



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT  
SINCE 1955

August 2, 2010

Scott Ruhland, Associate Planner  
City of Fremont  
Community Development Department  
39550 Liberty Street  
Fremont, CA 94537

Subject: Patterson Ranch Planned District Recirculated Draft Environmental Impact Report

Dear Mr. Ruhland:

Bay Area Air Quality Management District (District or BAAQMD) staff reviewed your agency's Recirculated Draft Environmental Impact Report (DEIR) for the Patterson Ranch Planned District (Project). We understand that the Project would result in the development of up to 500 single family homes on 87 acres, with 14 acres for private parks, 10 acres reserved for two future places of worship, and 316 acres of open space. The DEIR estimates a future residential population of 1,500 people for this Project.

Comments on the Greenhouse Gas (GHG) Analysis

District staff reviewed the GHG analysis presented in Chapter 4.8 and Appendix C. The District supports adjustments to Urbemis to represent a) vehicle trip rates based on local transportation studies, and b) the residential density of a project. In combination with the Recommended Mitigation Measures below, these changes not only would more accurately reflect the Project's characteristics, but also could result in lower GHG emissions for this Project.

Impacts Described in the DEIR

The DEIR has identified significant and unmitigable air quality impacts associated with Project construction and operation emissions. The San Francisco Bay Area region is currently in non-attainment for state and federal ozone standards and particulate matter (PM) standards. The emissions associated with this Project could adversely affect the region's ability to attain health-based air quality standards.

Impact AQ-1 and CUM Impact AQ-1 in the DEIR state that the proposed operations of the new residential uses and associated vehicle trips would result in a net increase of Reactive Organic Gases (ROG), exceeding the District's thresholds of significance for ROG. The analysis shows that the total Project emissions for ROG after mitigation are approximately 60 pounds per day.

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District staff has identified additional mitigation measures to further reduce ROG emissions, consistent with the CEQA requirement that “an EIR shall describe feasible measures which would minimize significant adverse impacts” (Cal. Pub. Res. Codes §15126.4). These mitigations are listed in the Recommended Mitigation Measures section of this letter.

Impact AQ-2 and CUM Impact AQ-2 conclude that development of the Project would conflict with implementation of the 2005 Bay Area Ozone Strategy (Strategy) and that this impact is significant and unmitigable. Specifically, the DEIR concludes that the Project is not consistent with the Strategy because of the Project’s increase in vehicle miles traveled and inconsistency with Transportation Control Measures (TCMs). No feasible mitigation measures have been identified to mitigate this impact.

We find the Project to be inconsistent with these 2005 Ozone Strategy TCMs:

- TCM 3: Improve Local and Areawide Bus Service. The Project makes no commitment to improve existing service, bus stops, shelters or pull outs, or add additional service.
- TCM 9: Improve Bicycle Access and Facilities. See list below.
- TCM 15: Local Land Use Planning and Development Strategies. See list below.
- TCM 19: Improve Pedestrian Access and Facilities. See list below.

The following design features are examples of why the Project is not consistent with TCM 9, 15, and 19.

1. The Project lacks an internal grid street system. Research indicates that street grid systems with a high number of connected 4-way intersections, in contrast to cul de sacs and curvilinear street systems, are associated with a higher number of trips made on foot and by bicycle. The present design would also make transit service within the residential area inefficient and undesirable for residents.
2. Lack of pedestrian, bicycle and transit connections to the communities outside of the Project. The Project is walled off from the surrounding community by the train tracks, Crandall Creek, and high traffic volume on Ardenwood Boulevard and Paseo Padre Parkway, both of which provide few opportunities for cyclists and pedestrians to cross traffic.

District staff identified mitigation measures that could be implemented by the project to make it more consistent with the above referenced TCMs. Please see the Recommended Mitigation Measures section below for actions to address this significant impact.

Impact GHG-1 and CUM GHG-1 conclude that the Project would potentially result in a substantial net increase in GHG emissions, resulting in a cumulative impact on global climate change. The Project GHG emissions exceed the District’s significance thresholds for GHG at 6.07 CO<sub>2</sub>-e metric tons per person per year (MT/p/y) (Page 4.8-15).

There are a number of measures the District has identified that the project could implement to reduce the Project’s projected vehicle miles traveled, thereby reducing the severity of Impact GHG-1. These measures are listed in the Recommended Mitigation Measures section of this letter.

Recommended Mitigation Measures

District staff has identified the following feasible mitigation measures to lessen the severity of the Project's identified significant impacts. The FEIR should provide justification for finding that any of these mitigation measures are deemed infeasible or unwarranted. These include:

Transportation Mitigation Measures

- Create a grid street system to increase ease of internal circulation by pedestrians, transit and cyclists.
- Create better links to the communities outside of the Project to increase ease of external circulation by pedestrians, transit and cyclists.
- Provide for transit, such as a shuttle service to the nearest BART station.
- Provide subsidized/reduced-price or free transit passes to employees of the church and residents through a homeowners association.
- Improve existing and/or construct new bus stops, shelters, and pullouts.

Energy Mitigation Measures

- Install solar or tankless water heaters throughout the development.
- Install on-site generation of renewable energy, such as solar or wind power.
- Install infrastructure for greywater/recycled water irrigation systems.
- Install light-colored pavement and roofs to reduce the urban heat island effect.
- Install energy-efficient ceiling/whole-house fans.
- Implement recycling and composting programs.

For more information on mitigation measures, see the BAAQMD June 2010 *CEQA Air Quality Guidelines* (<http://www.baaqmd.gov/Divisions/Planning-and-Research.aspx>), the California Air Pollution Control Officers Association resource document, *CEQA and Climate Change* (<http://www.capcoa.org>) and the California's Office of the Attorney General's list of CEQA mitigation measures (<http://www.ag.ca.gov/globalwarming>).

If you have any questions regarding these comments, please contact Alison Kirk, Senior Environmental Planner, at (415) 749-5169.

Sincerely,



Jean Roggenkamp  
Deputy Air Pollution Control Officer

JR:AK

cc: BAAQMD Director Tom Bates  
BAAQMD Director Scott Haggerty  
BAAQMD Director Jennifer Hosterman  
BAAQMD Director Nate Miley