup>32</sup> AB 118, the Alternative and Renewable Fuel and Vehicle Technology Program, will support this regulation by financing development and deployment of low-carbon fuels such as plug-in hybrid, battery electric, fuel-cell and fuels refined from organic waste.<sup>33</sup>
- ◆ AB 1493 directed CARB to adopt regulations that will decrease GHG emissions from new passenger vehicles through technical improvements, beginning with the 2009 model year. These regulations are expected to

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<sup>30</sup> California Executive Order S-14-08 was signed by Governor Arnold Schwarzenegger in November 2008. This mandate further accelerated a renewable energy portfolio standard implemented under Senate Bill 107 in 2006. California Energy Commission website, <http://www.energy.ca.gov/renewables/index.html>, accessed on August 3, 2009.

<sup>31</sup> Ewing, Reid, Smart Growth America, 2008, *Growing Cooler: The Evidence on Urban Development and Climate Change*. (<http://www.smartgrowthamerica.org/gcindex.html>)

<sup>32</sup> CARB adopted Governor Schwarzenegger's Low Carbon Fuel Standard in April 2009. CARB website, <http://www.arb.ca.gov/newsrel/nr042309b.htm>, accessed on July 29, 2009.

<sup>33</sup> California Energy Commission website, <http://www.energy.ca.gov/ab118/index.html>, accessed on August 5, 2009.

reduce emissions by 30 percent in new passenger vehicles by 2016, and are estimated to result in an 18 percent GHG emissions reduction across the passenger fleet.<sup>34</sup>

- ◆ The Waste Reduction and Recycling Initiative (Measure D) approved in 1990, set waste stream diversion targets from landfills at 50 percent by 2005 and 75 percent by 2010. In 2007, the County averaged a 61 percent diversion rate.<sup>35</sup> Resolution No. 2008-213 directs the County to review adoption of a zero waste goal for the County's unincorporated areas and government operations once the 75 percent diversion goal has been achieved.<sup>36</sup> The Eden Area GHG emissions inventory assumes that by 2020, the County will have adopted, but not yet fully achieved, a zero waste goal, and that it will have reached a 90 percent diversion rate.
- ◆ In 2009, the Association of California Water Agencies (ACWA) adopted policy principles supporting comprehensive improvements in water use efficiency to achieve a goal of reducing water use statewide by 20 percent by 2020.<sup>37</sup> In addition to efficiency policies advocated by ACWA, the higher-density development that would occur under the Eden Area General Plan would require less water than typical single-family low-density development. Therefore, the 2020 emissions inventory assumes a 20 per-

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<sup>34</sup> California Clean Cars Campaign, 2006, Factsheet: *California's Vehicle Global Warming Pollution Reduction Regulation: How it Works*. (<http://www.calcleancars.org/factsheets/staffproposal.pdf>)

<sup>35</sup> Megan Starkey, Senior Program Manager, StopWaste.org. Email correspondence with Sophie Mintier, DC&E, May 13, 2009.

<sup>36</sup> Alameda County Resolution No. 2008-213, *Resolution Establishing a Goal of 75 Percent Reduction in Waste Going to Landfills by 2010 for Unincorporated Areas and Civic Operations of the County of Alameda*, adopted June 17, 2008. ([http://www.acgov.org/gsa/75\\_Waste\\_Diversion\\_Resolution\\_06-2008.pdf](http://www.acgov.org/gsa/75_Waste_Diversion_Resolution_06-2008.pdf))

<sup>37</sup> In March 2009, the Association of California Water Agencies (ACWA) adopted policies to reduce water consumption by 20 percent by 2020. ACWA is an organization of public agencies responsible for about 90 percent of the water delivered in California. ACWA website, <http://wnn-online.com/articles/2009/04/03/calif-association-backs-20-water-use-reduction.aspx>, accessed on August 4, 2009.

TABLE F-2 **COMPARISON OF EMISSIONS FOR YEAR 2005 BASELINE AND YEAR 2020 UNDER THE EDEN AREA GENERAL PLAN (TONNES PER YEAR)**

Category	Existing Conditions 2005	Year 2020 (Proposed General Plan)	Percent Reduction
Residential	76,144	72,711	4.5%
Commercial/Industrial	37,767	37,626	0.4%
Transportation	115,563	107,401	7.1%
Waste	26,117	2,856	89.1%
Water	300	177	41.0%
Total	255,891	220,771	13.7%

Source: CACP model for Eden Area of Alameda County, DC&E, 2009.

cent reduction in water use, and a corresponding reduction in energy use for water conveyance, throughout the Eden Area.

Since the model ends at 2020, further improvements in technology and efficiency could be expected to take effect by the General Plan horizon year of 2025. Therefore, the emission reduction measures listed above, expected to occur by 2020, may underestimate the full impact of reductions that will likely occur during the lifetime of the proposed General Plan.

c. Greenhouse Gas Inventory Modeling Results

The results of the CACP model show that year 2020 emissions under the proposed General Plan would be lower than existing conditions in 2005.

Buildout under the General Plan, with assumed emission reduction factors, would result in 2020 emissions of 220,771 tonnes of CO<sub>2</sub>e, a reduction of 35,120 tonnes from the annual 2005 emissions under existing conditions. Ta-

ble F-2, above, details the emissions in each sector of the CACP model for existing conditions and 2020 conditions. This amounts to a reduction of 13.7 percent below 2005 levels.

The largest component of emissions would be from the transportation sector, accounting for 48.6 percent of total 2020 emissions. Residential energy usage would contribute approximately 32.9 percent of total emissions.

For the commercial/industrial sector, the Eden Area 2020 emissions inventory shows emissions levels would be only slightly lower than those under existing conditions. This is because the analysis only assumes energy efficiency improvements in new commercial and industrial buildings and an increase in renewable electricity. If retrofits of existing buildings occur, reductions in this sector will be greater.

Despite these reductions, the Eden Area would generate emissions in excess of the significance threshold of 217,507 tonnes of CO<sub>2</sub>e in 2020. As a result, the proposed General Plan would have a *significant impact* with regard to GHG emissions.

#### *F. Impacts and Mitigation Measures*

**Impact GHG-1:** Development under the Eden Area General Plan would generate 220,771 of CO<sub>2</sub>e emissions. This would exceed the significance threshold of 15 percent below 2005 emission levels, or 217,507 tonnes of CO<sub>2</sub>e. This would be a *significant* impact.

Mitigation Measure GHG-1: Alameda County shall prepare and implement a CAP to direct its community-level GHG emission reduction efforts and achieve a 15 percent reduction in GHG emissions relative to 2005 emissions levels. The Community CAP shall be a fully-enforceable document that establishes emissions reduction targets and identifies and quantifies strategies and measures the County will undertake to reach the

targets. The County shall monitor and report on progress toward the emissions reduction targets on a periodic basis.

Implementation of the Community CAP would reduce the Eden Area's greenhouse gas emissions to 217,507 tonnes of CO<sub>2e</sub> or less by 2025.

Significance After Mitigation: *Less than significant.*

## 5 LIST OF COMMENTORS

Written and public hearing comments were received from the following agencies, organizations and members of the public. The comments are divided according to the nature of their authors, in the following order: Government Agencies (State, Regional and Local), Corporations, Non-Profit Groups and Associations, and Private Individuals. Other than the comment letter from the State Clearinghouse, which is listed first, comments within each category are arranged in chronological order as they were received.

### *A. Written Comments*

#### **Government Agencies (State, Regional and Local)**

1. Terry Roberts, Director, State Clearinghouse. State of California, Governor's Office of Planning and Research. December 1, 2006.
2. Stanley Fung, Deputy Director, Development Services Department. Alameda County, Public Works Agency. October 30, 2006.
3. Lowell Shira, Assistant Superintendent, Business Services. San Lorenzo Unified School District. November 13, 2006.
4. Ellen Dektar, LINCC Project Coordinator, Child Care Planning Council. Alameda County, General Services Agency. November 22, 2006
5. Lowell Shira, Assistant Superintendent, Business Services. San Lorenzo Unified School District. December 8, 2006.
6. Saravana Suthantha, Associate Transportation Planner. Alameda County, Congestion Management Agency. December 14, 2006.
7. Robert T. Bohman, Deputy Fire Marshal, Alameda County Fire Prevention Office. Alameda County Fire Department. December 14, 2006.
8. William R. Kirkpatrick, Manager of Water Distribution Planning. East Bay Municipal Utility District. December 22, 2006.

#### **Private Individuals**

9. Charlie Camraon, P.O. Box 55, Hayward, CA. November 30, 2006.
10. Doris Marciel, 220 Lewelling Blvd., San Lorenzo, CA. November 21, 2006.

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
LIST OF COMMENTORS

11. Doris Marciel, 220 Lewelling Blvd., San Lorenzo, CA. December 7, 2006.

*B. Public Hearing Commentors*

A community meeting was held on November 21, 2006. The following is the number of comments received:

1. S-1. Kathie Ready
2. S-2. Howard Beckman
3. S-3. Suzanne Barba
4. S-4. (Did not identify himself for the record)

## 6 COMMENTS AND RESPONSES

This chapter includes a reproduction of, and response to, each letter received during the public review period. Each letter is reproduced in its entirety and is immediately followed by responses to the comments in it. Letters and hearing comments follow the same order as listed in Chapter 5 of this Final EIR and are categorized by:

- ◆ Government Agencies (State, Regional and Local)
- ◆ Private Individuals
- ◆ Public Hearing Comments

Each comment and response is labeled with a reference number in the margin. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response required revisions to the Draft EIR, these revisions are shown in Chapter 3 of this Final EIR document.



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

December 1, 2006

Cindy Horvath  
Alameda County Planning  
224 W. Winton Avenue, Room 111  
Hayward, CA 94544

Subject: Eden Area General Plan Draft EIR  
SCH#: 2004062124

Dear Cindy Horvath:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 30, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script that reads "Terry Roberts".

Terry Roberts  
Director, State Clearinghouse

1-1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2004062124  
**Project Title** Eden Area General Plan Draft EIR  
**Lead Agency** Alameda County

**Type** EIR Draft EIR  
**Description** The update will guide the unincorporated area's development and conservation through 2025. The new Eden Area General Plan will completely replace the existing General Plan, though it retains goals and policies that remain relevant, and includes a series of General Plan land use designation changes. In compliance with the CEQA, this EIR describes the environmental consequences of the draft General Plan.

**Lead Agency Contact**

**Name** Cindy Horvath  
**Agency** Alameda County Planning  
**Phone** (510) 670-6511 **Fax**  
**email**  
**Address** 224 W. Winton Avenue, Room 111  
**City** Hayward **State** CA **Zip** 94544

**Project Location**

**County** Alameda  
**City** Oakland, Hayward  
**Region**

**Cross Streets**

**Parcel No.**

**Township**

**Range**

**Section**

**Base**

1-1

**Proximity to:**

**Highways** 880, 580  
**Airports** Hayward, Oakland  
**Railways**  
**Waterways** SF Bay  
**Schools**  
**Land Use** Various

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Geologic/Seismic; Landuse; Noise; Public Services; Traffic/Circulation

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; San Francisco Bay Conservation and Development Commission; Caltrans, Division of Aeronautics; Caltrans, District 4; Department of Health Services

**Date Received** 10/17/2006 **Start of Review** 10/17/2006 **End of Review** 11/30/2006

**Letter 1: Terry Roberts, Director, State Clearinghouse, State of California, Governor's Office of Planning and Research. December 1, 2006.**

- 1-1: This comment acknowledges that the State Clearinghouse has received the Draft EIR and has circulated copies of the documents to selected State agencies for review. The letter further states that Alameda County has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. No further response is necessary.



COUNTY OF ALAMEDA  
PUBLIC WORKS AGENCY

399 Elmhurst Street • Hayward, CA 94544-1395  
(510) 670-5480

MEMORANDUM

DATE: October 30, 2006

TO: Cindy Horvath, Community Development Agency

FROM: Stanley Fung, Public Works Agency – Development Service

SUBJECT: Eden Area General Plan Draft Environmental Impact Report (EIR) – September 15, 2006

*Karen Borrmann*

*you*

Reference is made to your transmittal letter received on September 19, 2006, transmitting Draft Environmental Impact Report (DEIR) for the Eden Area General Plan.

Public Works staff had reviewed the DEIR, and has the following comments:

- 1. It is our understanding that all mitigation measures are considered as recommendations and not as conditions of approval for any projects. Under CEQA, an EIR is required to identify mitigation measures that could reduce identified impacts to less-than significant levels. The County is not required to adopt these mitigation measures and could require alternative or additional mitigation measures that could reduce identified impacts to less-than significant levels. 2-1
- 2. Page 2-7, Table 2-1: Impact CIR-2: Option A needs to be clarified. What alignment is suggested to remove split-phase signal operations and enhance pedestrian circulations? 2-2
- 3. Page 4.9-3, B. Existing Setting – 1 National Pollutant Discharge Elimination System (NPDES), 2<sup>nd</sup> paragraphs: Clarification is made that infiltration measures may not be applicable to certain area because of the soil types such as clay or bedrock etc... 2-3
- 4. Page 4.9-4, Section 2. Stormwater Quality Management Plan, add the following: The Ordinance Code governs the Stormwater Quality Management Plan is Chapter 13.08 of the Ordinance Code, which is also known as the Alameda County Stormwater Management and Discharge Control Ordinance. This chapter requires plans specifications, calculations, and other documents shall be submitted to the Public Works Agency for review in connection with the application for a county stormwater permits. 2-4

5. Page 4.9-6 Section 5. Flooding, 1<sup>st</sup> paragraph: The first sentence is incorrect. Flooding is a concern in the Eden Area. San Lorenzo Creek, which is traversing across the Eden Area, may not have capacity to handle the current 100 year discharge in the order of 15, 000 cubic feet per second (cfs) creating serious potential for flooding during such event. A current detail study of the potential flooding area is currently underway by the Flood Control and Water Conservation District (ACFC&WCD). Estudillo Canal, which is located in the City of San Leandro, is at or about capacity for any flooding above a 15 year storm event, and could overflow into the areas south of Bay Fair. 2-5
6. Page 4.9-6, Section 5. Flooding, 2<sup>nd</sup> paragraph: Add the following sentence at the end of the paragraph: Chapter 15.40 – Floodplain Ordinance governs any constructions in the 100-year floodplain. 2-6
7. Page 4.9-7, Section a. 100-Year and 500-Year Flood: The first sentence is incorrect. As defined by the Federal Emergency Management Agency (FEMA), a 100-year flood is not a flood that will occur once every 100 years; it is rather a flood that has a one percent (1%) chance of being equaled or exceeded each year. Thus, an area outlined as a 100-year flood zone could flood more than once in a relatively short period of time (similar to the definition of a 500-year flood). Last sentence of the 1<sup>st</sup> paragraph: Change Building Inspection Division to Building Inspection Department, and change individual sites to individual building or structure. The County Building Code requires a flood protection to an elevation at least one foot about the FEMA Base Flood Elevation (FEMA BFE). 2-7
8. Throughout the report, the DEIR refers to building codes, specifically the Uniform Building Code (UBC) in some instances and the California Building Code (CBC) in others. Alameda County is governed by and applies the latter and the FEIR, for accuracy, should be revised to correct the conflict in references. 2-8
9. Reference is also made to comments from ACFC&WCD sent via email by Mr. Rohin Saleh to Mr. Chris Bazar on Friday, October 27, 2006. Those comments need to be addressed. 2-9

If you have any questions or concerns, please contact Mr. John Nguyen at (510) 670-5459.

