CITY OF
HAYWARD
HEART OF THE BAY

City Council Agenda

May 22, 2012

Mayor Michael Sweeney
Mayor Pro Tempore Barbara Halliday
Council Member Olden Henson
Council Member Marvin Peixoto
Council Member Bill Quirk
Council Member Mark Salinas
Council Member Francisco Zermeño

Table of Contents

Agenda 3

FY 2013 & FY 2014 Recommended Biennial Budget Work Session #2 - Department Budget Presentations: Finance; City Manager's Office; Human Resources; City Attorney's Office; City Clerk's Office; Technology Services; and Library and Community Services (Report from Finance Director Vesely and Department Directors)

Staff Report 7

Approval of Minutes of the Special City Council/Redevelopment Successor Agency Meeting on May 8, 2012

Draft Minutes 8

New Sidewalks - Franklin Avenue, Harder Road, and Phillips Way: Approval of Plans and Specifications and Call for Bids

Staff Report 17

Attachment I 20

Attachment II 22

Summary Vacation of Remnant Right-of-Way and Land Exchange with the State of California for a Portion of Fourth Street Alignment

Staff Report 23

Attachment I 25

Attachment II 27

Approving a Fourth Amendment of the Commercial Aviation Site Lease between the City and Hayward FBO LLC, and Authorizing the City Manager to Execute Said Amendment

Staff Report 28

Attachment I 31

Adoption of Resolutions Approving Agreements Authorizing Participation in the Voluntary Employees Beneficiary Association (VEBA) Program Between the City of Hayward and the Hayward Fire Officers IAFF 1909 and the Hayward Fire Chiefs Association

Staff Report 33

Attachment I 36

Attachment II 38

Filing Nuisance Abatement/Municipal Code Violations with the County Recorder’s Office for Non-Abatable Code Violations

Staff Report 40

Attachment I 43

Appeal of the Planning Commission’s Determination that a Proposed Walmart Market Grocery Store at a Building Formerly Ooccupied by Circuit City is not a Permitted Use Consistent with Conditional Use Permit No. PL-2004-0039 and the Proposed Grocery Store is not Consistent with the Previous Use in Terms of Potential for Generating Significant Environmental Impacts (Report from Development Services Director Rizk)

Staff Report 45

Attachment I - Draft Resolution 57

Attachment II - PC Staff Report 032504 61
Attachment III - PC Minutes 032504 65
Attachment IV - 2004 Mitigated Neg Dec Initial Study etc. 71
Attachment V - City Council Staff Report 042004 93
Attachment VI - City Council Minutes 042004 99
Attachment VII - Resolution No 04 053 103
Attachment VIII - CUP 2004 0039 Conditions of Approval 106
Attachment IX - Letter to Daniel Temkin from Planning Director David Rizk 052711 117
Attachment X - Letter from Judy Davidoff 121411 119
Attachment XI - Letter from Kristina Lawson 122111 125
Attachment XII - Determination Letter to Daniel Temkin 011912 128
Attachment XIII - Appeal Letter from John Nunes and Desirae Schmidt 020312 131
Attachment XIV - PC Minutes 040512 132
Attachment XV - PC Staff Report 040512 150
Attachment XVI - Appeal Letter from Jerry Higgins and others 041612 157
Attachment XVII - Appeal Letter from Daniel Temkin 166
Attachment XVIII - Revised Draft Traffic Impact Study 030304 167
Attachment XIX - Assumed Trip Distribution Diagram 336
Attachment XX - Parking Site Plan 337
Attachment XXI - Correspondence in Support 338
Attachment XXII - Correspondence in Opposition 403
Attachment XXIII - Aerial of Vicinity 470
Attachment XXIV - Area and Zoning Map 472

CITY COUNCIL MEETING FOR MAY 22, 2012
777 B STREET, HAYWARD CA 94541
WWW.HAYWARD-CA.GOV

CLOSED SESSION
Closed Session Room 2B – 6:00 PM

1. **PUBLIC COMMENTS**

2. Conference with Labor Negotiators
   Pursuant to Government Code 54957.6
   - Lead Negotiators: City Manager David, City Attorney Lawson, Assistant City Manager Morariu, Human Resources Director Robustelli, Finance Director Vesely, Police Chief Urban, and Assistant City Attorney Roufougar
     Under Negotiation: Unrepresented Management Employees, Human Resources and City Attorney Employees; and Police Management

3. Adjourn to City Council Meeting

CITY COUNCIL MEETING
Council Chambers - 7:00 PM

CALL TO ORDER **Pledge of Allegiance** Council Member Peixoto

ROLL CALL

CLOSED SESSION ANNOUNCEMENT

PRESENTATION Hayward Youth Commission Scholarship

PUBLIC COMMENTS: *(The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Work Session, or Informational Staff Presentation items. The Council welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Council is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.)*

NON-ACTION ITEMS: *(Work Session and Informational Staff Presentation items are non-action items. Although the Council may discuss or direct staff to follow up on these items, no formal action will be taken. Any formal action will be placed on the agenda at a subsequent meeting in the action sections of the agenda.)*

WORK SESSION (60-Minute Limit)

1. FY 2013 & FY 2014 Recommended Biennial Budget Work Session #2 - Department Budget Presentations: Finance; City Manager's Office; Human Resources; City Attorney's Office; City Clerk's Office; Technology Services; and Library and Community Services ***(Report from Finance Director Vesely and Department Directors)***
   Staff Report

ACTION ITEMS: (*The Council will permit comment as each item is called for the Consent Calendar, Public Hearings, and Legislative Business. In the case of the Consent Calendar, a specific item will need to be pulled by a Council member in order for the Council to discuss the item or to permit public comment on the item. Please notify the City Clerk anytime before the Consent Calendar is voted on by Council if you wish to speak on a Consent Item.)*

CONSENT

2. Approval of Minutes of the Special City Council/Redevelopment Successor Agency Meeting on May 8, 2012
   Draft Minutes

3. New Sidewalks - Franklin Avenue, Harder Road, and Phillips Way: Approval of Plans and Specifications and Call for Bids
   Staff Report
   Attachment I
   Attachment II

4. Summary Vacation of Remnant Right-of-Way and Land Exchange with the State of California for a Portion of Fourth Street Alignment
   Staff Report
   Attachment I
   Attachment II

5. Approving a Fourth Amendment of the Commercial Aviation Site Lease between the City and Hayward FBO LLC, and Authorizing the City Manager to Execute Said Amendment
   Staff Report
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6. Adoption of Resolutions Approving Agreements Authorizing Participation in the Voluntary Employees Beneficiary Association (VEBA) Program Between the City of Hayward and the Hayward Fire Officers IAFF 1909 and the Hayward Fire Chiefs Association
   Staff Report
   Attachment I
   Attachment II

7. Filing Nuisance Abatement/Municipal Code Violations with the County Recorder's Office for Non-Abatable Code Violations
   Staff Report
   Attachment I