Attachment: Comments from ACFC&WCD

c: Daniel Woldesenbet  
 George Sukkar  
 Hank Ackerman  
 Karen Borrmann  
 James Chu  
 Moses Tsang  
 John Nguyen

Attachment: Comments from ACFC&WCD

**Comments to Eden Area General Plan Draft EIR**

Page 4.9-4, Item 3: Existing Storm Drainage and Flood Control Infrastructure, the report states:

*"The District owns and manages most storm drains in the Eden Area, and ensures that they are designed and constructed to meet existing and projected needs for the area to avoid flooding."*

The District designs all of its facilities to meet current and projected needs. However, due to changes in hydrologic conditions and densification of the urban areas due to changes in general plans, the District cannot ensure that its facilities, once constructed, will always continue meet these ever changing needs. In fact, the existing closed-conduit storm drainage facility (Zone 2, Line N) upstream of Channel Street no longer has the capacity to convey a 15 year event. In addition, USGS gauge data of San Lorenzo Creek indicates that due to changes in hydrologic conditions since the time of its construction, the San Lorenzo Creek flood control channel will no longer contain a 100 year flood. The District is currently in the process of finalizing a detailed flood plain analysis of the San Lorenzo Creek watershed, utilizing this newly published USGS data. This analysis, which should be complete within the next couple of months, indicates that a large portion of the Eden General Plan Area may be subject to flooding due to a 100 year storm event.

2-10

Page 4.9-6, Item 5: Flooding, the report states:

*"Due to the geographic location of the Eden Area, the chances that inundation from a flood would affect the area is unlikely."*

San Lorenzo Creek runs right through the Eden General Plan area, and therefore the area is geographically located in the historic flood plain for one of the largest watersheds in western Alameda County. Given this and the facts provided in response to the previous item, the statement above is incorrect.

2-11

Page 4.9-7, Item 5a: 100-Year and 500-Year Floods, the report states:

*"Portions of the Eden Area within in the 100-year flood zone, are shown in Figure 4.9-1, which also shows the portions of the Eden Area subject to inundation from a 500-year flood, which have a 0.2 percent chance of flooding in any given year. The following areas in the Eden Area are located within the 100-year and 500-year flood zone."*

Figure 4.9-1 does not accurately reflect the existing 100 and 500 year FEMA flood plain maps.

Page 4.9-13, Item 3: Drainage Patterns and Stormwater Disposal, the report states

*"Additional development and related construction allowed by the General Plan could affect the drainage system in the Eden Area by increasing stormwater, which could require additional stormwater drainage facilities."*

2-12

Additional development will create even more flooding potential for a system that is already under stress. Therefore, in the above sentence the word "could" should be changed to "would".

Page 4.9-13.Item 3: Drainage Patterns and Stormwater Disposal, the report states  
*“Furthermore, Action A1 under Goal SAF-3 would require the County to develop a program, based on studies conducted by the Alameda county Flood Control District, to ensure improvements to the San Lorenzo Creek drainage channel or Bockman canal will result in the continued ability to accommodate runoff from storms and to maintain its status outside a 100-year flood event.”*

2-13

The District is in the process of updating the Storm Drainage Master Plan for Zone 2, in which these facilities are located. However, as stated previously, based on District studies, the San Lorenzo Creek flood control channel does not currently have the capacity to contain a 100-year flood event. Unfortunately, based on our study, the cost of the improvements necessary to increase channel capacity to the level of the 100-year event is greatly beyond the District’s ability to fund.

Page 4.9-14, Item 3: Drainage Patterns and Stormwater Disposal, the report states  
*“Implementation of the General Plan policies and actions, in concert with other County development standards and requirements would reduce the potential for impacts associated with drainage system changes and increased runoff to a less than significant level.”*

2-14

It is true that implementation of these policies, actions, standards and requirements would reduce the impacts of increased runoff due to development proposed under the General Plan. However, any additional runoff will only exacerbate flooding conditions as they currently exist. (See initial response above.)

Page 4.9-15, Item 4: Flooding and Dam Inundation Risks, paragraph 4 states  
*“Given existing provisions by the County of Alameda, and implementation of the General Plan goals, policies and actions, the potential for impacts associated with flooding are considered less than significant.”*

2-15

On the contrary, considering the existing potential for flooding, and the fact that the improvements necessary to reduce the flooding risk to the levels called for in the General Plan are beyond the Districts ability to fund, this statement is incorrect.

**Letter 2: Stanley Fung, Deputy Director, Development Services Department. Alameda County, Public Works Agency. October 30, 2006.**

- 2-1: This comment provides a commentary on CEQA requirements regarding mitigation measures and the Lead Agency's option to adopt such measures or require alternative or additional mitigation measures to reduce identified impacts to less than significant levels. This is a correct summary of CEQA. Since this is not a comment on the adequacy of the Draft EIR, no further response is required.
- 2-2: This comment seeks clarification on the traffic and circulation improvements proposed as Option A for the Grant/Washington intersection under Mitigation Measure CIR-2.

Currently, approach lanes to the Grant/Washington intersection are off-set for both the north-south and east-west approaches. Also, each approach has varying road widths on each side of the intersection. West of the intersection, Grant Avenue has four through lanes, narrowing to two through lanes east of the intersection. Combined with the non-perpendicular intersection with Washington Avenue, this requires an inefficient split-phase signal operation to prevent turning vehicles from colliding with each other.

Realignment of the intersection under Option A of Mitigation Measure CIR-2 would eliminate the off-set between the two approaches and create a more direct, uniform approach from both directions. This improvement could also include a realignment of the north-south approaches as well.

- 2-3: This comment does not question the adequacy of the Draft EIR, but rather proposes language to clarify information in the Existing Setting section of Section 4.9 of the Draft EIR. The suggested clarification is included in Chapter 3 of this Final EIR.

2-4: Please see the response to Comment 2-3.

2-5: This comment suggests that the Draft EIR did not utilize the most up to date flood data, and that the analysis of the flooding potential within the Plan Area is therefore flawed or inaccurate. It also references a flooding study underway by two County agencies.

Page 4.9-6 of the Draft EIR has been revised to acknowledge that flooding is of concern in the Eden Area and that the San Lorenzo and Estudillo creeks drainage lack the capacity to adequately carry flood waters. Chapter 3 of this Final EIR also updates the Draft EIR to reflect new FEMA mapping since 2006.

The findings from the specific studies mentioned in this comment cannot be incorporated into this EIR because the studies have not been completed. Nonetheless, the findings from the Alameda County's Flood Control and Water Conservation District (ACFCWCD) study will be considered for incorporation into the Eden Area General Plan and other County plans, as appropriate, once the study has been adopted.

2-6: Please see the response to Comment 2-3.

2-7: This comment corrects the definition of a 100-year flood found on page 4.9-7 of the Draft EIR. It also corrects the name of the Building Inspection Department, as well making other observations. The corrections provided are reflected in Chapter 3 of this Final EIR Addendum.

2-8: This comment makes the observation that the Draft EIR refers to both the Uniform Building Code (UBC) and the California Building Code (CBC).

The Draft EIR has been revised to clearly make the distinction between the two codes, the national (UBC) and the State (CBC), where appropriate. These revisions are included in Chapter 3 of this Final EIR Addendum.

- 2-9: This comment serves as an introduction to subsequent comments submitted as an attachment to the comment letter. Responses to these additional comments are included in responses to Comments 2-10 through 2-14, below.
- 2-10: Please see the response to Comment 2-5.
- 2-11: This comment suggests Figure 4.9-1 of the Draft EIR does not accurately reflect the existing flood risks for the Plan Area. Figure 4.9-1 and the accompanying text have been revised in Chapter 3 of this Final EIR to reflect revised FEMA flood zones. Furthermore, the comprehensive set of policies and actions within the General Plan address flood risks adequately enough to reduce impacts to less than significant levels.
- 2-12: This comment suggests the analysis for the drainage patterns and stormwater disposal is not adequate. Given the 20-year horizon of the proposed General Plan, it would be speculative for the Draft EIR to make assertions on the location of future development under the proposed General Plan. Moreover, the proposed General Plan calls for the majority of development to occur in already urbanized corridors, where the majority of new development would be in the form of redevelopment of developed land and where minimal additional paving or runoff would occur. Additionally, implementation of the County's National Pollutant Discharge Elimination System (NPDES) regulations would assist in reducing the amount of runoff in the long term. Given all the factors mentioned above, the Draft EIR finds that there is little likelihood of significant increased runoff from new development. Thus the Draft EIR states that additional

runoff “could” occur, but it later (pages 4.9-14 to 4.9-15) finds no significant impact in this regard. No changes to the Draft EIR are needed.

- 2-13: This comment notes again that ACFCWCD is currently updating the Storm Drain Master Plan for Zone 2, including San Lorenzo Creek and Bockman Canal. It suggests that San Lorenzo Creek cannot currently convey the 100-year storm and that costs of needed improvements to San Lorenzo Creek will be greater than ACFCWCD can afford.

Issues regarding existing conditions on San Lorenzo Creek are addressed in the response to Comment 2-5. The remainder of this comment provides information, but it does not suggest changes to the Draft EIR or proposed General Plan Action A1 under Goal SAF-3. Therefore, no further changes to the Draft EIR are required.

- 2-14: This comment raises the concern that any additional development or redevelopment will exacerbate flooding conditions as they currently exist.

Both the General Plan and the Draft EIR took this concern very seriously, and a comprehensive set of policies and actions appear in the General Plan to address this issue. Full implementation of these policies and actions would significantly reduce the impacts of increased runoff due to development proposed under the General Plan, as explained on page 4.9-14 of the Draft EIR.

To strengthen the framework of policies and actions proposed in the General Plan, an additional policy has been added to the General Plan under Goal SAF-2 that reads as follows:

*Policy P6: Development shall comply with applicable NPDES requirements.*

COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
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This additional policy is mentioned in revisions to page 4.9-14 of the Draft EIR as documented in Chapter 3 of this Final EIR Addendum.

2-15: Please see responses to Comments 2-5 and 2-12.



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Lowell Shira, Ph.D.  
Business Services

Sharon J. Lampel  
Personnel Services

November 13, 2006

Cindy Horvath, Senior Planner  
Alameda County Community Development Agency  
224 West Winton Avenue, Room 111  
Hayward, CA 94544

RE: Comments Regarding Eden Area General Plan Draft EIR

Dear Ms. Horvath:

The San Lorenzo Unified School District is pleased to comment on the District's needs with respect to the Eden Area General Plan. Of greatest concern to the District is the need to consider the educational and related public service needs of children in the San Lorenzo area. The District is also very concerned that the plan stipulates full mitigation of any negative impact on the education of children in San Lorenzo.

In the recent environmental impact report, the Agency has failed to adequately address the educational, home-to-school transportation, and other critical needs of students that would be generated. The report fails to address inadequacies for both new students generated by the Plan/Project and students who are currently residents within the District. 3-1

Listed below are specific areas in which the Draft EIR has failed to address the needs of children. We hope these examples can serve to prevent a repeat of such failures.

- The Draft EIR estimates the need for additional classrooms and related infrastructure to serve 3,984 students. Assuming that the student population is fairly equally distributed between Kindergarten and Grade 12, the resulting number of new schools required would be as follows: 3-2

School Type	Students	Schools
Elementary (Gr. K-5)	1,839	3 @ 613 students each
Middle (Gr. 6 – 8)	919	1 @ 919 students
High School (Gr. 9-12)	1,226	1 @ 1,226 students

- The Draft EIR states that development fees collected at the rate of \$2.63 per square foot from residential development and \$0.42 per square foot from commercial development would be "adequate mitigation to offset **any** impacts associated with the new growth." 3-3

However, the Draft EIR does not provide any information relative to the estimated fees to be collected relative to the cost of building five (5) new schools. We would anticipate a funding gap of several millions of dollars.

3-3

- In addition, the Draft EIR fails to consider the significant impact of the Plan on transporting students to and from school. The cost of transporting students in San Lorenzo is over \$700 per student. State funding for home-to-school transportation has been "capped" since the 1980s with no funding for additional students needing transportation. The funding gap in San Lorenzo is \$300,000 annually. It is estimated that up to 80% of the 1,839 additional elementary students would need to be bussed due to long distances and/or hazardous street crossings, **costing the District an additional \$1,029,840 annually.**

3-4

Previous environmental impact reports prepared by the Alameda County Community Development Agency have asserted that recent law prohibits the San Lorenzo Unified School District from "*denying land use approvals on the basis that school facilities are inadequate*". However, we do not believe that the needs of children should be dismissed solely because the State legislature has denied school districts the right to stop projects that negatively impact the education of children.

3-5

We look forward to working with you to develop meaningful mitigation impacts that the Plan could impose upon the school children of San Lorenzo. We believe that many impacts can be mitigated if the Agency is willing to accept the responsibility to do so.

Sincerely,



Lowell Shira, Ph.D.  
Assistant Superintendent  
Business Services

**Letter 3: Lowell Shira, Assistant Superintendent, Business Services. San Lorenzo Unified School District. November 13, 2006.**

- 3-1: This comment serves as an introduction to subsequent, more detailed comments that follow. It notes the general concerns of the District on the General Plan in regard to the education and related public service needs of children in the San Lorenzo area. It also provides a general discussion of the inadequacies of the Draft EIR by way of background and support for the subsequent comments. Since no substantive comments were raised, no response is required.
- 3-2: This comment makes the assumption that the expected 3,984 students generated from the buildout of the General Plan would be equally distributed between the grade levels, Kindergarten through 12<sup>th</sup>, which would result in the need for three new elementary, one middle and one high schools. This is consistent with the findings of the Draft EIR. Since this is not a comment on the adequacy of the Draft EIR, no response is required.
- 3-3: This comment addresses the regulatory framework governing school districts in their ability to impose developer fees on new development. It also makes the observation that the Draft EIR lacks any information on the cost of building new school facilities.

As noted on page 4.2-15 of the Draft EIR, the developer fees collected by the District were identified to fall short of the amount needed to reconstruct District schools or to add space through new construction. However, California Government Code Section 65996(a) limits the amount school districts can levy new development. Under CEQA, full payment of these developer fees is considered adequate mitigation for environmental impacts associated with the construction of new school facilities. The Cumulative Impact Discussion under the Schools section of the Community Services chapter has been revised to more clearly reflect the regulatory setting

COUNTY OF ALAMEDA  
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pertaining to proper mitigation measures. These changes are reflected in the revised language for this section that is included in Chapter 3 of this Final EIR.

- 3-4: Please see response to Comment 3-3 above.
- 3-5: This comment mentions the findings of previous EIRs on which the District has commented. As the comment does not pertain to the adequacy of the Draft EIR, no further action is required.



November 22, 2006

TO: Cindy Horvath, CDA

FROM: Ellen Dektar, GSA Child Care Program

SUBJECT: RECOMMENDED CHILD CARE ADDITIONS TO EDEN AREA GENERAL PLAN

Thanks for your work on the Eden Area general plan. The goal of my child care revision recommendations, which are underlined below, is to clarify and amplify several ideas which are already captured by the existing language which is primarily in the Public Facilities and Services Element. They more clearly link child care with development planning in the Eden Area and reflect current County exploration of developer fee and other child care supports.