The following order of business applies to items considered as part of Public Hearings and Legislative Business:

- *Disclosures*
- *Staff Presentation*
- *City Council Questions*
- *Public Input*
- *Council Discussion and Action*

PUBLIC HEARING

8. Appeal of the Planning Commission's Determination that a Proposed Walmart Market Grocery Store at a Building Formerly Occupied by Circuit City is not a Permitted Use Consistent with Conditional Use Permit No. PL-2004-0039 and the Proposed Grocery Store is not Consistent with the Previous Use in Terms of Potential for Generating Significant Environmental Impacts ***(Report from Development Services Director Rizk)***
   Staff Report
   Attachment I - Draft Resolution
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   Attachment III - PC Minutes 032504
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   Attachment VI - City Council Minutes 042004
   Attachment VII - Resolution No 04 053
   Attachment VIII - CUP 2004 0039 Conditions of Approval
   Attachment IX - Letter to Daniel Temkin from Planning Director David Rizk 052711
   Attachment X - Letter from Judy Davidoff 121411
   Attachment XI - Letter from Kristina Lawson 122111
   Attachment XII - Determination Letter to Daniel Temkin 011912
   Attachment XIII - Appeal Letter from John Nunes and Desirae Schmidt 020312
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   Attachment XVII - Appeal Letter from Daniel Temkin
   Attachment XVIII - Revised Draft Traffic Impact Study 030304
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   Attachment XXIV - Area and Zoning Map

COUNCIL REPORTS, REFERRALS, AND FUTURE AGENDA ITEMS

Oral reports from Council Members on their activities, referrals to staff, and suggestions for future agenda items

ADJOURNMENT

NEXT MEETING – 7:00 PM, TUESDAY, MAY 29, 2012

PUBLIC COMMENT RULES: *The Mayor may, at the beginning of the hearing, limit testimony to three (3) minutes per individual and five (5) minutes per an individual representing a group of citizens or organization. Speakers will be asked for their name and their address before speaking and are expected to honor the allotted time. A Speaker's Card must be completed by each speaker and is available from the City Clerk at the meeting.*

PLEASE TAKE NOTICE *that if you file a lawsuit challenging any final decision on any public hearing or legislative business item listed in this agenda, the issues in the lawsuit may be limited to the issues that were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing.* ***PLEASE TAKE FURTHER NOTICE*** *that the City Council has adopted Resolution No. 87-181 C.S., which imposes the 90 day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.*

****Materials related to an item on the agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, City Hall, 777 B Street, 4th Floor, Hayward, during normal business hours. An online version of this agenda and staff reports are available on the City's website. Written comments submitted to the Council in connection with agenda items will be posted on the City's website. All Council Meetings are broadcast simultaneously on the website and on Cable Channel 15, KHRT. ****

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400 or TDD (510) 247-3340.

CITY OF
HAYWARD
HEART OF THE BAY

DATE: May 22, 2012

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT: FY 2013 & FY 2014 Recommended Biennial Budget Work Session #2 – Department Budget Presentations

RECOMMENDATION

That Council reviews and comments on the FY 2013 & FY 2014 Recommended Biennial Budget.

DISCUSSION

The City Manager presented to City Council the FY 2013 & FY 2014 Recommended Biennial Operating Budget on May 8, 2012 – for Council consideration over the next six weeks prior to adopting the budget on June 26, 2012.

Tonight marks the second of four work sessions on the recommended two-year budget. Staff will present to Council key budget and program elements for each City department program area.

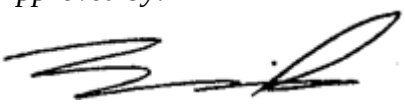
Presentations scheduled for tonight include:

- Finance
- City Manager's Office
- Human Resources
- City Attorney's Office
- City Clerk's Office
- Technology Services
- Library and Community Services

The budget document is available to the public electronically at FY 2013 & FY 2014 Recommended Operating Biennial Budget.

Prepared and Recommended by: Tracy Vesely, Director of Finance

Approved by:



Fran David, City Manager

MINUTES OF THE SPECIAL CITY COUNCIL/REDEVELOPMENT SUCCESSOR AGENCY MEETING OF THE CITY OF HAYWARD
City Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, May 8, 2012, 7:00 p.m.

The Special City Council/Redevelopment Successor Agency Meeting was called to order by Mayor Pro Tempore/Chair Halliday at 7:00 p.m., followed by the Pledge of Allegiance led by Council/RSA Member Quirk.

ROLL CALL

Present: COUNCIL/RSA MEMBERS Zermeño, Quirk, Peixoto, Salinas, Henson
MAYOR Pro Tempore/Chair Halliday
Absent: MAYOR/CHAIR Sweeney

Mayor Pro Tempore Halliday noted Mayor Sweeney was delivering a presentation at a neighboring City and could be joining the meeting at a later time.

PRESENTATIONS

Business Recognition Award – Neopost USA, Northern California District

The Business Recognition Award for May 2012 was presented to Neopost USA. Located at 26250 Eden Landing Road, Neopost USA delivers industry-leading mailing solutions and is part of a worldwide network of Neopost companies. The original company started in 1933 and moved to Hayward in 1977. The award was given to Neopost USA for the contributions it has made by: maintaining its sales office in Hayward; providing job opportunities to local residents; being an industry leader; and contributing to the overall economic stability of Hayward. The award was presented to Austin Maddox, Neopost USA General Manager, who thanked the City for such a special recognition.

Recognition of First Route 238 Corridor Tenant Homeowners

The City congratulated six former 238 Caltrans tenants, whose diligence, patience, and fortitude brought each of them to property ownership. The City thanked all the parties that assisted the former tenants through the process. Mayor Pro Tempore Halliday congratulated Daniel and Lory Hawley, owners of 1281 Highland Boulevard; David and Donna Haynie, owners of 1387 Highland Boulevard; and Simo and Simica Zubonja, owners of 1126 Tamalpais Place. Mr. and Mrs. Hawley thanked the City for the assistance and for the opportunity to acquire their property.

PUBLIC COMMENTS

Mr. Ben Henderson, Executive Director of East Bay Aviators, Inc., invited everyone to attend the fifth annual Hayward Executive Airport Open House 2012 on May 12, 2012, from 10:00 a.m. to 4:00 p.m. Mr. Henderson noted the event was sponsored by the Bay Area Black Pilots Association, Tuskegee Airman, Inc., East Bay Aviators, Inc., M.A.L.T.A, and Hayward Executive Airport.

Economic Development Manager Brooks announced the Alameda County Social Services Agency "AC HIRE" had funding for subsidized employment positions. Mr. Brooks noted that employers who hire qualified applicants from the CalWorks program could be reimbursed for 50% of the employee's wages for the first six months.

Mr. Dave Campbell, Program Director for the East Bay Bicycle Coalition, announced the Bike to Work Day and Bike to School Day event on May 10, 2012, and thanked the City for sponsoring the event. Mr. Campbell thanked Council Member Henson for his leadership on bike issues and City staff for the addition of the bike lane on Whitman Street. In response to Council Member Zermeño's comment about a newspaper article about painting bike lanes green, Mr. Campbell noted this would help raise the visibility of the bike lane and encouraged the City to participate.

Council Member Henson reiterated the invitation to the Hayward Executive Airport Open House on May 12, 2012. Mr. Henson hoped for a future partnership between the Hayward Unified School District and the City in setting up a program for future aviators.

Mayor Pro Tempore Halliday made an appeal, on behalf of the Southgate Swim Club, to individuals who have benefitted from the services provided by the non-profit Club, to make a donation. Ms. Halliday explained that the Club was facing necessary facility renovations and needed to raise funds.

PROCLAMATIONS

National Police Week: May 13 – May 19, 2012
Peace Officers' Memorial Day: May 15, 2012

Mayor Pro Tempore Halliday, on behalf of Mayor Sweeney, proclaimed the week of May 13 through May 19, 2012, as National Police Week, and May 15, 2012, as Peace Officers' Memorial Day in the City of Hayward. Ms. Halliday encouraged the Hayward community and patriotic, civic, and educational organizations to honor those individuals who gave their lives or became disabled in the line of duty, and express appreciation for those who continue to make Hayward a safer place in which to live. The proclamation was presented to Police Chief Urban, who thanked the City, on behalf of the Police Department, for such a special recognition. Police Chief Urban added that four Hayward officers, on their own time, were participating in the Police Unity Tour Cross Country Bicycle Ride to culminate with a celebration in Washington, DC.

Public Service Recognition Week: May 6 – May 12, 2012

Mayor Pro Tempore Halliday, on behalf of Mayor Sweeney, proclaimed the week of May 6 through May 12, 2012, as Public Service Recognition Week in the City of Hayward, and encouraged all residents to recognize the accomplishments and contributions of millions of government employees at all levels – federal, state, county, and municipal. The proclamation was presented to City Manager David, who accepted the award on behalf of City of Hayward employees and thanked the City for such a special recognition.

CONSENT

Consent Item No. 5 was removed for further discussion.

1. Approval of Minutes of the City Council Meeting on April 17, 2012

It was moved by Council Member Henson, seconded by Council Member Zermeño and carried with Mayor Sweeney absent, to approve the minutes of the City Council Meeting of April 17, 2012.

2. Approval of Minutes of the City Council Meeting on April 24, 2012

It was moved by Council Member Henson, seconded by Council Member Zermeño and carried with Mayor Sweeney absent, to approve the minutes of the City Council Meeting of April 24, 2012.

3. Adoption of Resolutions Approving Agreements Authorizing Participation in the Voluntary Employee Beneficiary Association (VEBA) Program between the City of Hayward and the Following Employee Groups: Service Employees International Unit Local 1021; Hayward Association of Management Employees; Unrepresented Management, Human Resources and City Attorney Employees; International Federation of Professional and Technical Engineers Local 21; and Police Management

> Staff report submitted by Human Resources Director Robustelli, dated May 8, 2012, was filed.

It was moved by Council Member Henson, seconded by Council Member Zermeño, and carried with Mayor Sweeney absent, to adopt the following:

> Resolution 12-063, "Resolution Approving an Agreement with Service Employees International Union Local 1021, Clerical and Confidential Unit, for Participation in the Voluntary Employee Beneficiary Association (VEBA) Plan"
>
> Resolution 12-064, "Resolution Approving an Agreement with Service Employees International Union Local 1021, Maintenance and Operations Unit, for Participation in the Voluntary Employee Beneficiary Association (VEBA) Plan"
>
> Resolution 12-065, "Resolution Approving an Agreement with Hayward Association of Management Employees for Participation in the Voluntary Employee Beneficiary Association (VEBA) Plan"

Resolution 12-066, "Resolution Approving Unrepresented Management, Human Resources, and City Attorney Employees Participation in the Voluntary Employee Beneficiary Association (VEBA) Plan"

Resolution 12-067, "Resolution Approving an Agreement with International Federation of Professional and Technical Engineers, Local 21 for Participation in the Voluntary Employee Beneficiary Association (VEBA) Plan"

Resolution 12-068, "Resolution Approving an Agreement with the Hayward Police Management Unit for Participation in the Voluntary Employee Beneficiary Association (VEBA) Plan"

4. Approval of 1) Modified Recognized Obligation Payment Schedule and Administrative Budget for the Period January 1 – June 30, 2012; 2) Re-entry by City and Successor Agency into Repayment Agreement; and 3) the Recognized Obligation Payment Schedule and Successor Agency Administrative Budget for the Period July 1 – December 31, 2012

Staff report submitted by Assistant City Manager Morariu, dated May 8, 2012, was filed.

It was moved by Council/RSA Member Henson, seconded by Council/RSA Member Zermeño, and carried with Mayor/Chair Sweeney absent, to adopt the following:

Redevelopment Successor Agency Resolution12-02, "Resolution of the City Council of the City of Hayward, Acting as the Governing Board of the Successor Agency for the Redevelopment Agency of the City of Hayward, in Compliance with a State Department of Finance Request for Reconsideration of Specified Items on the Approved Recognized Obligation Payment Schedule for the Period Ending June 30, 2012 ("First ROPS"), Including Approval of a Modified First ROPS and Approval of a Revised Administrative Budget"

Redevelopment Successor Agency Resolution 12-03, "Resolution of the City Council of the City of Hayward, Acting as the Governing Board of the Successor Agency for the Redevelopment Agency of the City of Hayward, Approving and Authorizing the Successor Agency to Re-Enter into the Repayment Agreement with the City of Hayward and Directing the City Manager to Take All Actions Necessary to Effectuate the Approvals Under This Resolution"

Redevelopment Successor Agency Resolution 12-04, "Resolution of the City Council of the City of Hayward, Acting as the Governing Board of the Successor Agency for the Redevelopment Agency of the City of Hayward, Approving the Recognized Obligation Payment Schedule and an Administrative Budget for the Period July through December 2012, and Directing the City Manager to Take All Actions Necessary to Effectuate Associated Requirements of ABX1 26"

Resolution 12-069, "Resolution of the City Council of the City of Hayward Approving and Authorizing the City of Hayward to Re-Enter into the Repayment Agreement with the City of Hayward as Successor Agency for the Redevelopment Agency of the City of Hayward and Directing the City Manager to Take All Actions Necessary to Effectuate the Approvals Under This Resolution"

5. Support for Extended Producer Responsibility and the Alameda County Safe Medication Disposal Ordinance

Staff report submitted by Assistant City Manager Morariu, dated May 8, 2012, was filed.

Mayor Pro Tempore Halliday opened the public comments section to allow for discussion on the item.

Mr. Ronald Gruel, Voyager Way resident, expressed there were not enough places for individuals to dispose of unused medications and noted the need for programs that help youth stay away from drugs.