Goal PF-6: Encourage adequate provision of licensed child care in the Eden Area and promote coordination between child care and land use planning.

#### Policies

- P4 The County shall encourage the siting of child care and other care facilities in areas compatible with land use and character, and shall encourage such facilities to be located near Districts, Corridors, Special Precincts, homes, schools, community centers, recreation facilities, ~~and~~ transit stops and commercial areas<sup>1</sup>.
- P5 Consider the options for supporting child care facilities, including but not limited to: providing or facilitating low cost or no cost leases for programs at vacant or public buildings; in-lieu or impact fees to provide facilities; providing the County Child Care Planning Council with the opportunity to review large proposed residential developments and make recommendations about the need for additional child care programs; or other measures to address the supply, affordability and quality of childcare.

4-1

#### Actions

- A2 Study the feasibility of an impact fee for the development of child care facilities or the payment of an in-lieu fee.

Adding some child care reference in the Land Use element Goal 8: "Create Districts that serve as shopping, living, meeting and gathering places" which details District characteristics would

<sup>1</sup> LU-14 Policy 2 already has day care listed as a considered daily need for commercial districts, this is just for consistency.

reinforce Policy 4 from the public facilities element. A cross reference to child care in Land Use Element Goal 7 related to mixed used corridors might be another approach. On Action A1, for example, could you specify that mixed use guidelines should be developed with input from the groups and the Eden community that are listed, and add, including families with young children? Just a thought.

4-1

Thank you for your consideration. Please feel free to give us feedback or make your own suggestions related to these issues. We welcome and appreciate your expertise and questions. You can contact me at 510-208-9578 or [ellen.dektar@acgov.org](mailto:ellen.dektar@acgov.org) until December 1 or Angie Garling (December-March) at 510-208-9675 or [angie.garling@acgov.org](mailto:angie.garling@acgov.org).

**Letter 4: Ellen Dektar, LINCC Project Coordinator, Child Care Planning Council. Alameda County, General Services Agency. November 22, 2006.**

4-1: This comment does not question the adequacy of the Draft EIR, but rather proposes additional mitigation through recommendation of additional policy direction for the General Plan. No further action is required with regard to the Draft EIR, although the suggested policy language for Policies P4 and P5 and Action A2 has been included in the General Plan.



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December 8, 2006

Cindy Horvath, Senior Planner  
Alameda County Community Development Agency  
224 West Winton Avenue, Room 111  
Hayward, CA 94544

RE: Objection to and Comment Concerning Eden Area General Plan Draft EIR

Dear Ms. Horvath:

The San Lorenzo Unified School District is dismayed to recently learn that the Eden Area General Plan proposes to change the land use designation for properties owned by the District. We have learned that the proposed change on certain sites would be from the current designation, "Medium Density Residential", to "School."

The District's principal problem with the draft EIR's conclusions and the proposed school site designation change is that neither is supported by adequate factual data. The subject sites have not been used as schools for over 10 years. There is no crowding at the District's elementary schools, as evidenced by data in the Draft EIR - Table 4.2-2." And, based on research conducted by the District's staff and its real property citizens' advisory committee, it is extremely unlikely these sites, presently designated as "surplus," will be required as school sites in the next ten years. As presently designated, the use of these sites by the District provides much needed financial support for District programs. Had the District been contacted by the consultants who prepared the Draft EIR, all of this factual information could have been provided.

The proposed change in designation would greatly hinder the District's elected Board of Education from making the best use of these properties to serve District students. As such, based on the concerns expressed in this letter among other factors, the Board would have to consider all of its legal options were the change to become final.

The District respectfully requests the following:

- That the Planning Commission and any other responsible County agency change its proposed findings to continue the present "Medium Designation Residential" designation assigned to the subject schools.
- If that is not possible, that the Planning Commission and any other responsible County Agency direct its staff and consultants to revise the Draft EIR to reflect more accurately the data that we have cited in this letter and/or to conduct further research, including but not limited to discussions with the District Superintendent and staff and the District's real estate citizens' advisory board.

We look forward to working with you to develop a resolution to this matter.

Sincerely,

Lowell Shira, Ph.D.  
Assistant Superintendent  
Business Services

**Letter 5: Lowell Shira, Assistant Superintendent, Business Services. San Lorenzo Unified School District. December 8, 2006.**

5-1: This comment does not question the adequacy of the Draft EIR, but requests a change to the General Plan. The requested change has been made in the Eden Area General Plan published in June 2009. (Note to County: DC&E proposes to add to page 3-30 of the General Plan to make the description of the School designation consistent with Policy P3 under Goal PF-7 on page 6-27.)



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**AC Transit**  
Director  
Dolores Jaquez

December 14, 2006

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Nate Milley  
Scott Haggerty  
Chair

Mrs. Cindy Horvath  
Senior Planner

**City of Alameda**  
Mayor  
Beverly Johnson

Alameda County Community Development Agency  
224 West Winton Avenue, Room # 111  
Hayward, CA 94544

**City of Albany**  
Mayor  
Allan Maris

**BART**  
Director  
Thomas Blalock

**SUBJECT:** Comments on the Draft Environmental Impact Report for the Eden Area General Plan

**City of Berkeley**  
Councilmember  
Kris Worthington

Dear Ms. Horvath:

**City of Dublin**  
Mayor  
Janet Lockhart

Thank you for the opportunity to comment on the Alameda County's Eden Area General Plan Draft Environmental Impact Report (DEIR). The DEIR provides an assessment of the Eden Area Draft General Plan that was published on October 24, 2005. The General Plan contains six elements: Land Use, Circulation, Open Space and Conservation, Noise, Safety and Public Facilities and Services. Housing Element was not included in the update because it was adopted separately in 2003.

**City of Emeryville**  
Mayor  
Ruth Alkin

**City of Fremont**  
Mayor  
Robert Wasserman

The ACCMA respectfully submits the following comments. Where possible the DEIR page numbers are referenced.

**City of Hayward**  
Mayor  
Michael Sweeney

**City of Livermore**  
Mayor  
Marshall Karna

**City of Newark**  
Councilmember  
Luis Freitas

- General: The Notice of Preparation (NOP) for this General Plan Update was issued on June 16, 2004. However, the CMA was not sent a copy of the NOP and therefore the CMA could not request for the CMP related requirements pertaining to the traffic impacts on the MTS roadways and transit. It is requested that the County include the CMA in the mailing list for the environmental documents.

6-1

**City of Oakland**  
Councilmember  
Larry Reid

**City of Piedmont**  
Councilmember  
John Chiang

- Page 2-3, Unavoidable Significant Impacts: The DEIR states that the growth under the proposed General Plan would exacerbate congested conditions on regional freeways, particularly I-580 and I-880, by contributing traffic to these freeways that are either currently operating unacceptably or forecasted to operate unacceptably in 2025. Further, it was stated that the direct mitigation of the impacts on these freeways are not feasible because implementing the potential improvements are not under the control of the County. In order to mitigate these impacts, it is requested that the County contribute a fair share towards these regional highway improvements. These

6-2

**City of Pleasanton**  
Mayor  
Jennifer Hosterman

**City of San Leandro**  
Mayor  
Shelia Young

**City of Union City**  
Mayor  
Mark Green  
Vice Chair

**Executive Director**  
Dennis R. Fay

funds could be placed in a trust, which would be available later when projects for improvements on the project area freeways, I-580 and I-880, are proposed.

6-2

- Changes between the existing and proposed General Plans: Table 3-1 on page 3-13 shows the changes proposed for each land use category in the proposed General Plan compared to the existing General Plan. While it shows which land use category has changed by how much, there is no description of where these changes were made in terms of the location. Although Figures 3-3 and 3-4 illustrate the difference, it is difficult to read and identify the location where high trip generating land uses have been intensified. Hence, it is requested that a description on where significant changes in land uses were made and where it is expected to generate significant net new trips.

6-3

- Trip Generation: Trip Generation table showing the net increase or decrease in trips between the existing General Plan and future General Plan is missing from the report. Please include a table on this.

6-4

- CMP Land Use Analysis Program requirements: The CMP Land Use Analysis Program requires that the development impacts on the MTS roadways be analyzed if the net increase in trips generated from the project exceeds 100 p.m. peak hour trips. It appears that the number of trips generated from the project exceeds the above threshold. Therefore, the traffic impact of the project on the following MTS roadways should be analyzed using the current CMA's countywide model: E-14<sup>th</sup>, Mission Boulevard, Hesperian Boulevard, E. Lewelling Boulevard, A street and W.A Street.

6-5

- Page 4.3-26, Table 4.3-6, Freeway PM Peak Hour LOS Summary: Table 4.3-6 shows the comparison between the existing land use and proposed General Plan land use in terms of V/C ratio and LOS. However, the comparison between existing General Plan and the Proposed General Plan is missing to identify the net increase in trips from the proposed General Plan. Please include a comparison for the existing General Plan.

6-6

- Page 4.3-26, Table 4.3-6, Freeway PM Peak Hour LOS Summary: For future traffic volume in 2025, the reference at the bottom of the table shows the source as Caltrans Traffic Volumes report. However, the document states that the CMA model has been used to obtain the forecast traffic volumes. Please clarify.

6-7

- Page 4.3-2: The CMA's LOS Standard is only for the purposes of monitoring the Level of Service on CMP roadways. Also, the statement of CMA facilities is incorrect as CMA does not own any roadway facility as the statement implies. Please correct the statements in paragraphs two and three related to CMA.

6-8

- Page 4.3-14 Intersection Volumes and LOS: The CMA does not have a LOS standard for intersection. Please correct the statement on LOS for the CMP routes accordingly

6-9

Mr. Cindy Horvath  
December 14, 2006  
Page 3

Once again, thank you for the opportunity to comment on this DEIR. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira", with a long horizontal flourish extending to the right.

Saravana Suthanthira  
Associate Transportation Planner

cc: Chron  
file: CMP - Environmental Review Opinions - Responses - 2006

---

**Letter 6: Saravana Suthanthra, Associate Transportation Planner. Alameda County, Congestion Management Agency. December 14, 2006.**

- 6-1: This comment does not question the adequacy of the Draft EIR, but rather requests that the County include the Congestion Management Agency (CMA) in the mailing list for the review of environmental documents such as this EIR. The County acknowledges this oversight, as the CMA should have been automatically listed. This shall be corrected accordingly and we thank the CMA for bringing it to our attention. No further action is required with regard to the Draft EIR.
- 6-2: This comment does not question the adequacy of the Draft EIR, but rather requests Alameda County to establish a regional highway improvement fund to pay for its fair share contribution for future improvements to the region's highways to accommodate the growth under the proposed General Plan. It should be noted that Alameda County has a county wide half-cent transportation sales tax, originally approved in 1986 as Measure B by County voters and extended under Measure B in 2000. This sales tax is administered by the Alameda County Transportation Authority (ACTA) and the Alameda County Transportation Improvement Authority (ACTIA) and is used for improvements to regional transportation facilities. No further action is required with regard to the Draft EIR although the County will consider establishing such a fund as requested.
- 6-3: This comment does not question the adequacy of the Draft EIR, but rather requests a description on where significant changes in land uses were made and where it is expected to generate significant net new trips.

Based on the land use and urban design framework of the General Plan, as discussed on page 3-21 of the Draft EIR, the most significant changes in land uses are assumed to occur in the areas designated as

corridors and districts under the General Plan. These areas are predominantly on Mission, Lewelling and Hesperian Boulevards.

To predict the generation of new trips, the traffic model utilized transportation analysis zones (TAZs) for its impact analysis. Each TAZ was allocated a certain portion of the overall growth projected for the General Plan buildout, consistent with the discussion on pages 3-24 through 3-26 of the Draft EIR. Table F-1 provides the specific number of housing units and jobs projected for each TAZ and Attachment Figure F-1 shows the boundaries of each TAZ. As shown by the table, TAZs 171A, 177, 185A, 664A, 668, 672 and 697 have the most potential to generate significant net new trips. These seven TAZs represent about 58 percent of the total jobs projected under the General Plan and about 60 percent of the total housing units. It should be noted that one of these TAZs is a special precinct, as defined by the General Plan's urban design framework; this is the industrial area adjacent to the San Francisco Bay.

- 6-4: This comment requests that a table comparing trip generation of the proposed and existing General Plans be included in the EIR.

Table F-1, above, shows trip generation for the proposed plan.

A comparison of the traffic generating characteristics of the proposed General Plan and the existing General Plan is contained in the Alternatives Analysis in Chapter 5 of the Draft EIR. The existing General Plan is referred to as the "No Project Alternative." As stated on page 5-4 of the Draft EIR, buildout of the current General Plan would generate more vehicle trips than the preferred Plan. Growth generated by the proposed Plan would generate 4,388 AM peak hour trips and 6,774 PM peak hour trips, while growth generated by the current General Plan (the "No Project alternative") would generate 5,618 AM peak hour trips and 9,180 PM peak hour trips. CEQA

**COUNTY OF ALAMEDA**  
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TABLE F-3 **ESTIMATES OF NEW DEVELOPMENT BY TRANSPORTATION ANALYSIS ZONE**

TAZ Number	Housing Units	Industrial Jobs	Office Jobs	Commercial Jobs	Total Jobs
164A	150	0	0	125	125
164B	0	0	0	0	0
165	170	0	0	0	0
169A	0	0	0	0	0
169B	0	0	0	0	0
170	100	0	0	0	0
171A	810	0	0	400	400
171B	0	0	0	0	0
172A	26	0	0	0	0
172B	125	0	0	200	200
172C	0	0	0	0	0
172D	102	0	0	0	0
173	40	0	0	0	0
174A	115	0	0	200	200
174B	0	0	0	50	50
175	0	0	0	200	200
176A	195	0	0	0	0
176B	250	0	0	200	200
177	326	0	0	325	325
178A	21	0	0	0	0
184A	251	0	0	100	100
185A	929	0	0	250	250
200A	90	0	0	0	0