Council Member Quirk commented there were more cost effective and easier avenues for residents to dispose of medical waste than what was proposed in the Alameda County Safe Medication Disposal Ordinance, and suggested postponing the item until other alternatives could be presented to Council.

Assistant City Manager Morariu noted the Alameda County Board of Supervisors had postponed review of the safe medication disposal ordinance to allow for additional stakeholder meetings, and added that Council could postpone voting on the item.

The City Council unanimously agreed to delay voting on the item until additional information was presented.

6. Enterprise Resource Planning (ERP) Hardware Acquisition

> Staff report submitted by Technology Services Director Priest, dated May 8, 2012, was filed.

It was moved by Council Member Henson, seconded by Council Member Zermeño, and carried with Mayor Sweeney absent, to adopt the following:

> Resolution 12-070, "Resolution Authorizing the City Manager to Purchase Computer Hardware to Support the City's Enterprise Resource Planning (ERP) Project"

7. Adoption of a Resolution Authorizing Amendment of the Salary and Benefits Resolution for the Unrepresented Management, Human Resources and City Attorney Employees

> Staff report submitted by Human Resources Director Robustelli, dated May 8, 2012, was filed.

It was moved by Council Member Henson, seconded by Council Member Zermeño, and carried with Mayor Sweeney absent, to adopt the following:

> Resolution 12-071, "Resolution Authorizing an Amendment of the Salary and Benefits Resolution for the Unrepresented Management, Human Resources and City Attorney Employees"

PUBLIC HEARING

8. Public TEFRA Hearing as Required by the Internal Revenue Code of 1986, and Adoption of Resolution Authorizing the Issuance of Bonds and the Submission of an Application to the California Debt Limit Allocation Committee, All in Connection with Financing the Construction of the South Hayward BART Affordable Housing Project

> Staff report submitted by Housing Development Specialist Cortez, dated May 8, 2012, was filed.

Assistant City Manager Morariu provided a synopsis of the report.

Council Member Henson noted his support for authorizing the issuance of bonds in connection with the South Hayward BART Affordable Housing Project. Assistant City Manager Morariu confirmed for Mr. Henson that the City was the conduit for the issuance process of the bonds and not financially responsible for repayment. Mr. Steve Melikian, the City's bond counsel with Jones Hall, thought that the Eden Housing planned to sell the bonds on a private placement basis to a major money center bank.

There being no public comments, Mayor Pro Tempore Halliday opened and closed the public hearing at 7:46 p.m.

It was moved by Council Member Zermeño, seconded by Council Member Quirk, and carried with Mayor Sweeney absent, to adopt the following:

> Resolution 12-072, "Resolution of the City Council of the City of Hayward Declaring an Official Intent to Reimburse Certain Expenditures from Proceeds of Qualified Residential Rental Project Bonds, Authorizing an Application to the California Debt Limit Allocation Committee to Permit the Issuance of Qualified Residential Rental Project Bonds, and Approving the Issuance of Qualified Residential Rental Project Bonds in Accordance with Section 147 (f) of the Internal Revenue Code"

LEGISLATIVE BUSINESS

9. Presentation of the FY 2013 & FY 2014 Recommended Biennial Operating Budget

> Staff report submitted by Finance Director Vesely, dated May 8, 2012, was filed.

Mayor Sweeney entered the Council Chambers at 8:02 p.m.

City Manager David indicated the purpose of the meeting was to accept the budget and noted there would be opportunity to present the budget during upcoming work sessions and a public hearing prior to the adoption of the budget, which was tentatively scheduled for June 26, 2012. Ms. David spoke about the structural changes and the successful bargaining group concessions that significantly contributed to the reduction of the General Fund gap for FY2013 and FY2014. Ms. David acknowledged the contributions of staff toward the preparation of the budget.

Finance Director Vesely recognized the efforts of the budget team and delivered a FY2013 and FY2014 Recommended Biennial Operating Budget PowerPoint presentation. The presentation included the budget development, the budget aligned with the City Council priorities, City revenues, City expenditures, a decrease in total City staffing, General Fund gap, loss of key General Fund revenue, General Fund revenue by source, General Fund expenditure budget by department, General Fund expenditure by category, General Fund balancing plan, and the General Fund forecast.

Council Member Henson commended staff for their efforts in developing the budget. In response to Mr. Henson's question related to the economic impact that was sustained by the loss of the Redevelopment Agency, Finance Director Vesely noted the City would not be receiving additional tax increments from the redevelopment agency for affordable housing projects. Assistant City Manager Morariu noted the $8 million loss for economic development blight elimination would also

be an impact. Ms. Vesely mentioned that property tax revenue was flat and projected a return to 2010 valuation levels by 2019.

Council Member Zermeño asked if the budget contained revenue information derived from Measure A. Finance Director Vesely noted that information about the Utility Users Tax revenue was provided under Major General Fund Revenues and could also be found under the Summary of General Fund Revenues. Ms. Vesely clarified that certain revenue projections were derived from increased productivity. In terms of the General Fund Forecast and the increase in expenditures, it was noted the increase could be attributed to cost projections and increases in retiree medical plan costs. Mr. Zermeño thanked the budget team.

In response to Council Member Peixoto's question about the General Fund forecast and the revenue projections, Finance Director Vesely explained the process for developing a 10-year plan. In terms of the General Fund allocation, Ms. Vesely noted the percent allocation for public safety had gone up as compared to prior years but noted the reductions in other City departments could have skewed the percentage. City Manager David confirmed for Mr. Peixoto the necessary merging of departments created efficiencies.

Council Member Salinas acknowledged the employees' commitment to the organization and the City in developing the budget. He encouraged the community to attend forthcoming meetings and participate in budget discussions. Mr. Salinas said the budget and Council's decisions were based on the Council's priorities.

Finance Director Vesely addressed Council Member Halliday's concerns about CalPERS rates, indicating that the CalPERS' assumed rate of return directly impacted employer rates and caused employer rates to increase in 2014, accounting for $1.4 million in added cost to the General Fund. Ms. Halliday commended staff for presenting a balanced budget that served the community, and hoped other levels of government would follow Hayward's example.

Council Member Quirk thanked fellow Council Members in pointing out the significant sacrifices of the bargaining unit members, noted the Council had not had a raise since 2004 and participated in concessions, and commended the leadership of the executive team for being the initial group to step forward with concessions.

There being no public comments, Mayor Sweeney opened and closed the public hearing at 8:58 p.m.

Mayor Sweeney noted the item did not require any action.

COUNCIL REPORTS, REFERRALS, AND FUTURE AGENDA ITEMS

Council Member Zermeño noted that May 8, 2012, was National's Teacher Day, and he encouraged students to contact their teachers to congratulate them.

Council Member Halliday thanked and congratulated the Council Members who were also teachers.

ADJOURNMENT

Council Member Quirk noted that he was asked by the Mission Hills Ladies' Golf Group and Joyce Dobro to adjourn the meeting in memory of Alice Benites, the founder of the Mission Hills Ladies' Golf Group in Hayward. Alice Benites was born in Hayward to Augusta and Chester Cook, was raised in the Palomares Canyon, attended Hayward High and graduated in 1941, was interested in the East Bay Regional Park, participated in creating the Cook family history, and loved playing golf. The Mission Hills Ladies' Golf Group requested a tree be planted at the golf course in her honor. Mayor Sweeney adjourned the meeting at 9:01 p.m., in memory of Alice Benites, and asked staff to work with her relatives and plant a tree in her memory.

APPROVED:

_____
Michael Sweeney, Mayor, City of Hayward

ATTEST:

_____
Miriam Lens, City Clerk, City of Hayward

CITY OF
HAYWARD
HEART OF THE BAY

3

DATE: May 22, 2012

TO: Mayor and City Council

FROM: Director of Public Works – Engineering & Transportation

SUBJECT: New Sidewalks – Franklin Avenue, Harder Road, and Phillips Way: Approval of Plans and Specifications and Call for Bids

RECOMMENDATION

That Council adopts the attached resolution approving the plans and specifications for the New Sidewalks - Franklin Avenue, Harder Road, and Phillips Way project; and calls for bids to be received on June 19, 2012.

BACKGROUND

Franklin Avenue was selected because it is one of the few remaining residential streets that does not have sidewalks in the vicinity of Harder Elementary School. In addition, the City has received several requests from the neighborhood for sidewalk improvements in that location as well as on Harder Road and Phillips Way. A location map that graphically depicts the limits of work is attached (see Attachment II).

DISCUSSION

This project will construct curb, gutter, and sidewalk on approximately 1,300 linear feet of Franklin Avenue from Harder Road to Culp Avenue. Three of the properties along Franklin have Deferred Street Improvement Agreements (DSIAs): DSIAs are agreements between the City and the property owners in which the property owners are responsible for the completion of street improvements as part of the conditions set forth in the permit for the subdivision or construction on the property in the past. These agreements have been called (implemented) as part of this project, and the property owners can choose between two alternatives, which are (1) to construct the improvements themselves or (2) allow the City to construct the improvements and invoice the property owners for only the direct construction cost at their frontages. Per Attachment II, portions of Harder Road (approximately 70 feet) and a section of Phillips Way (approximately 80 feet) lack sidewalks and are also included in the scope of this project.

Right-of-way easements are needed from nine properties on Franklin Avenue. At other properties, right-of-entry permits from property owners must be acquired to grant the City's contractor permission to enter the property to install driveway and frontage conforms. Staff has sent letters to

all of the affected property owners. All necessary right-of-way and right-of-entry authorizations will be secured prior to the award of contract.

The proposed improvements on Franklin Avenue, Harder Road, and Phillips Way, which will add a total of approximately 1,450 linear feet of new sidewalk to the City's inventory, further the City's goal of providing safe and continuous pedestrian access to schools and shopping areas.

The project is categorically exempt under Sections 15301 (b) and (c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

FISCAL IMPACT

The estimated project cost is as follows:

Contract Construction	$375,000
Right-of Way & Right of Way Engineering	20,000
Design and Administration	55,000
Inspection and Testing	50,000
Total	$500,000

The recommended FY2013 Capital Improvement Program includes $500,000 in the Measure B Fund for the New Sidewalks - Franklin Avenue, Harder Road, and Phillips Way project. In addition, staff estimates that $29,000 of the total cost will be reimbursed through property owners with Deferred Street Improvement Agreements.

PUBLIC CONTACT

As discussed above, staff has been in contact with all affected property owners. After the project is awarded, staff will send notification letters to all affected residents regarding the project schedule.

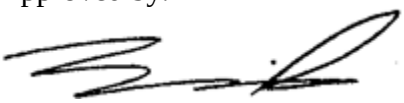
SCHEDULE

Open Bids	June 19, 2012
Award Contract	July 17, 2012
Begin Work	August 13, 2012
Complete Work	October 10, 2012

Prepared by: Yaw Owusu, Assistant City Engineer

Recommended by: Morad Fakhrai, Director of Public Works – Engineering and Transportation

Approved by:



_____

Fran David, City Manager

Attachments:

Attachment I: Resolution
Attachment II: Project Location Map

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-____

Introduced by Council Member _____

RESOLUTION APPROVING PLANS AND SPECIFICATIONS FOR THE NEW SIDEWALKS – FRANKLIN AVENUE, HARDER ROAD, AND PHILLIPS WAY PROJECT, PROJECT NO. 5176, AND CALL FOR BIDS

BE IT RESOLVED by the City Council of the City of Hayward as follows:

WHEREAS, those certain plans and specifications for the New Sidewalks – Franklin Avenue, Harder Road, and Phillips Way Project, Project No. 5176, on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project;

WHEREAS, the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law;

WHEREAS, sealed bids therefor will be received by the City Clerk's office at City Hall, 777 B Street, 4th Floor, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, June 19, 2012, and immediately thereafter publicly opened and declared by the City Clerk in the Public Works Conference Room, 4D, located on the 4th Floor of City Hall, Hayward, California;

NOW, THEREFORE, BE IT FURTHER RESOLVED, the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the project is categorically exempt under sections 15301 (b) and (c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