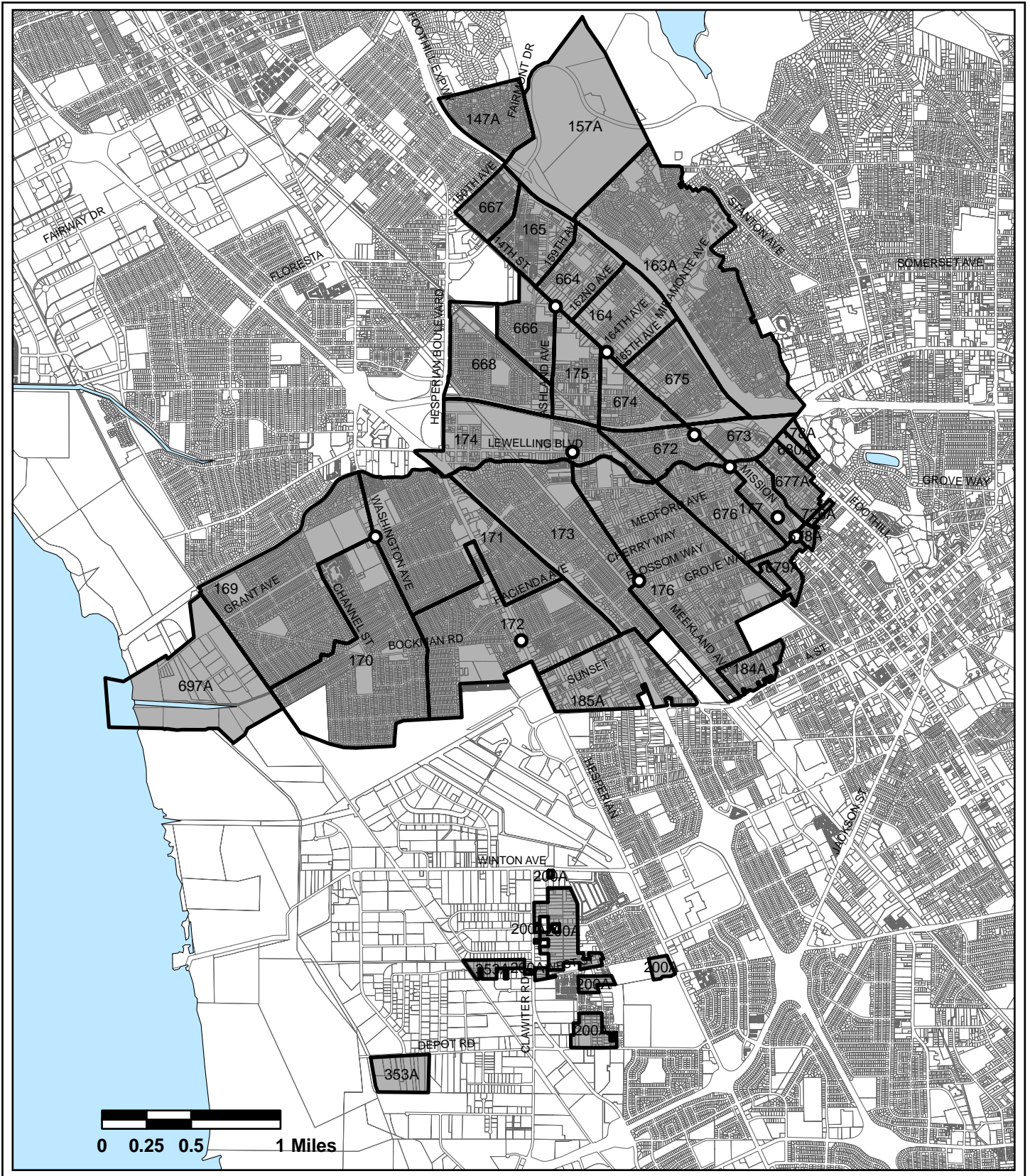
COUNTY OF ALAMEDA  
EDEN AREA GENERAL PLAN  
REVISED FINAL EIR  
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TABLE F-3 **BUILDOUT ESTIMATES BY TRANSIT ANALYSIS ZONES**  
(CONTINUED)

TAZ Number	Housing Units	Industrial Jobs	Office Jobs	Commercial Jobs	Total Jobs
664A	0	0	0	225	225
664B	70	0	0	150	150
666	0	0	0	175	175
667	29	0	0	0	0
668	741	0	0	0	0
672	125	0	0	250	250
673	30	0	0	200	200
674	0	0	0	0	0
675	0	0	0	0	0
676	120	0	0	0	0
677A	133	0	0	0	0
678A	0	0	0	0	0
679A	0	0	0	0	0
680A	25	0	0	0	0
697	147	150	600	50	800
726A	0	0	0	0	0
<b>TOTAL</b>	<b>5,120</b>	<b>150</b>	<b>600</b>	<b>3,100</b>	<b>3,850</b>

<sup>a</sup> Units in 1,000 square feet.

Source: Alameda County and DC&E, December 2005.



Source: Fehr & Peers; Design, Community & Environment, 2006

**ATTACHMENT FIGURE 1**

**TRANSIT ANALYSIS ZONES**

**COUNTY OF ALAMEDA**  
EDEN AREA GENERAL PLAN EIR

does not require specific detailed or quantitative assessment of alternatives, thus no specific trip generation table for the No Project Alternative is included in this EIR.

- 6-5: This comment states that this EIR should have used the CMA's countywide model to assess the traffic impact on MTS roadways given the General Plan's projected net increase in trips generated.

At the time this EIR was prepared, the most recent CMA model update had not yet been completed, so the previous (year 2000) CMA model was consulted. The 2000 CMA model forecasted a net *decrease* in traffic volumes between 2005 and 2025 on key segments of Hesperian Boulevard, A Street and East Lewelling Boulevard; in some locations, the CMA model forecasted a traffic volume decrease of nearly 20 percent. On Mission Boulevard/East 14<sup>th</sup> Street, the CMA model forecasted an increase in traffic volumes ranging from 5 to 30 percent (depending on location). Given the wide variance between the forecasts contained in the CMA model, and since the CMA model predicts a *decrease* in traffic at key locations on the arterial roadway network, the analysis conducted for this project instead relied on a more conservative forecast of 1 percent annual growth on all regional routes.

Utilizing this assumption, the proposed General Plan would result in a net decrease in trips compared to the existing General Plan. As stated in Chapter 3 of this Final EIR Addendum, growth generated by the proposed General Plan would generate 4,388 AM peak hour trips and 6,774 PM peak hour trips, while growth generated by the Existing Plan (the "No Project" alternative for EIR purposes) would generate 5,618 AM peak hour trips and 9,180 PM peak hour trips. Therefore, the Project will generate fewer trips on the CMP road network than currently assumed by the CMA model.

The transportation impact analysis contained in the Draft EIR included an analysis of intersection level of service (LOS) on the following MTS roadways: East 14th/Mission Boulevard, Hesperian Boulevard and Lewelling Boulevard. “A” Street and West “A” Street were not included as part of the analysis because the County wanted to concentrate its limited resources on the primary roadways and intersections.

As stated on page 4.3-24 of the Draft EIR, a traffic model was created using TRAFFIX software to track the distribution and assignment of traffic on the Eden Area’s arterial and collector roadways and at study intersections. Trip distribution information was derived from the ACCMA Countywide Travel Demand Forecasting Model. In addition to trips resulting from development under the proposed General Plan, the growth in background traffic on regional cut-through routes was incorporated into the traffic model. A 20 percent (i.e. approximately 1 percent per year) growth in background traffic volumes is assumed on Hesperian Boulevard and East 14th/Mission Boulevard, given their role as regional routes. The results are shown on page 4.3-28 to 4.3-29 of the Draft EIR.

6-6: This comment requests additional information on Table 4.3-6 of the Draft EIR with regard to the net increase in trips generated by the proposed General Plan. Comparison of the traffic generating characteristics of the proposed General Plan and the existing General Plan is contained in the Alternatives Analysis contained in Chapter 5 of the EIR. The existing General Plan is referred to as the “No Project Alternative.”

6-7: This comment seeks clarification on the source utilized to obtain the forecasted traffic volumes. As stated on page 4.3-23 of the Draft EIR, traffic generated by the proposed General Plan was added to the existing freeway segment volumes along with the projected background growth foreseen for the period between 2005 and 2025 in the AC-

CMA model, in order to develop a forecast of 2025 freeway volumes. The footnote on Table 4.3-6 of the Draft EIR has been modified to reflect the inclusion of CMA data, as well as data derived by Fehr & Peers to forecast growth resulting from the proposed General Plan. These changes are reflected in the revised table included in Chapter 3 of this Final EIR.

- 6-8: This comment seeks to clarify the information stated in the Draft EIR in regards to CMA's LOS Standards and county roadways. These changes are reflected in the revised language included in Chapter 3 of this Final EIR.
- 6-9: This comment seeks to correct the statement made in the Draft EIR with regard to LOS standards for intersections. These changes are reflected in the revised language included in Chapter 3 of this Final EIR.



# Alameda County Fire Department

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William J. McCammon, Fire Chief

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Hayward, CA 94544  
(510) 670-5853  
(510) 887-5836 Fax

CITY OF SAN LEANDRO  
835 E. 14<sup>th</sup> Street  
San Leandro, CA 94577  
(510) 618-3490  
(510) 618-3445 Fax

CITY OF DUBLIN  
100 Civic Plaza  
Dublin, CA 94568  
(925) 833-6006  
(925) 833-6628 Fax

December 14, 2006

Alameda County Planning Department  
224 W. Winton Avenue  
Hayward, CA 94544

Attention: Cindy Horvath

Subject: Eden Area General Plan Draft EIR

Dear Ms. Horvath,

I have conducted a review of the Eden Area General Plan Draft EIR. Based on this review, I have the following for your consideration:

Section 4.2B of the EIR lists special fire concerns for the Eden Area; however, our access concern caused by deficient street widths was absent from the EIR, and should be included within the list of special concerns.

Depending on the actual degree of the street width deficiency and/or the lack of adequate parking controls, these substandard streets can hinder or even preclude fire apparatus access and reduce the effectiveness of our emergency operations. Although this problem exists in various locations within the Eden Area, it is particularly notable in the Hillcrest Knolls and El Portal Ridge area where the hills and bends further compromise the situation.

Section 4.2 does note our concern pertaining to fire flow and hydrant spacing. This, along with substandard street width, are two primary components of a community's infrastructure that are of specific concern to the fire department when planning and zoning requirements or proposals allow continued building or an increase in building in areas with these substandard conditions.

With increased building, the issues of traffic, parking, fire loading, and the increased potential for emergency calls all increase the likelihood that problems will result from the deficient condition.

Because of this, it is important that good planning address these conditions, prior to individual project submittals, and develop policies that can be implemented that will improve or mitigate the deficient conditions.

Sincerely,

Robert T. Bohman  
Deputy Fire Marshal  
Alameda County Fire Prevention Office

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**Letter 7: Robert T. Bohman, Deputy Fire Marshal, Alameda County Fire Prevention Office. Alameda County Fire Department. December 14, 2006.**

7-1: This comment does not question the adequacy of the Draft EIR, but raises a general fire concern for the Eden Area, which is the need to have adequate access to all streets. Such access can be hindered by deficient street widths or the lack of adequate parking controls. No further action is required with regard to the Draft EIR although the County will consider the suggested language for inclusion in the Final General Plan.



December 22, 2006

Cindy Horvath, Senior Transportation Planner  
Alameda County Community Development Agency  
224 West Winton Avenue, Room 111  
Hayward, California 94544-1307

Re: Draft General Plan and Draft Environmental Impact Report – Eden Area  
Alameda County

Dear Ms. Horvath:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft General Plan and Draft Environmental Impact Report (EIR) for the Eden Area in Alameda County. EBMUD has the following comments.

**WATER SERVICE**

The Draft EIR does reference specific development projects. Any development project associated with the General Plan Update will be subject to the following general requirements.

Main extensions, at the project sponsor’s expense, may be required to provide adequate domestic water supply, fire flows, and system redundancy to any specific development plans associated with the General Plan Update. Pipeline and fire hydrant relocations or replacements due to modifications to existing streets, and off-site pipeline improvements, also at the project sponsor’s expense may be required depending on EBMUD’s metering requirements and fire flow requirements set by the local fire department. All project sponsor(s) should contact EBMUD’s New Business Office and request a water service estimate to determine costs and conditions for providing water service to specific developments. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor’s development schedule.

Since the Eden Area General Plan Update proposes land use and zoning changes but does not identify specific changes to be developed under the plan, EBMUD determined that a Water Supply Assessment (WSA) was not required. However, depending on size and/or square footage of any development projects associated with the General Plan Update, the lead agency for future development projects in the Eden Area should contact EBMUD to

request a WSA. Preparation of the WSA will require that EBMUD contact the project sponsor to gather data and estimates of future water demands for the project area. Please be aware that the WSA can take up to 90 days to complete from the day the request was received.

8-1

### **WATER CONSERVATION**

Proposed developments associated with the General Plan Update presents an opportunity to incorporate water conservation measures. EBMUD would request that the County of Alameda include in its conditions of approval a requirement that the project sponsor(s) comply with the Landscape Water Conservation Guidelines adopted by the Alameda Board of Supervisors.

8-2

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



William R. Kirkpatrick  
Manager of Water Distribution Planning

WRK:TNS:sb  
sb06\_464.doc

**Letter 8: William R. Kirkpatrick, Manager of Water Distribution Planning. East Bay Municipal Utility District. December 22, 2006.**

- 8-1: This comment does not question the adequacy of the Draft EIR, but rather provides a list of requirements that individual projects proposed under the General Plan would need to fulfill to ensure that they have adequate water service. No further action is required with regard to the Draft EIR.
- 8-2: This comment does not question the adequacy of the Draft EIR, but rather requests the County to include in its conditions of approval for individual projects a requirement that individual projects comply with the Landscape Water Conservation Guidelines adopted by the Alameda Board of Supervisors. Contrary to the commentor's assertion, such a policy exists within the proposed General Plan; it is Policy P6 under Goal PF-9. This goal and its supporting policies and actions seek to ensure sufficient water supplies and facilities are served to the residents of the Eden Area in an efficient and financially-sound manner. No further action is required with regard to the Draft EIR.

1/19/83 11/30/2006

DEAR MS HORVATH:

- ITEM ① THE FORMER A/C TRANSIT ~~36X~~ WAS CAMP, OVER 4/5 YEARS AGO,
- ② THE A/C TRANSIT ~~57~~ WAS CAMP IN THIS PAIRING MA. CP, OVER 4/5 YEARS AGO
- ③ THE CURRENT A/C TRANSIT ~~83C~~ WAS ~~CHG. & CAMP~~ IN THIS PAIRING MA. CP. ~~WRT. BAY FAIRBART & HAY, ISAM OVER 2 YRS AGO~~

*Have description of Bay Fair*

- ④ NOTE THE FORMER A/C TRANSIT ~~35X~~ WAS CAMP OVER 4/5 YRS AGO.
- ⑤ IN SECT. 4.3 TRAFFIC & AIR SECT. PUBLIC TRANSIT SUPPORT CHGS TO CURRENT A/C TRANSIT ~~81~~.

*comment notes*

- ⑥ NOTE THE CURRENT A/C TRANSIT ~~92~~ ONLY RUNS SOUTH FROM CHAS. COL. ON SAT. SUN & HOLIDAYS & NORTH TO & FROM SOUTH HAYWARD BART. - CHECK THIS OUT.

9-11

- ⑦ THE NEW ~~SA~~ <sup>Now</sup> RUNS S. PARTS FROM TO SF TRANS BART TUN. W/F ONLY (AM & P.M. TRIPS ONLY) AS OF 2 YRS. AGO.

- ⑧ ADD CURRENT ~~40/40L~~ NOW FULL CURRENT SAVING BAY FAIR BART & HAY.