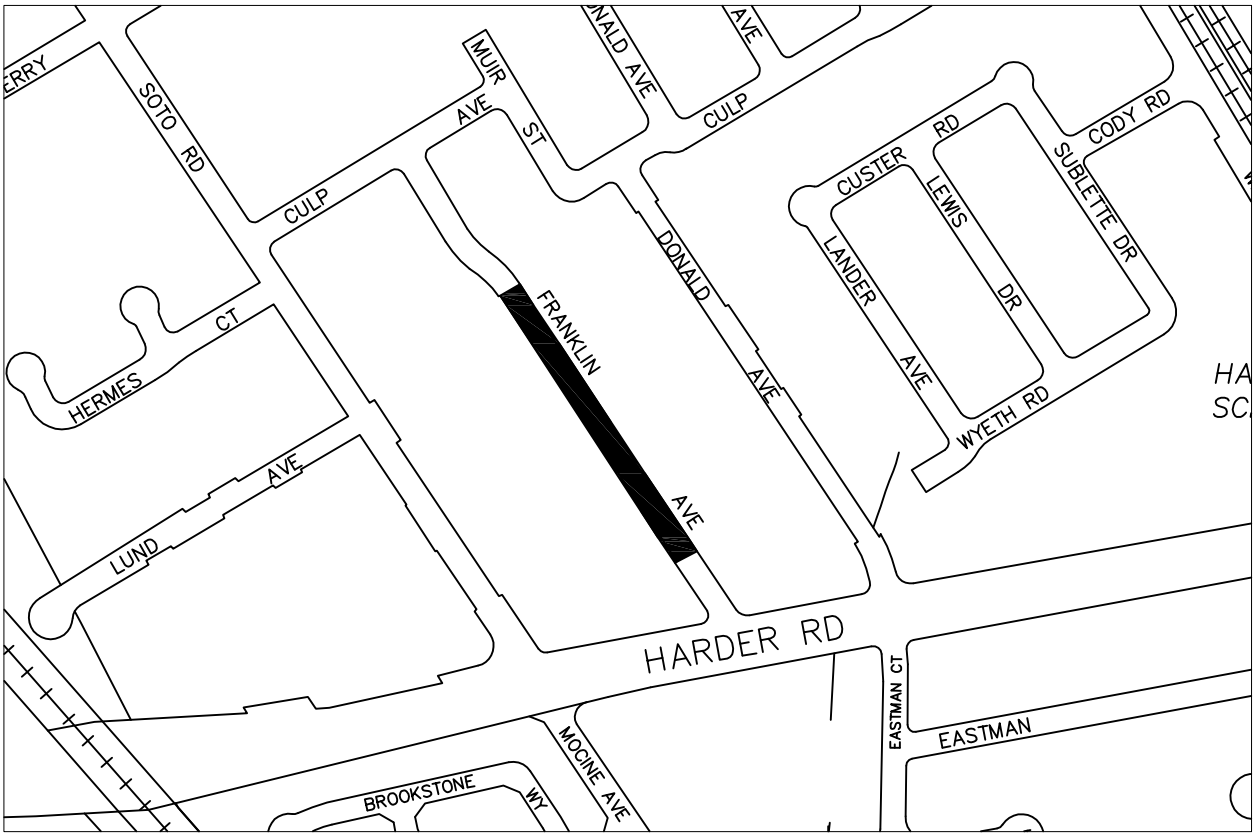
ABSTAIN:

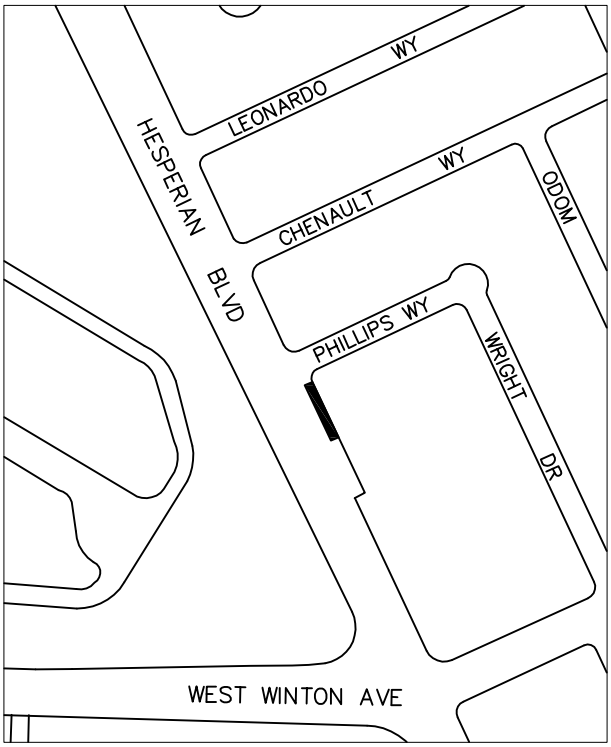
ABSENT:

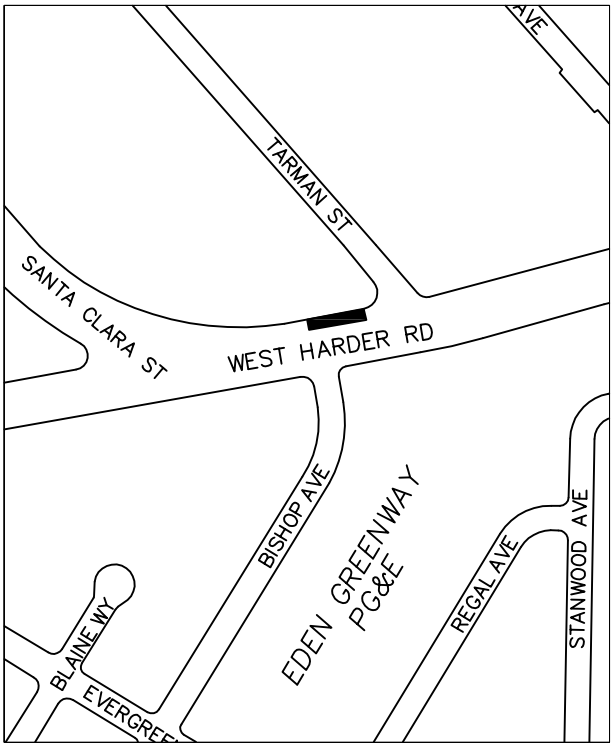
ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward







NEW SIDEWALKS - FRANKLIN AVE, HARDER RD, AND PHILLIPS WAY
PROJECT NO. 5176

CITY OF
HAYWARD
HEART OF THE BAY

DATE: May 22, 2012

TO: Mayor and City Council

FROM: Director of Public Works – Engineering and Transportation

SUBJECT: Summary Vacation of Remnant Right-of-Way and Land Exchange with the State of California for a portion of Fourth Street Alignment

RECOMMENDATION

That Council adopts the attached resolution:

1. Summarily vacating a portion of right-of-way on Fourth Street; and
2. Authorizing the City Manager to:
    a. Execute a Grant Deed transferring the vacated portion of Fourth Street to Caltrans; and
    b. Execute a Certificate of Acceptance of the grant deed for the portion of Fourth Street to be acquired from Caltrans

BACKGROUND AND DISCUSSION

Right of Way Vacation – During the 1960s, the City realigned Fourth Street between A Street and B Street, leaving a portion of the original alignment unused for right-of-way purposes (see Attachment II). This portion, which is approximately 11,559 square feet, is no longer needed for public street right-of-way purposes. The City and Oro Loma Sanitary District have sewer lines that run through the original Fourth Street alignment; both agencies would therefore need to retain public utility easements for these existing and any future facilities within the right-of-way proposed to be vacated. Thus, no building-related structures are allowed to be built over the easement.

Land Exchange - After the City realigned Fourth Street, Caltrans commenced acquiring parcels along the then-proposed Route 238 Bypass Corridor in the early 1970s. Now that Caltrans has abandoned plans for the Bypass, their intent is to dispose of the acquired parcels, which includes several near Fourth Street. In exchange for the City transferring property associated with the original Fourth Street alignment to Caltrans, Caltrans will transfer a similarly-sized portion of the new Fourth Street right-of-way to the City. As a result of this exchange, Caltrans will be able to dispose of the vacant surplus property along Fourth Street as one contiguous parcel, thus allowing for a larger development to be built on that site.

General Plan – The Economic Development Policies and Strategies, Land, and Infrastructure portion of the General Plan states that development should "Create a sound local economy that

attracts investment, increases the tax base, creates employment opportunities for residents, and generates public revenue." The vacation of this street will combine this unused land with the adjoining parcel for better use in a development, thereby eliminating the need for ongoing maintenance by the City and returning the area to the public tax roll. Therefore, this proposal conforms to the General Plan.

Environmental Review (CEQA) – Under the California Environmental Quality Act Guidelines (CEQA), Section 15305, Class 5, Minor Alterations of Land Use Limitations and City Guidelines, the vacation of excess right-of-way is exempt from review under CEQA.

FISCAL IMPACT

Currently, the State-owned parcel is exempt from property tax; however, there will be additional property tax revenue generated once Caltrans sells their surplus property and the land reverts back into private ownership and is subsequently developed.

PUBLIC CONTACT

The vacation action qualifies as a summary vacation as defined under the California Streets and Highways Code Section 8334 (a) as this portion of Fourth Street is not being utilized as intended. Therefore, a public hearing is not required.

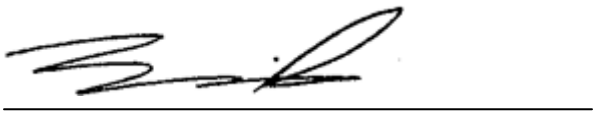
NEXT STEPS

The effective date of the vacation will be when the Resolution of Vacation adopted by Council is filed for recordation with the Alameda County Recorder; recordation should occur in June. Once the vacation is recorded, the City Manager will execute a Grant Deed and a Certificate of Acceptance to complete the Land Exchange with the State of California, which should occur about one week after the vacation, or the middle of June.

Prepared by: Brian Spore, Surveyor

Recommended by: Morad Fakhrai, Director of Public Works – Engineering and Transportation

Approved by:



Fran David, City Manager

Attachments:

Attachment I: Resolution for Vacation and Land Transfer

Attachment II: Vicinity Map

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-

Introduced by Council Member _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD SUMMARILY VACATING A PORTION OF FOURTH STREET; AUTHORIZING THE CITY MANAGER TO EXECUTE A GRANT DEED TRANSFERING THE VACATED PORTION OF FOURTH STREET TO CALTRANS; AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CERTIFICATE OF ACCEPTANCE OF THE GRANT DEED FOR THE CALTRANS PROPERTY

WHEREAS, a portion of Fourth Street, located between A Street and B Street, is no longer needed for public street right-of-way purposes; and

WHEREAS, the excess right-of-way to be vacated contains approximately 11,559 square feet; and

WHEREAS, the City and Oro Loma Sanitary District would need to retain public utility easements for the portion of Fourth Street to be vacated; and

WHEREAS, once vacated, the property will be sold to the adjacent property owner; and

WHEREAS, the City has reached an agreement to transfer land between Caltrans and the City; and

WHEREAS, vacation of excess right-of-way is categorically exempt under the California Environmental Quality Act Guidelines (CEQA), Section 15305, Class 5, Minor Alterations of Land Use Limitations, and qualifies as a summary vacation as defined under California Streets and Highways Code Section 8334(a).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that, pursuant to California Streets and Highways Code Section 8334 (a), it hereby be ordered that the portion of the street right-of-way of Fourth Street as more defined in Exhibit “A” to this resolution attached hereto and made a part hereof, is hereby vacated.

BE IT FURTHER RESOLVED, that the City Council authorizes the City Manager to execute a certificate of acceptance of a grant deed for the Caltrans Property and any and all other documents and to take all reasonable steps which may be necessary to ensure the City’s acquisition of the Caltrans Property.

BE IT FURTHER RESOLVED, that the City Council authorizes the City Manager to execute a grant deed for the property being transferred to Caltrans and any and all other documents and to take all reasonable steps which may be necessary to ensure the vacated portion of Fourth Street is transferred to Caltrans.

BE IT FURTHER RESOLVED, that the City Clerk is authorized and directed to cause a certified copy of this resolution to be recorded in the office of the County Recorder of Alameda.

FURTHER RESOLED, that this Resolution shall take immediate effect upon its adoption.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

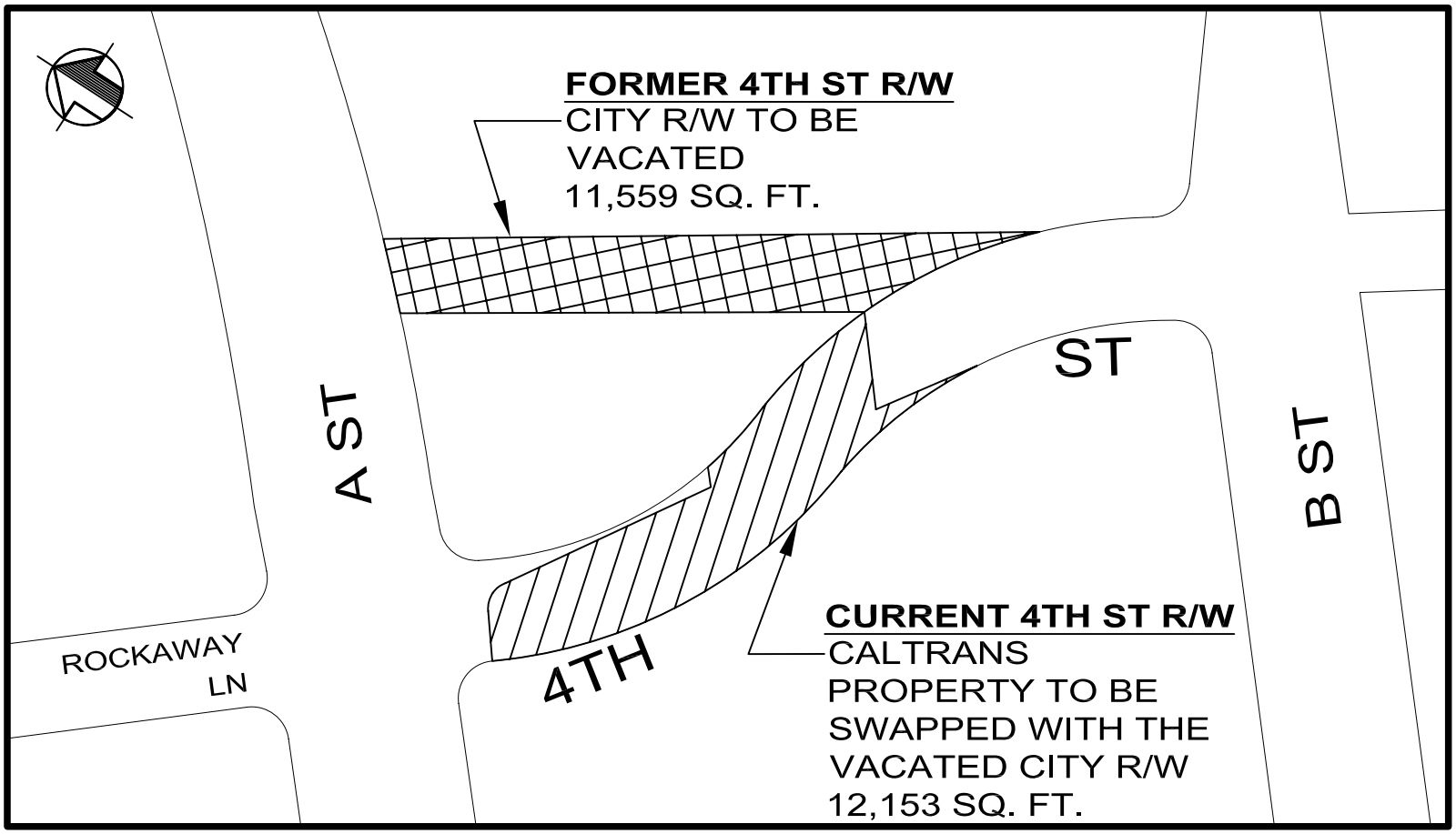
ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward