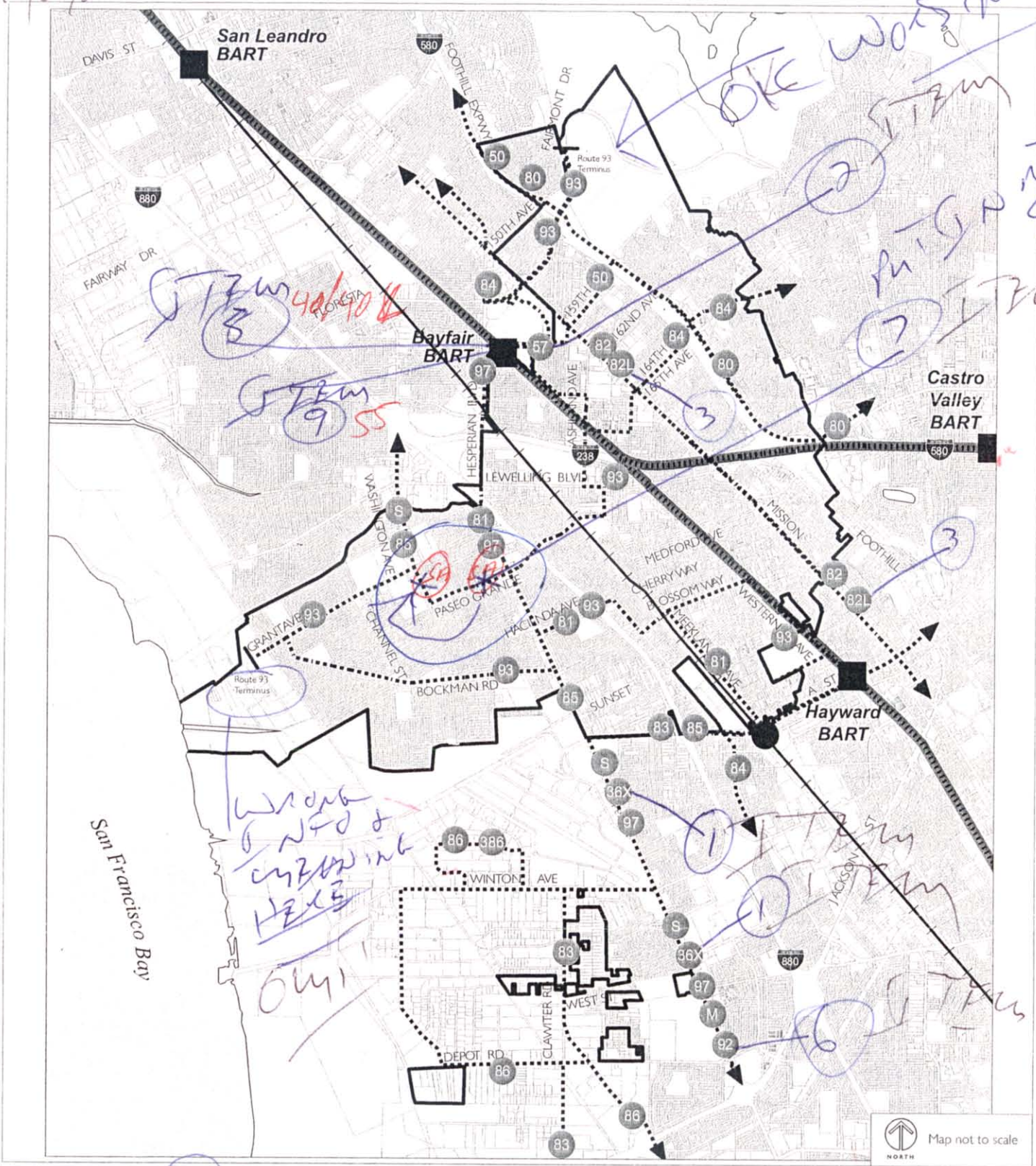
- ⑨ ADD CURRENT A/C TRANSIT ~~85S~~ TO THE BAY FAIR BART & AREA.

- ⑩ IN THIS ITEM ALSO THE ABOVE GNFU IS SAID TO BE CORRECT & ACCURATE BUT LOOK AT ALL OTHER CURRENT TRANSIT IS DES GNFU ON THIS (pg 4.3-19 FIG. 4.3-4) WITH GUESSES

*A 1082*

*Charlie Campbell*  
 CHARLIE CAMPBELL  
 P.O. BOX 55  
 HAYWARD, CA 94543

Revision 2 of 3  
11/30/2006



Source: Fehr & Peers, May 2006

- BART Station
- Capitol Corridor Station
- 85 82 Bus Route Number
- ..... AC Transit Bus Line
- ▬ BART Line

STUDIED TO USE THIS NUMBER NOW  
WHY USE THIS NUMBER 321 ->

pg 4.3-19

FIGURE 4.3-4  
EXISTING TRANSIT FACILITIES

**Letter 9: Charlie Camraon, P.O. Box 55, Hayward, CA. November 30, 2006.**

9-1: This comment pertains to the AC Transit bus route numbers shown on Figure 4.3-4. Since this figure was originally prepared early in the General Plan update process, several years have passed and many of the route numbers on the figure are now out of date.

In order to avoid future confusion, the bus route numbers have been deleted from the figure in this Final EIR.

The primary intent of the figure is to provide a general idea of the extent of the Eden Area currently served by local bus service. This function is still served with the bus route numbers removed.

## COMMENT CARD

EDEN AREA GENERAL PLAN DRAFT EIR --NOVEMBER 21, 2006

Name/Affiliation (optional): Doris Marciel

Address/Email (optional): 220 Hewelling Blvd. San Lorenzo

Comments (use back if necessary):

① When was the Hewelling Blvd. Improvement Project bicycle lane plan changed? How can I obtain the current Phase I project plan?

② Why was <sup>the</sup> Hesperian and Hewelling Blvd's intersection not in the study section?

③ I have sent separate pages correcting errors and adding historical facts to the EIR

Comment cards should be sent by **December 8, 2006** to: Cindy Horvath, Senior Transportation Planner 224 W. Winton Avenue, Room 111, Hayward, CA 94544-1307 or faxed to (510) 785-8793.

10-1

10-2

10-3

**Letter 10: Doris Marciel, 220 Lewelling Blvd., San Lorenzo, CA. December 7, 2006.**

10-1: This comment does not question the adequacy of the Draft EIR, but rather seeks information on the Lewelling/E. Lewelling Boulevard Improvement Project (Phase I), particularly in regards to bicycle lanes.

Funded by Measure B funds (administered by the Alameda County Transportation Improvement Authority), Phase I of this project will improve Lewelling/E. Lewelling Blvd. from the existing two-lane section to a new four-lane section that will include raised landscaped median islands, a designated left-turn lane at selected intersections, five-foot bicycle lanes, curbs, gutters and sidewalks on both sides of the roadway and the undergrounding of existing utility. Work will consist of acquisition of right of way, general site grading, road reconstruction, drainage improvements, landscaping and other related work. Phase I consists of improving the boulevard from Hesperian Blvd. to Meekland Ave.

The public can use the following website link for project description and contact information, with the understanding that the information on the website is constantly updated:

[http://www.acgov.org/pwa/community\\_update\\_project\\_list\\_projects\\_under\\_construction.shtml#lewelling](http://www.acgov.org/pwa/community_update_project_list_projects_under_construction.shtml#lewelling).

No further action is required with regard to the Draft EIR.

10-2: This comment inquires why the intersection of Lewelling and Hesperian Boulevards was not included in the traffic impact study. This intersection was excluded from analysis because of other recent planning efforts in which this intersection was studied in detail. These efforts have included the San Lorenzo Village Specific Plan EIR and a

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current detailed study undertaken by the County and the City of San Leandro regarding improvements at the intersection.

- 10-3: This comment does not question the adequacy of the Draft EIR, but rather informs of additional detailed comments the commentor has submitted (please see Letter 11 and its responses). No further action is required with regard to the Draft EIR.

TO: Community Development Agency, Alameda County  
Ms. Cindy Horvath, Senior Transportation Planner

RE: Eden Area General Plan Draft EIR

FR)M: Doris Marciel, San Lorenzo Historian and resident

A. GENERAL PLAN VISION p. 3-2

"Our vision is to ensure... aesthetically pleasing... come."

The current developers should be required to adhere to this. Some new buildings are not aesthetically pleasing.

11-1

B LOCATION AND SETTING p. 3-5

1. Eden Area Boundaries

San Lorenzo- State the specific area as San Lorenzo Village which is part of the San Lorenzo postal zone.

11-2

Map Figure 3-4

It appears the San Lorenzo Pioneer Cemetery is in the commercial area.

11-3

C. SCHOOLS p.d4.2-16

Table 4-2-2 San Lorenzo Unified School District Enrollment

Washington Manor Middle School is in San Leandro limits. It is not in the unincorporated area of the Eden General Plan.

11-4

D. LIBRARIES p.4.2-21,24

1. The Castro Valley Library is part of the Castro Valley Plan and it would be difficult for the residents of the San Lorenzo area to use it.

11-5

4. I disagree that the Eden Area has sufficient libraries. The neighborhood library is not adequate for the local population. The goal of future planning is to use less automobiles and the Castro Valley, Hayward and other surrounding branches are accessible by automobile.

11-6

E, PARKS AND RECREATION FACILITIES p.4.2-28

Table 4.2 5

1. Change McConaghy Park to Kennedy Park

2. Include under amenities the barn with petting animals, the small train and train station

3. The McConaghy House is next door to Kennedy Park.

4. Include the Meek Mansion and Carriage House under amenities for the Meek Estate area.

11-7

4.3 TRAFFIC AND CIRCULATION p. 4.3-4

Lewelling Boulevard Improvement Project

The last time I saw a diagram of the project there were bicycle lanes. I would like to obtain the current plan for phase 1.

11-8

3, STUDY INTERSECTIONS p. 4.3-9

The Hesperian and Lewelling Intersection is not in the study. It is part of the Eden Area and needs improvement, especially the right lane from Hesperian Blvd. to Lewelling in front of Kragens and the right lane from Lewelling Blvd. to Hesperian Blvd/crossing Hesperian Blvd .to the freeway. by Starbucks.

11-9

C. IMPACT DECISIONS p. 4.3-33

d. Bicycle System

The feasibility study for proposal of a bicycle path along the San Lorenzo Creek should be the lowest in priority. It is too dangerous and would be very costly.

11-10

4.7 CULTURAL RESOURCES

2. HISTORICAL OVERVIEW p. 4.7-4

"The original... family " should read: The original occupants of the Eden Area were Native Americans called Ohlone. The Spanish called them Costanoan, which means "coastal people" in Spanish.

11-11

p. 4-7-5 2<sup>nd</sup> paragraph "San Lorenzo...trips.

Place original or old in front of San Lorenzo became... trips. On the maps in this EIR you have San Lorenzo only on the south side of the San Lorenzo Creek, which is the current San Lorenzo Village area or neighborhood. The original town was on the north side of the creek in the "Four Corner" area of now Lewelling and Hesperian Boulevards. On your map you have the Ashland area or neighborhood in the "Four Corner" area. I live in the "Four Corner" area and it was not included in the Ashland area until Redevelopment included it.

11-12

GERMANS AND DANISH...Copenhagen. This was called Russell City, a town laid out in 1907 by Frederick Russell, the son of Joel Russell who settled in the west end of current West Winton Avenue in 1852. There was a railroad station known as Russell Station.

11-13

p.4.7-5 Last paragraph- "By the 1900's...nurseries." You left out the Italian immigrants who operated flower nurseries and vegetable farms.

11-14

p.4.7-7

HISTORIC AND CULTURAL RESOURCES

Eden Township was created on June 6, 1853. Eden meaning an earthly paradise may have been derived from the Mt. Eden Company, an association of farmers. The town of Mt. Eden was founded in 1850.

"Several...1880's" There are houses built before the 1880's which still survive.

"There also...era." This should be two sentences because the David D. Bohannon Organization, not Company, began building houses during World War II and the Cherryland area before and after the war.

Concerning Quonset huts, there is one used as a warehouse at the San Lorenzo Unified School District Office area. I would like to have a list of the ones on East 14<sup>th</sup> Street.

11-15

The San Lorenzo Community Church Quonset hut was the navy seabee's McGann Chapel at Camp Parks in Pleasanton. The congregation purchased it in 1947.

p.4.7-8

"San Lorenzo Cemetery...interest." It should state "in the Four Corners area of San Lorenzo, not Ashland. Ashland is not a town, it is a neighborhood which historically does not include this area.

"The blocks...area." There are buildings located in the San Lorenzo Cemetery area built before 1880. I own one. Also there is a plaque located by East 14<sup>th</sup> Street to mark the DeAnza Trail.

The Bay Tree sometimes called the laurel tree is at 9 E Lewelling Blvd. across from San Lorenzo High School. East Lewelling Blvd. begins at the railroad track by the high school and continues to East 14<sup>th</sup> Street/Mission Blvd.

The current Southern Baptist Church at the corner of College and Usher Street is not included in the EIR. It was built in 1875 and is the oldest church in San Lorenzo. It began as the Christian Union Society Church.

The San Lorenzo Pioneer Cemetery established in 1864 is not included in the report. It is now owned by Alameda County due to legislative action.

11-15

p.4.7-12

#### 4. ARCHAEOLOGICAL RESOURCES

There is an Alameda County Cemetery of pauper graves located next to Mt. Calvary Cemetery at the end of Van Avenue above Foothill Blvd. It contains the remains of the Fairmont Hospital patients from the early 1900's. Also behind Fairmont Hospital there was a cemetery. Bricks with numbers can be found in the ground.

11-16

p.4-13-1 Population

When stating San Lorenzo you are giving the population of the San Lorenzo Village not the postal area of San Lorenzo. This should be noted in the report.

11-17

At the beginning of the EIR, it should be noted that the map sections listing areas are not historically correct. The map sections were developed by the Alameda County Redevelopment Agency. For example: Hayward Acres was once part of the William Meek property.

11-18

**Letter 11: Doris Marciel, 220 Lewelling Blvd., San Lorenzo, CA. December 7, 2006.**

- 11-1: This comment does not question the adequacy of the Draft EIR, but rather provides an opinion on the aesthetic qualities of current buildings. No further action is required with regard to the Draft EIR.
- 11-2: This comment does not question the adequacy of the Draft EIR, but rather makes the observation that the San Lorenzo Village is part of the San Lorenzo postal zone. No further action is required with regard to the Draft EIR.
- 11-3: This comment correctly notes that Figure 3-4 of the Draft EIR labels the San Lorenzo Pioneer Cemetery as commercial. This figure has been corrected to depict the cemetery as public land and is reflected in the revised figure included in Chapter 3 of this Final EIR, as well as in the corresponding figure in the Final General Plan (Figure 2-1). Since this comment does not question the adequacy of the Draft EIR, no further action is required.
- 11-4: This comment does not question the adequacy of the Draft EIR, but rather questions the boundaries of the school catchment areas in the vicinity of the Eden Area. As correctly noted by the commentor, Washington Manor Middle School, which serves the Plan Area, is in the city limits of San Leandro and outside of the Plan Area. However, school districts do not follow city limits within the vicinity of the Plan Area. Figure 4.2-1 shows school facilities within the Plan Area regardless of school district boundaries. No further action is required with regard to the Draft EIR.
- 11-5: This comment does not question the adequacy of the Draft EIR, but rather provides an opinion on the accessibility of the Castro Valley Library branch to and from the Plan Area. The commentor is correct that the Castro Valley Library is in Castro Valley and not inside

the Plan Area. However, it is used by some Eden area residents, so its mention in the Draft EIR is appropriate. No further action is required with regard to the Draft EIR.

- 11-6: This comment suggests that the Draft EIR analysis and conclusions in regards to library facilities is flawed and inaccurate. However, as noted in Section D of the Community Services chapter of the Draft EIR, the Eden Area is served by five County library branches, not just one. The square footage combination of these five libraries exceeds the County's standard for library square footage to population ratio, including the buildout population projected for the Eden Area. Therefore, no significant impact is anticipated to library services. No further action is required with regard to the Draft EIR.
- 11-7: This comment does not question the adequacy of the Draft EIR, but rather provides suggested corrections and additions to Table 4.2-5 of the Draft EIR. The commentor correctly notes that Kennedy Park is adjacent to McConaghy Park, as well as the various amenities offers at Kennedy Park. However, Kennedy Park is not listed within the table because it is outside of the Plan Area. Additionally, the Meek Mansion and the Carriage House are not amenities but actual structures. No further action is required with regard to the Draft EIR.
- 11-8: Please see response to Comment 10-1.
- 11-9: Please see response to Comment 10-2.
- 11-10: This comment states an opinion that the proposed bicycle path along the San Lorenzo Creek is dangerous, costly and should be lowest in priority. Comment has been noted. Since the comment does not question the adequacy of the Draft EIR, no further action is required.

- 11-11: This comment does not question the adequacy of the Draft EIR, but rather disagrees with the name of the Native American tribe, the original occupants, that lived in the Plan Area. Contrary to the commentor's assertion, the book *General Plan for the Central Metropolitan Units; Eden and Washington Planning Units, Alameda County California*, which is the primary source for Historical Overview section of the Draft EIR, clearly states the Costanoan tribe as the name of the Natives Americans living in the Plan Area. No further action is required with regard to the Draft EIR.
- 11-12: This comment does not question the adequacy of the Draft EIR, but rather questions the demarcation of the sub-areas of the Plan Area. As noted on page 3-5 of the Draft EIR, the Plan Area was divided into eight sub-areas, as shown in Figure 3-2, for shear planning purposes. The boundaries of these sub-areas do not reflect historical boundaries of past settlement patterns, but rather these sub-area boundaries are meant to conveniently describe discrete areas for the purposes of writing the General Plan and this EIR. No further action is required with regard to the Draft EIR.
- 11-13: This comment does not question the adequacy of the Draft EIR, but rather provides additional historical context of the area. No further action is required with regard to the Draft EIR although the County will consider the suggested language for inclusion in the Final General Plan.
- 11-14: Please see response to Comment 11-13.
- 11-15: Please see response to Comment 11-13.
- 11-16: This comment mentions the location of two cemeteries within the Plan Area. Contrary to the commentor's assumptions, formal cemeteries are not identified as "unique archaeological resources," per Section 21083.2 of CEQA. Per CEQA, a nonunique archaeological re-

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source need be given no further consideration. Since this comment does not address the adequacy of the Draft EIR, no further action is required.

11-17: Please see response to Comment 11-12.

11-18: Please see response to Comment 11-12.

EDEN AREA GENERAL PLAN DRAFT EIR

COMMUNITY MEETING: NOVEMBER 21, 2006

PUBLIC COMMENTS

**Speaker S1: Kathie Ready**

- ◆ Kathie Ready: Public Services – it is obvious we are not close to the appropriate amount of parks space per capita and in-lieu fees do not pay for their fair share of parks. It is important to note that not every housing unit developed is assessed an in-lieu fee under the Quimby Act. | S1-1
- ◆ Kathie Ready: Graph 4.1-2 (page 4.1-3): Existing Land Uses – colors do not match with what is been proposed regarding density between the San Lorenzo Village Specific Plan and the General Plan. | S1-2
- ◆ Kathie Ready: Why aren't economic impacts addressed in the EIR? | S1-3
- ◆ Kathie Ready: Paseo Grande & Hesperian intersection – what are the incompatible uses at that intersection? Please identify or correct/delete this note. | S1-4

**Speaker S2: Howard Beckman**

- ◆ Howard Beckman: Air emissions – I-238 is the second most truck intensive corridor (2<sup>nd</sup> to the Long Beach Port area). Does the EIR analyze the impacts from the diesel contaminants from such truck traffic? Can and should it? The County should call out I-238 as a significant and unavoidable impact on Air Quality in the EIR. | S2-1
- ◆ Howard Beckman: Why did the EIR analyze only the impacts on LOS and not on bicycle or pedestrian methods? | S2-2
- ◆ Howard Beckman: What projections are being used for population on the Plan Area? Based on Census's average household size? | S2-3

**Speaker S3: Suzanne Barba**

- ◆ Suzanne Barba: Do General Plan updates coordinate amongst municipalities, especially in regards to air and traffic? | S3-1
- ◆ Suzanne Barba: Are impacts from the Housing Element analyzed appropriately in regards to public services, utilities, etc.? | S3-2

**Speaker S4: (Did not identify himself for the record)**

- ◆ S4-1: Should not the EIR use population density trends to calculate population buildout versus just one static number (i.e. Census)? | S4-1
- ◆ S4-2: Improve the acronyms section, especially those from the technical sections (i.e. traffic, bio, air, noise, etc.). Also assure they are properly footnoted under each table. | S4-2
- ◆ S4-3: Are impacts from overflow traffic from regional highways analyzed by the EIR? | S4-3

The following responses respond to comments received at a public meeting on the Draft EIR, held at the San Lorenzo Village Homes Association's building on November 21, 2006.

Speaker S1: Kathie Ready

- S1-1: The Impact Discussion under the Parks and Recreational Facilities Section of the Community Services chapter has been strengthened to reflect the regulatory setting governing park facilities. These changes are reflected in the revised language for this section that is included in Chapter 3 of this Final EIR.
- S1-2: The San Lorenzo Village Center Specific Plan area has its own color designation within Figure 4.1-2 to call out the fact that it is governed by its own land use designations and regulations as allowed by State law for an adopted specific plan area. However, the table within the figure correctly notes the allowed density/intensity governing the San Lorenzo Village Center Specific Plan area: 30-50 dwelling units per acre (DU/AC), which is considered medium to high density residential. Since this comment does not question the adequacy of the Draft EIR, no further action is required.
- S1-3: CEQA, which governs the process and content of this EIR, is primarily concerned with the physical impacts on the environment. Section 15131 of CEQA states that economic or social effects of a project shall not be treated as significant effects on the environment. No further action is required with regard to the Draft EIR.
- S1-4: Respondent is unsure as to which section of the Draft EIR the commenter is referring to. Chapter 4-3 of the Draft EIR does not refer to any incompatible uses at the Paseo Grande/Hesperian intersection.

Speaker S2: Howard Beckman

- S2-1: Diesel contaminants are comprehensively analyzed within the Draft EIR. The most common measured pollutants from diesel products are particulate matter PM<sub>10</sub> and PM<sub>2.5</sub>. As shown on Table 4.11-2, the Fremont monitoring station has reported an average of one day of exceeding State air quality standards per year from 2001 to 2005 for PM<sub>10</sub>. There were zero days of exceeding State air quality standards in the same time period for the Fremont monitoring station for PM<sub>2.5</sub>. The Draft EIR found a significant impact in regards to lack of adequate buffer from both existing and future sensitive receptors from sources of toxic air contaminants and odors. However, the adoption of Mitigation Measure AIR-2a and AIR2-b into the Final General Plan will reduce this impact to a *less than significant* level, contrary to the commentator's assertion. No further action is required with regard to the Draft EIR.
- S2-2: The EIR included an analysis of bicycle impacts on page 4.3-29 and pedestrian impacts on page 4.3-33 of the Draft EIR.
- S2-3: As noted on page 4.13-13 of the Draft EIR, the population projections for the Plan Area were derived from ABAG's *Projections 2005*, which utilizes various models to calculate said projections. These models utilize assumptions on various factors, including economic and employment figures (both national and regional), demographic (fertility and births, mortality and migration) and transportation factors. These assumptions are dependent on the latest land use designations for each area where such projections are made. These projections also include estimated racial and ethnic change, households and household size change and projected population by age group, to name a few. No further action is required with regard to the Draft EIR.

Speaker S3: Suzanne Barba

S3-1: County issues resulting from General Plan updates are addressed at the County level, such as consistency amongst the various master plans developed by County departments and adopted by the County's Board of Supervisors. Whereas issues such as air quality, regional traffic and water are addressed at the regional level. In the instance of air quality, the Bay Area Air Quality Management District (BAAQMD) has developed the *Bay Area 2005 Ozone Strategy*, which is the Bay Area's effort for compliance with State one-hour ozone standard planning requirements and is a significant component of the region's commitment to achieving clean air to protect the public's health and the environment. For traffic, the Alameda County Congestion Management Agency has developed the 2005 Congestion Management Program, which seeks to maintain or improve transportation service levels throughout County roadways, with the particular emphasis in reducing congestion. No further action on the Draft EIR is required.

S3-2: Each Housing Element undergoes through its own environmental assessment for its buildout projections. Such an assessment goes through the same process and level of scrutiny as any General Plan update or Specific Plan. Since this comment does not question the adequacy of the Draft EIR, no further action is required.

Speaker S4: (Did not identify himself for the record)

S4-1: Please see Response S2-3.

S4-2: The Glossary and Acronyms chapter has been updated to be more comprehensive. The revised chapter has been included as Chapter 6 of this Final EIR.

S4-3: As stated on page 4.3-24 of the Draft EIR, the growth in background traffic on regional cut-through routes was incorporated into the traf-

fic model. A 20 percent (i.e. approximately 1 percent per year) growth in background traffic volumes is assumed on Hesperian Boulevard and East 14th/Mission Boulevard, given their role as regional routes.

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## 7 GLOSSARY AND ACRONYMS

This section provides a list of common technical names, words and phrases utilized throughout this EIR. Definitions come from several sources, including the California Office of Planning and Research and the American Planning Association Glossary of Zoning, Development and Planning Terms.

### A. Glossary

#### Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. The level of loss, injury or destruction below which no specific action by local government is deemed necessary other than making the risk known. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from “near zero” for nuclear plants and natural gas transmission lines to “moderate” for farm structures and low-intensity warehouse uses.

#### Acreage, Gross

The land area that exists prior to any dedications for public use, health and safety purposes.

#### Acreage, Net

The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for:

- ◆ Exterior boundary streets
- ◆ Flood ways
- ◆ Public parks and other open space developed to meet minimum standards required by County ordinance
- ◆ Utility Easements and rights-of-way may not be counted as net acreage

#### Acre-Foot

The volume of water necessary to cover one acre to a depth of one foot. Equal to 43,560 cubic feet, 323,851 gallons or 1,233 cubic meters.

**Action**

An action is a program, implementation measure, procedure or technique intended to help to achieve a specified objective. (See “Objective”)

**Active Solar System**

A system that uses a mechanical device, such as electric pumps or fans, in addition to solar energy to transport air or water between a solar collector and the interior of a building for heating or cooling. (See “Passive Solar System”)

**Adverse Impact**

A negative consequence for the physical, social or economic environment resulting from an action or project.

**Affordability Requirements**

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specified period.

**Allowable Building Height**

The vertical dimension between the finished grade on the site in question and the surface forming the upper surface of the view angle envelope.

**Alquist-Priolo Zones**

Alquist-Priolo Zones are the result of the Alquist-Priolo Earthquake Fault Zoning Act's, whose main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

**Ambient Noise Level**

The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.

### **Archaeological Resource**

Material evidence of past human activity found below the surface of the ground or water, portions of which may be visible above the surface.

### **Arterials**

Major thoroughfares, which carry large volumes of traffic at relatively high speeds. Arterials are designed to facilitate two or more lanes of moving vehicles in each direction and rarely contain on-street parking.

### **Assisted Housing**

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices or rents have been subsidized by federal, State or local housing programs including, but not limited, to Federal Section 8 (new construction, substantial rehabilitation and loan management set-asides), Federal Section 101 (rent supplement assistance), CDBG, FHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in-lieu fee programs and units developed pursuant to local inclusionary housing and density housing programs.

### **Attainment Area**

A geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus, an area could be both attainment and nonattainment at the same time. Attainment areas are defined using federal pollutant limits set by EPA.

### **Augment**

To make greater or enlarge by grading.

### **Average Daily Trips (ADT)**

The total volume passing a point or segment of a roadway facility, in both directions, during a 24-hour period. It is commonly obtained during a given

time period, in whole days greater than one day and less than one year, divided by the number of days in that time period.

**Average Dry Weather Flow (ADWF)**

The amount of wastewater that flows into a system on an average day during the dry weather part of the year.

**A-Weighted Sound Level, dBA**

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.

**Base Flood Level**

The water surface level of a water course or waterbody that corresponds to a flood event that has a 1.0 percent chance of being equaled or exceeded in any given year (i.e., the 100-year flood). (See also “Floodway”, “Flood Zone”)

**Baseline Emissions**

The emissions that would occur without policy intervention (in a business-as-usual scenario). Baseline estimates are needed to determine the effectiveness of emissions reduction programs (often called mitigation strategies).

**Below-Market-Rate (BMR) Housing Unit**

(1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as “low-income” or “moderate-income.” (2) The financing of housing at less than the prevailing interest rates.

**Below Normal Year Water Yield**

A term used in planning for adequate water supplies. It is the amount of water that can be expected to be available 90 percent of the time. (See also “Normal Year” and Dry Year.”)

**Best Management Practices (BMPs)**

Guidelines for physical or administrative measures to prevent or reduce impacts to the natural environment, particularly water pollution or soil erosion.

**Bicycle Lane (Class II facility)**

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

**Bicycle Path (Class I facility)**

Paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

**Bicycle Route (Class III facility)**

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

**Bikeways**

A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

**Biodiversity**

A wide variety of plants and animals within one community or habitat.

**Biotic Community**

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

### **Blight**

In this EIR, *urban decay*, or *blight*, is defined as physical deterioration that is prevalent and substantial to the point that it impairs the proper utilization of affected real estate or the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abnormally high business vacancies, abandoned buildings and industrial sites, boarded doors and windows, parked trucks and long term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery and uncontrolled weed growth or homeless encampments.

### **Buffer Zone**

An area established between potentially conflicting land uses, or agricultural and non-agricultural uses, which depending on the impact may utilize landscaping or structural barriers such as setbacks or roads.

### **Building Height**

The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridges for a gable, hip or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

### **Buildout**

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See “Carrying Capacity (3).”)

### **California Environmental Quality Act (CEQA)**

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking

action on the proposed project. General Plans require the preparation of a "program EIR."

**Capital Improvement Program**

A program, administered by the County and reviewed by the Planning Commission, which schedules permanent improvements to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed bi-annually for conformance to and consistency with the General Plan.

**Carbon Dioxide (CO<sub>2</sub>)**

Colorless, odorless, non-poisonous gas that is a normal part of the ambient air. Carbon dioxide is a product of fossil fuel combustion. Although carbon dioxide does not directly impair human health, it is a greenhouse gas that traps terrestrial (i.e., infrared) radiation and contributes to the potential for global warming.

**Carbon Monoxide (CO)**

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

**Carrying Capacity**

Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats; (2) the upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired; (3) the maximum level of development allowable under current zoning. (See "Buildout.")

**City Limits**

The legal boundaries of the geographical area subject to the jurisdiction of incorporated city governments. For example, development application for

properties located within incorporated cities must be reviewed by their respective City.

#### **Clean Air Act (CAA)**

The principle national legislation passed by Congress for air quality management. Originally passed in 1963, it was greatly changed and strengthened in 1970 and 1977. In 1990, the Clean Air Act Amendments introduced significant changes in the federal approach to air quality management.

#### **Collectors**

Collectors are roadways that connect local streets to arterials. They usually provide two travel lanes and may also have bicycle lanes.

#### **Community Noise Equivalent Level (CNEL)**

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7:00 PM to 10:00 PM) and nighttime (10:00 PM to 7:00 PM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

#### **Community Park**

A large park, generally 15 to 20 acres, that includes a mix of passive and active recreation areas that serve the entire community or a large portion of the community. A community park should include, but not be limited to, the facilities that are typically found at local parks as well as specialized facilities such as amphitheaters and skate parks.

#### **Compatible**

Capable of existing together without conflict or ill effects.

#### **Conditional Use Permit**

The discretionary and conditional review of an activity or function or operation on a site or n a building or facility.

**Conservation**

The management of natural resources to prevent waste, destruction, or neglect.

**Consistent**

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures, such as the zoning ordinance.

**Corridor**

Linear areas located along arterial roadways, typically one to two lots deep on either side of the road. They contain a mix of retail, office and residential uses.

**Criteria Air Pollutants**

A group of very common air pollutants regulated by EPA on the basis of criteria (information on health and/or environmental effects of pollution). Criteria air pollutants are widely distributed all over the country.

**Criteria/Criterion**

A standard upon which a judgment or decision may be based. (See “Standards.”)

**Cul-de-sac**

A short street or alley with only a single means of ingress and egress at one end and with a turnaround at its other end.

**Cultural Resources**

Includes historic, archaeological and paleontological resources, as well as human remains.

### **Cumulative Impact**

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

### **Cut-Through Traffic**

Traffic that drives through an area without having an origin or destination in that area. Local cut-through traffic occurs when motorists drive through residential neighborhoods on local streets, instead of major or collector streets. Regional cut-through traffic occurs when motorists drive through the community on streets other than on a freeway, highway or expressway system.

### **Day/Night Noise Level, Ldn**

The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.

### **dB(A)**

The "A weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dB(A) doubles the perceived loudness though the noise is actually ten times more intense.

### **Decibel (dB)**

A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

### **Dedication**

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the government agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses often are made as conditions for approval of a development by a city or county.

**Dedication, In-lieu of**

Cash payment that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions.

**Density**

The amount of development on a property. (See also “Density, residential” and “Floor Area Ratio”)

**Density Bonus**

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchanged for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, its entitled to a density bonus.

**Density, Residential**

The number of permanent residential dwelling units per acre of land.

**Design Review**

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with a set of adopted criteria and standards.

**Density Transfer**

The concentration of density on one part of a site to another part of a site. This technique is used to preserve historic, sensitive or hazardous areas and to accommodate public facilities, such as schools, parks or utility easements on an individual parcel or within a specific project.

**Detention Basin**

An area designed to hold storm water runoff temporarily, in order to reduce the peak stormwater flow.

**Development Review; Design Review**

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with a set of adopted criteria and standards.

**Development**

The physical extension and/or construction of non-farm land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities and other facilities; installation of septic systems; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). The construction of a single-family home on an existing lot, and routine repair and maintenance activities, are exempted.

**Disabled**

Persons determined to have a physical impairment or mental disorder, which is expected to be of long, continued or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

**District**

Areas of higher density development located along, but distinct from, Corridors in the Eden Area. They are important activity centers that draw employees, shoppers, residents and visitors to the Eden Area.

### **Drainage**

Two definitions: (1) Surface water runoff; and (2) the removal of surface water or groundwater from land by drains, grading, or other means that include runoff controls to minimize erosion and sedimentation during and after construction or development, the means for preserving the water supply and the prevention or alleviation of flooding.

### **Dry Year**

A term used in planning for adequate water supplies. The dry year is the most infrequent drought year, when the minimum amount of water is available. Statistically, this level would occur only once in one hundred years. This amount of water is less than or equal to what is available more than 99 percent of the time. (See also “Below Normal Year Water Yield” and “Normal Year.”)

### **Duplex**

A free-standing house divided into two separate living units or residences, usually having separate entrances.

### **Dwelling Unit**

The place of customary abode of a person or household which is either considered to be real property under State law or cannot be easily moved.

### **Earthquake Fault Zone**

The State of California, Alquist-Priolo Earthquake Fault Zoning Act identifies sites within 1,000 foot wide zone with the fault at the center as Earthquake Fault Zones. The Alquist-Priolo Act requires that these sites undergo specialized geologic investigations prior to approval of certain new development. State law requires that these zones be incorporated into local general plans.

### **Easement**

A legal agreement by a landowner that a specific part of his property may be used for a designated purpose. These agreements are intended to protect

natural resources or farming/ranching uses. In the case of a utility easement, the landowner is authorizing the utility provider to use a part of the land to construct or access utility facilities.

**Ecosystem**

An interacting system formed by a biotic community and its physical environment.

**Effluent**

Treated wastewater that flows out of a wastewater treatment plant or other water processing system.

**Elderly**

Persons 65 years of age or older.

**Emission**

Discharges into the atmosphere from such sources as smokestacks, residential chimneys, motor vehicles, locomotives and aircraft.

**Endangered Species**

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Endemic Species**

Species native to, and restricted to, a particular geographic region.

**Environmental Impact Report (EIR)**

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

**Equivalent Noise Level, Leq**

The average A-weighted noise level during the measurement period.

**Erosion**

Two definitions: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water; and (2) the gradual wearing away of the upper layers of earth.

**Expansive Soils**

Soils that swell when they absorb water and shrink as they dry.

**Fault**

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

**Flag Lots**

A flag shaped parcel, with minimal street frontage and wide at the back. Such lots are created when narrow, deep parcels that once contained greenhouses or other agricultural uses are subdivided into two lots; a front lot with the bulk of the store frontage and the back flag lot.

**Flood Insurance Rate Map (FIRM)**

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

**Flood, 100-Year**

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

**Floodplain**

The relatively level land area on either side of the banks of a stream regularly subject to flooding.

**Floodproofing**

Any combination of structural and nonstructural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water or sanitary facilities, structures and their contents (as defined by FEMA).

**Floodway**

The part of the floodplain capable of conveying the 100-year flood with no more than a one-foot rise in water. The floodway includes the river channel itself and adjacent land areas.

**Floodway Fringe**

The part of the floodplain outside the floodway. Development is typically allowed to encroach in this portion of the floodplain, providing certain constraints are met.

**Flood Zone**

The designated area delineated by FEMA on the Flood Information Rate Maps (FIRM) where flooding could occur during a “100-Year Flood.”

**Floor Area Ratio (FAR)**

The size of a building in square feet (gross floor area) divided by net land area, expressed as a decimal number. For example, a 60,000 square-foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.5. The FAR is used in calculating the building intensity of non-residential development.

**Floodproofing**

Any combination of structural and nonstructural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate

or improved real property, water or sanitary facilities, structures and their contents (as defined by FEMA).

**Floodway**

The channel of a river or other watercourse that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot (as defined by FEMA). Also referred to as the Regulatory Floodway.

**Frequency, Hz**

The number of complete pressure fluctuations per second above and below atmospheric pressure.

**Fugitive Dust**

Any particulate matter that does not come from a “point source” such as a smokestack. In Alameda County, dust from agricultural or construction activities are sources of fugitive dust. Like all particulate matter, fugitive dust can cause respiratory problems.

**General Plan**

A city's basic planning document, which provides the blueprint for development throughout the community and is the vehicle through which competing interests and needs of the citizenry are balanced and meshed.

**Geographic Information Systems (GIS)**

A method of storing geographic information on computers. Geographic information can be obtained from a variety of sources, including topographic maps, soil maps, aerial and satellite photos and remote sensing technology.

**Goal**

A description of the ideal state for the Plan Area. It includes the key physical or community characteristics that Alameda County residents wish to maintain or create.

**Grade**

The average level of the finished surface of the ground adjacent to the exterior walls of the building.

**Grade, Existing**

The vertical elevation of the ground surface prior to excavating or filling.

**Gray Water**

Untreated household waste water which has not come into contact with toilet waste. This includes used water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines and laundry tubs. Gray water does not include wastewater from kitchen sinks, dishwashers, or laundry water from soiled diapers.

**Groundwater**

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

**Group Quarters**

A residential living arrangement, other than the usual house, apartment or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages and prisons. Non-institutional group quarters include dormitories, shelters and large boarding houses.

**Habitat**

The particular living place which provides an environment suitable for survival of an organism, a species or a community.

**Hazardous Waste**

Any refuse or discarded material or combinations of refuse or discarded materials in solid, semisolid, liquid, or gaseous form which cannot be handled by routine waste management techniques because they pose a substantial present

or potential hazard to human health or other living organisms because of their chemical, biological, or physical properties.

**Historic Preservation**

The preservation of historically significant structures and neighborhoods in order to facilitate restoration and rehabilitation of the building(s) to a former condition.

**Historic Structure**

Any structure that is (a) listed in the National Register of Historic Places or is eligible for individual listing on the National Register; (b) certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district; or (c) designated by the city as a heritage preservation site.

**Household**

All persons occupying a single dwelling unit.

**Household, Family**

Two or more related persons occupying a dwelling unit.

**Household, Non-Family**

A single person living alone, or two or more unrelated persons sharing a dwelling unit.

**Impact Fee**

A fee charged to a developer by a jurisdiction according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used to offset costs incurred by the municipality for services and infrastructure such as schools, roads, police and fire services, and parks.

**Impervious Surface**

Surface through which water cannot penetrate, such as roof, road, sidewalk and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

**Implementation**

Actions, procedures, programs or techniques that carry out policies.

**Infill**

Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused as a result of the continuing urban development process.

**In-lieu fee**

Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (See “dedication”)

**Integrated Pest Management (IPM)**

A strategy for controlling pests that utilizes a combination of non-chemical methods, such as manipulating habitat, using disease-resistant strains of plants and changing farming practices. The goal of IPM is to reduce the use of pesticides and the amount of pesticides in the environment.

**Jobs/Housing Balance**

A measure of the number of jobs available in a specific area compared to the number of employed residents living in the housing units in the same area. Jobs/Housing balance does not evaluate the type of jobs available or whether the employees in the jobs are the same people as the employed residents living in the households.

### **Jobs/Housing Ratio**

The jobs/housing balance divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

### **Land Use**

The occupation or utilization of an area of land for any human activity or any purpose.

### **Land Use Designation**

One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

### **Lmax, Lmin**

The maximum and minimum A-weighted noise level during the measurement period.

### **L01, L10, L50, L90**

The A-weighted noise levels that are exceeded 1 percent, 10 percent, 50 percent and 90 percent of the time during the measurement period.

### **Leadership in Energy and Environmental Design (LEED)**

A voluntary, consensus-based national standard for developing and rating high-performance, sustainable “green” buildings. LEED provides a complete framework for assessing building performance and meeting sustainability goals, such as water savings, energy efficiency, materials selection and indoor environmental quality. LEED standards are currently available or under development for: new commercial construction and major renovation projects, existing building operations, commercial interiors projects, core and shell projects, and homes.

**Level of Service (LOS), Standard**

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire or library, or the performance of a facility, such as a street or highway.

**Level of Service (LOS), Traffic**

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction and delay.

**Local Street**

Provides direct access to properties; generally they carry the lowest traffic volumes.

**LOS A**

Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

**LOS B**

A steady flow of traffic, with only slight delays in vehicle movement and speed

**LOS C**

A reasonably steady, high-volume flow of traffic, with some limitations on vehicle movement, speed and occasional backups on critical approaches.

**LOS D**

Designates where the level of traffic nears an unstable flow. Intersections still function but short queues develop and cars may have to wait through one cycle during short peaks.

**LOS E**

Traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncom-

mon at peak hours, with frequent stopping, longstanding queues and blocked intersections.

#### **LOS F**

Represents unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes and "upstream" intersections may be blocked by the long queues.

#### **Liquefaction**

The transformation of loose water saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

#### **Local Agency Formation Commission (LAFCo)**

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

#### **Local Park**

Small sized park, usually 3 to 10 acres, that provide recreation activities for a specific neighborhood within a ½ to ¾ mile radius.

#### **Local Street**

Provides direct access to properties; generally they carry the lowest traffic volumes.

#### **Maximum Credible Earthquake**

The maximum credible earthquake is defined as the earthquake which produces the greatest levels of ground motion at the site as a result of the largest magnitude earthquake that could reasonably occur along the recognized faults or within a particular seismic source.

**Mercalli Intensity Scale**

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

**Mitigation**

Measures taken to eliminate or minimize damages from development activities by replacement of the resource or other means of compensation.

**Mixed Use**

Development that allows or encourages different but compatible uses to be located in close proximity to each other, for example, allowing retail or office space in the same building or on the same parcel as multifamily housing. As distinguished from a single use land use designation or zone, mixed-use refers to an authorized variety of uses for buildings and structures in a particular area. The goal of mixed-use development is to provide jobs and services close to where people live, thereby reducing the need to drive and encouraging people to walk or bike to their destination.

**Mix of Uses**

Any mixture of uses, such as retail, office, residential or general commercial in close proximity spread over a small area.

**Modes**

Various means of transportation, including private autos, taxis, local buses, interregional bus service, light rail systems, heavy rail service and air transportation.

**Moment Magnitude (M<sub>w</sub>)**

Moment magnitude is based on the seismic moment at the source, or hypocenter, of the earthquake. The moment magnitude scale is a way of rating the seismic moment of an earthquake with a simple, logarithmic numerical scale similar to the original Richter magnitude scale. Because it does not "saturate"

the way local magnitude does, it is used for large earthquakes -- those that would have a local magnitude of about 6 or larger.

**National Register of Historic Places**

The listing maintained by the US National Park Service of areas that have been designated as historically significant.

**National Pollutant Discharge Elimination System (NPDES)**

The national program for controlling discharges of pollutants from point sources (e.g., municipal sewage treatment plants, industrial facilities) into the waters of the United States.

**Native Species**

A species that arrived in a particular area without human interference.

**Natural Habitat Area**

An area that sustains animal and vegetative biotic resources that has not been improved or disturbed. Natural Habitat Areas can also be areas that were previously “disturbed” and have been reclaimed or rehabilitated.

**Neighborhood**

Relatively large residential areas that have some common characteristics, such as a common history, common physical characteristics (such as architectural style), a common meeting place or more intangible characteristics (such as a psychological sense of cohesion).

**Nitrogen Oxide(s)**

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NO<sub>x</sub>, this gas gives smog its “dirty air” appearance.

**Nitrogen Oxides (NO<sub>x</sub>)**

Gases consisting of one molecule of nitrogen and varying numbers of oxygen molecules. Nitrogen oxides are produced, for example, by the combustion of

fossil fuels in vehicles and electric power plants. In the atmosphere, nitrogen oxides can contribute to formation of photochemical smog, impair visibility and have health consequences; they are considered pollutants.

**Noise**

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is “unwanted sound.”

**Noise Attenuation**

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

**Noise Contour**

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

**Nonattainment Zone**

A designation assigned to an area when the levels of a specific pollutant or pollutants in the air fail to meet (or attain) federal or State standards for that pollutant.

**Non-Conforming Use**

A use that was valid when brought into existence, but no longer permitted by later regulation. “Non-conforming use” is a generic term and includes (1) non-conforming structures (because their size, type of construction, location on land, or proximity to other structures is no longer permitted); (2) non-conforming use of a conforming building; (3) non-conforming use of a non-conforming building; and (4) non-conforming use of land. Any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a

non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

### **Non-Native Species**

A species that was introduced to an area as a result of human interference.

### **Non-Point Source Pollution**

Sources for pollution that are less definable and usually cover broad areas of land, such as automobiles or agricultural fertilizers that are carried from the land by runoff.

### **Normal Year**

A term used in planning for adequate water supplies. Refers to those years when the County can expect to receive all of the water it has contracted to receive (entitlement). This is because supply conditions (e.g., the amount of rain and snow collected in reservoirs, groundwater availability) are normal. Based on historical experience, normal years occur 63 percent of the time. (See also “Below Normal Year Water Yield” and “Dry Year.”)

### **Objective**

A specific statement of desired future condition toward which the County will expend effort in the context of striving to achieve a broad goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the “objectives,” principles, standards and proposals of the general plan. “The addition of 100 units of affordable housing by 1995” is an example of an objective.

### **Open Space**

Land and water areas retained for use as active or passive recreation areas or for resource protection in an essentially undeveloped state.

**Overlay**

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

**Ozone**

A colorless gas with a pungent odor, having the molecular form of O<sub>3</sub>, found in two layers of the atmosphere, the stratosphere (about 90 percent of the total atmospheric loading) and the troposphere (about 10 percent). Ozone is a form of oxygen found naturally in the stratosphere that provides a protective layer shielding the Earth from ultraviolet radiation's harmful health effects on humans and the environment. In the troposphere, ozone is a chemical oxidant and major component of photochemical smog. Ozone can seriously affect the human respiratory system.

**Parcel**

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purpose of development.

**Particulate Matter (PM)**

Solid particles or liquid droplets suspended or carried in the air (e.g., soot, dust, fumes, mist).

**Particulate Matter (PM<sub>10</sub>)**

A criteria air pollutant. Particulate matter includes dust, soot and other tiny bits of solid materials that are released into and move around in the air. Particulates are produced by many sources, including burning of diesel fuels by trucks and buses, incineration of garbage, mixing and application of fertilizers and pesticides, road construction, industrial processes such as steel making, mining operations, agricultural burning (field and slash burning) and operation of fireplaces and woodstoves. Particulate pollution can cause eye, nose and throat irritation and other health problems.

**Peak Hour**

For any given roadway, the daily one-hour period during which traffic volume is the highest.

**Pedestrian-Oriented Design**

An approach to site an neighborhood design intended to facilitate movement on foot in an area, as opposed to design that primarily serves automobile movement. Examples of pedestrian-oriented design include pathways following the most direct route from sidewalk to front door, continuous building streetwalls with shop windows, outdoor cafes, street trees and benches.

**Plan Area**

The Plan Area is the land area addressed by the General Plan. The Plan Area does not lead to regulatory powers inside of city limits. Instead, it signals to the incorporated cities, and to other nearby local and regional authorities, that County residents recognize that development within this area has an impact on the future of their community, and vice versa. Under State law, adjacent cities will be invited to comment on development within the Plan Area that is subject to review by the County. (See also “Sphere of Influence”)

**Planned Unit Development (PUD)**

A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the governing regulations, and the location and phasing of all proposed uses and improvements to be included in the development.

**Policy**

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an implementing action or program. (See “Action”)

**Pollutant**

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

**Programmatic Agreement (PA)**

A framework for ensuring site artifacts are identified and assessed for interpretive or educational value. It is a document that records the terms and conditions agreed upon to resolve the potential adverse effects of a Federal agency program, complex undertaking or other situations in accordance with Sec. 800.14(b).

**Quasi-Public**

A use or a facility that is open to the public but is owned and/or operated by an organization other than a government entity, such as a non-profit organization or a religious group.

**Recharge Areas**

Important points between surface water and aquifers such as gravel pits, stream channel deposits and river wash, which are areas of State, regional and local significance. These areas consist of loose, well-sorted sand, gravel and boulders.

**Recreational Corridor**

Typically linear pathways, bikeways or open space areas that weave in and around urban uses to provide recreational and transportation amenities to residents.

**Regional Park**

A large park, typically more than 100 acres, that serves the open space and recreation needs for all users of the entire Eden Area. Regional parks contain active and passive recreation areas and may also include natural open space.

**Remediation**

The action or measures taken, or to be taken, to lessen, clean-up, remove, or mitigate the existence of hazardous materials existing on the property to such standards, specifications, or requirements as may be established or required by federal, state, or county statute, rule, or regulation.

**Richter Scale**

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

**Right-of-Way (ROW)**

Publicly-owned land, property or interest therein, usually in a strip, within which the entire road facility, including travel lanes, medians, sidewalks, shoulders, planting areas and utility easements must reside. The ROW is usually defined in feet, and is acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

### **Riparian Lands**

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

### **Runoff**

That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

### **Scenic Feature**

An element of the landscape having beauty, historical significance or other characteristics making it worthy of preservation as a visual feature.

### **Scenic Route**

A highway, street or other roadway having one or more of the following characteristics:

- ◆ Inherent beauty by virtue of its own design or the character of that land through which it traverses.
- ◆ Provides the major access to or between major scenic, recreational or cultural attractions.
- ◆ Provides a vista or view of the East Bay hills or the Bay as a whole or of areas having noted beauty worthy of preservation.

### **Section 106**

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their actions on historic properties and seek comments on their actions from an independent reviewing agency.

### **Seiche**

An earthquake generated wave in an enclosed body of water such as a lake, reservoir, or bay.

**Seismic**

Caused by or subject to earthquakes or earth vibrations.

**Seismic Hazard Zone**

The State of California, Seismic Hazards Mapping Act identifies areas within the state where landslides and liquefaction are most likely to occur. The Act requires special investigation of these sites before some types of buildings may be constructed. Property owners must disclose that property lies within such a zone at the time of sale.

**Semi-Public Space**

An area, either interior or exterior, which is owned and managed by a private entity but which is used by the public.

**Sensitive Receptors**

Uses sensitive to noise and air, such as residential areas, hospitals, convalescent homes and facilities and schools.

**Slope**

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

**Solid Waste**

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

### **Specific Plan**

A legal tool authorized by Article 8 of the California Government Code (Section 65450 et seq.) for the systematic implementation of the General Plan for defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, use of natural resources and a program of implementation measures, including financing measures.

### **Sphere of Influence**

A planning tool used by cities to identify the potential future municipal boundary. In most cases, the sphere includes the area just beyond a city's boundary and includes territory and neighborhoods surrounding the city. A sphere allows cities to plan in cooperation with other agencies for public services such as police, fire, parks, roads and flood control. LAFCOs designate Spheres of Influence based on the identification of the probable ultimate boundaries of each city.

### **Step Slope**

An area with a greater than five percent slope.

### **Traffic Calming**

Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including:

- ◆ Narrow streets
- ◆ Tight turning radii
- ◆ Sidewalk bulbouts
- ◆ Parking bays
- ◆ Textured paving at intersections
- ◆ Parkways between sidewalks and streets

### **Traffic Model**

A computer software tool used to project future traffic volume based on future land uses and roadway conditions.

**Transit**

Travel of persons and goods through means other than personal, private motor vehicles, travel by bus, light rail or taxi.

**Transit-Oriented Development (TOD)**

Developing at above-average densities, often with mixed uses, in area within a quarter-mile of a transit node or transit facility, such as a rail or bus station. The goal of transit-oriented development is to provide jobs, housing and services within walking distance of transit, in order to encourage transit use and reduce dependency on automobiles.

**Transportation System/Circulation Network**

A network of transit, automobile, bicycle and pedestrian rights-of-way that connect origins and destinations, allowing for movement of goods and people.

**Transportation System Management**

A strategy for reducing peak-hour vehicular volumes through a coordinated program of alternative mode incentives such as transit, vanpools, bicycles and staggered working hours.

**Trip Generation**

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system.

**Truck Route**

A path of travel for all vehicles exceeding set weight or axle limits; a truck route generally follows major streets through commercial and industrial areas, avoiding sensitive residential areas.

**Tsunami**

A large ocean wave generated by an earthquake in or near the ocean.

**Unincorporated Area**

Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

**Urban Growth Boundary (UGB)**

A legal line around a developed area that delineates the maximum allowable extent of physical development. Urban growth boundaries are usually intended to prevent development from encroaching on open space and natural resources.

**Use**

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the County zoning ordinance and General Plan land use designations.

**Vehicle Miles Traveled (VMT)**

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

**View Angle**

The angle of view from the horizontal to the ridgeline or selected hillsides, vistas and features from a viewpoint.

**View Corridor**

An area established by the Scenic Route policies in which the place and/or height of development is regulated to maintain identified views.

**Volume-to-Capacity Ratio (V/C Ratio)**

A measure of roadway operation based on the number of vehicles passing through a particular road segment divided by the theoretical maximum design capacity of the segment.

**Waste Diversion**

Any combination of recycling, reuse, composting activities, decrease in consumption, or increase in durability that reduces the amount of waste transported to and disposed of at landfills.

**Wastewater**

The spent or used water from individual homes, a community, a farm or an industry that often contains dissolved or suspended matter.

**Wastewater Irrigation**

The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

**Watercourse**

A lake, river, creek, stream, wash, arroyo, channel or other topographic feature, which water flow on or over, at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

**Watershed**

All of an area that drains to a particular body of water, such as a lake, river or wetland.

**Wetlands**

Habitats where the influence of surface or groundwater has resulted in development of plant or animal communities adapted to aquatic or intermittently wet conditions. Wetlands include tidal flats, shallow subtidal areas, swamps, marshes, wet meadows, bogs and similar areas.

**Williamson Act Contract**

An agreement under the California Land Conservation Act of 1965, commonly referred to as the Williamson Act, which enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return,

landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

**Zoning**

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

**Zoning District**

A designated area of the Plan Area for which prescribed land use requirements and building and development standards are or will be established.

*B. Acronyms*

<b>AB:</b>	Assembly Bill
<b>ADT:</b>	<u>Average daily trips made by vehicles or persons in a 24-hour period</u>
<b>ADWF:</b>	<u>Average dry weather flow (of influent wastewater)</u>
<b>ALUC:</b>	<u>Airport Land Use Commission (Alameda County)</u>
<b>ARB:</b>	<u>Air Resources Board (California)</u>
<b>AST:</b>	Aboveground Storage Tank
<b>BAAQMD:</b>	<u>Bay Area Air Quality Management District</u>
<b>BART:</b>	<u>Bay Area Rapid Transit District</u>
<b>CAAQS:</b>	<u>California Ambient Air Quality Standards</u>
<b>CALTRANS:</b>	<u>California Department of Transportation</u>
<b>CAP:</b>	Clean Air Plan
<b>CARB:</b>	California Air Resources Board
<b>CCR:</b>	<u>California Code of Regulations</u>
<b>CDFG:</b>	<u>California Department of Fish and Game</u>
<b>CEQA:</b>	<u>California Environmental Quality Act</u>
<b>CESA:</b>	<u>California Endangered Species Act</u>
<b>CFS:</b>	<u>Cubic Feet per Second</u>
<b>CIP:</b>	<u>Capital Improvements Program</u>
<b>CIWMB:</b>	<u>California Integrated Waste Management Board</u>
<b>CMP:</b>	<u>Congestion Management Plan</u>
<b>CNDDB:</b>	<u>California Natural Diversity Database</u>
<b>CNEL:</b>	<u>Community Noise Equivalent Level</u>
<b>CNPS:</b>	<u>California Native Plant Society</u>
<b>CO:</b>	Carbon Monoxide

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<b><u>CORPS:</u></b>	<u>US Army Corps of Engineers</u>
<b><u>dB:</u></b>	<u>Decibel</u>
<b><u>dba:</u></b>	<u>A-weighted sound level</u>
<b><u>DTSC:</u></b>	<u>Department of Toxic Substances Control</u>
<b><u>DU/AC:</u></b>	<u>Dwelling units per acre</u>
<b><u>DU:</u></b>	<u>Dwelling Units</u>
<b><u>EBMUD:</u></b>	<u>East Bay Municipal Utility District</u>
<b><u>EBRPD:</u></b>	<u>East Bay Regional Parks District</u>
<b><u>EIR:</u></b>	<u>Environmental Impact Report (State)</u>
<b><u>EPA:</u></b>	<u>Environmental Protection Agency (US)</u>
<b><u>FAA:</u></b>	<u>Federal Aviation Administration</u>
<b><u>FAR:</u></b>	<u>Floor Area Ratio</u>
<b><u>FEMA:</u></b>	<u>Federal Emergency Management Agency</u>
<b><u>FHWA:</u></b>	<u>Federal Highway Administration</u>
<b><u>FIRM:</u></b>	<u>Flood Insurance Rate Map</u>
<b><u>HARD:</u></b>	<u>Hayward Area Recreation and Parks District</u>
<b><u>HOV:</u></b>	<u>High Occupancy Vehicle</u>
<b><u>HSC:</u></b>	<u>California Health and Safety Code</u>
<b><u>Hz:</u></b>	<u>Frequency</u>
<b><u>JPA:</u></b>	<u>Joint Powers Authority</u>
<b><u>LAFCO:</u></b>	<u>Local Agency Formation Commission</u>
<b><u>L<sub>dn</sub>:</u></b>	<u>Day/Night Noise Level</u>
<b><u>LEED:</u></b>	<u>Leadership in Energy and Environmental Design</u>
<b><u>L<sub>eq</sub>:</u></b>	<u>Equivalent Noise Level</u>
<b><u>LOS:</u></b>	<u>Level of Service</u>
<b><u>MG:</u></b>	<u>Million gallons</u>
<b><u>MGD:</u></b>	<u>Million Gallons per Day</u>
<b><u>MRF:</u></b>	<u>Material Recovery Facility</u>
<b><u>MTC:</u></b>	<u>Metropolitan Transportation Commission</u>
<b><u>Mw:</u></b>	<u>Moment Magnitude</u>
<b><u>NAAQS:</u></b>	<u>National Ambient Air Quality Standard</u>
<b><u>NO<sub>2</sub>:</u></b>	<u>Nitrogen Dioxide</u>
<b><u>NO<sub>x</sub>:</u></b>	<u>Nitrogen Oxides</u>
<b><u>NPDES:</u></b>	<u>National Pollutant Discharge Elimination System</u>

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<u>O<sub>3</sub>:</u>	Ozone
<u>ONC:</u>	State Office of Noise Control
<u>PD:</u>	Planned Development
<u>PM<sub>10</sub> :</u>	Particulate matter less than 10 micrometers in aerodynamic diameter
<u>PM<sub>2.5</sub> :</u>	Particulate matter less than 2.5 micrometers in aerodynamic diameter
<u>PPM:</u>	Parts per million
<u>PUD:</u>	Planned Unit Development
<u>PZ:</u>	Pressure Zone
<u>RWQCB:</u>	Regional Water Quality Control Board
<u>SB:</u>	Senate Bill
<u>SEMS:</u>	Standardized Energy Management System
<u>s.f.:</u>	square footage
<u>SFPUC:</u>	San Francisco Public Utility Commission
<u>SO<sub>2</sub>:</u>	Sulfur Dioxide
<u>SOI:</u>	Sphere of Influence
<u>TACs:</u>	Toxic Air Contaminants
<u>TCMs:</u>	Transportation Control Measures
<u>TDM:</u>	Transportation Demand Management
<u>TRB:</u>	Transportation Research Boards
<u>UCB:</u>	Uniform Building Code
<u>UPRR:</u>	Union Pacific Railroad
<u>URM:</u>	Unreinforced Masonry
<u>USFWS:</u>	United States Fish and Wildlife Service
<u>USGS:</u>	United States Geological Survey
<u>UWMP:</u>	Urban Water Management Plan
<u>V/C:</u>	Volume-to-Capacity ratio
<u>VMT:</u>	Vehicle Miles Traveled
<u>WTP:</u>	Water Treatment Plant
<u>WWII:</u>	World War II

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