FORMER 4TH ST R/W
CITY R/W TO BE
VACATED
11,559 SQ. FT.
A ST
ST
B ST
ROCKAWAY
LN
4TH
CURRENT 4TH ST R/W
CALTRANS
PROPERTY TO BE
SWAPPED WITH THE
VACATED CITY R/W
12,153 SQ. FT.

CITY OF
HAYWARD
HEART OF THE BAY

DATE: May 22, 1012

TO: Mayor and City Council

FROM: Director of Public Works – Engineering and Transportation

SUBJECT: Approving a Fourth Amendment of the Commercial Aviation Site Lease between the City and Hayward FBO LLC, and authorizing the City Manager to execute said amendment

RECOMMENDATION

That Council adopts the attached resolution approving a fourth amendment of the commercial Aviation Site Lease between the City and Hayward FBO LLC, doing business as APP Jet Center (APP), and authorizing the City Manager to execute said amendment.

BACKGROUND

In December 2009, APP assumed a lease from Volo Holdings Hayward LLC, which was a former fixed base operator (FBO), and became a commercial tenant at the airport, providing the services of an FBO. On April 19, 2011, APP assumed the commercial aviation site lease of former tenant Macquarie FBO Holdings, which was doing business as Atlantic Aviation. APP continues to have possession of both leaseholds, and APP is currently the only fixed base operator located at the Hayward Executive Airport.

DISCUSSION

Per the most recent amendments to the lease, APP was obligated to complete several items in order to receive an extension beyond the contingent lease termination date of December 31, 2013, including the requirement to invest a total of at least $2 million in various capital improvements. Such improvements included the removal of underground fuel storage tanks, terminal building improvements, and the installation of a new self-service above ground fuel tank. Furthermore, APP was obligated to contribute $100,000 towards the construction of a shelter for the Airport Rescue and Firefighting vehicle (ARFF). A construction agreement was also executed in April 2005 between the City and Volo Holdings that was assumed by APP, obligating them to construct a metal aircraft hangar building.

The ARFF contribution by APP was the first instance of such a contribution from any leasehold. Since that time, the City has established a revised standard of $1.00 per square foot of new hangar space, which is assessed against developers for ARFF-related activities at the Airport.

Thus far, APP has completed the removal of underground fuel storage tanks and the contribution to the ARFF shelter, while terminal building improvements are underway. However, the installation of the above-ground fuel tank has not yet occurred; all four items are central to APP receiving the extension noted above. Furthermore, construction has not commenced on the metal aircraft hangar building.

APP has requested that, due to the difficult economic conditions affecting their business at Hayward Executive Airport as well as at their other three FBO locations throughout the country, two of APP's contractual obligations be modified, as follows:

1) The deadline specified for completion of capital improvements should be extended until June 30, 2015, with the possibility for further extensions depending upon economic conditions, contingent upon City approval; and

2) Since the Airport has established a revised standard of $1.00 per square foot of new hangar space to fund ARFF activities at the airport, that monetary relief be granted in the form of a rent reduction of $50,000 over a six-month period.

After due consideration, staff supports these requests and recommends approval of a Council resolution amending the agreement (Attachment I). This amendment was not yet developed prior to the last Council Airport Committee (CAC), and thus was not presented to the Committee formally prior to presentation to Council. Time is somewhat of the essence on these amendments, and holding this item until the next CAC meeting is unfortunately not recommended.

FISCAL IMPACT

Per this amendment, the Airport will realize a loss of rent revenue of $50,000 for this fiscal year. The City would not receive additional rent revenue as a result of the new hangar construction. Any incidental revenue from operations of the new hangars, such as fuel flowage fees (estimated at about $10,000 per year) will be delayed by two years. The Airport Operating Fund has adequate fund balance to offset these one-time revenue reductions, and staff believes this is a prudent business course to take at this time.

PUBLIC CONTACT

Extensive discussions have occurred between City staff and APP over the past several months in order to arrive at a resolution to this issue.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhari, Director of Public Works - Engineering and Transportation

Approved by:

Fran David, City Manager

Attachments:

Attachment I: Resolution

HAYWARD CITY COUNCIL

RESOLUTION NO.12 -

Introduced by Council Member _____

RESOLUTION APPROVING A FOURTH AMENDMENT TO THE COMMERCIAL AVIATION SITE LEASE BEWTEEN THE CITY OF HAYWARD AND HAYWARD FBO LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AMENDMENT

WHEREAS, the City of Hayward ("City") owns and operates the Hayward Executive Airport; and

WHEREAS, Hayward FBO LLC leases certain real property at the Hayward Executive Airport doing business as APP Jet Center; and

WHEREAS, the City and Hayward FBO LLC have negotiated certain amendments to the lease that would be mutually beneficial.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby approves the Fourth Amendment to the Commercial Ground Lease with Hayward FBO LLC in a form approved by the City Attorney, and the City Manager is authorized to execute said amendment, for and on behalf of the City.

IN COUNCIL, HAYWARD, CALIFORNIA _May 22_, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____

City Attorney of the City of Hayward

CITY OF
HAYWARD
HEART OF THE BAY

DATE: May 22, 2012

TO: Mayor and City Council

FROM: Director of Human Resources

SUBJECT: Adoption of Resolutions Approving Agreements Authorizing Participation in the Voluntary Employees Beneficiary Association (VEBA) Program between the City of Hayward and the Hayward Fire Officers IAFF 1909 and the Hayward Fire Chiefs Association

RECOMMENDATION

That the City Council adopts the attached resolutions approving agreements authorizing participation in the Voluntary Employees Beneficiary Association (VEBA) Program between the City of Hayward and the Hayward Fire Officers IAFF 1909 (Fire Officers) and the Hayward Fire Chiefs Association (Fire Chiefs).

BACKGROUND

VEBA is an entity established as a tax exempt trust under Section 501(c) (9) of the Internal Revenue Service (IRS) Code. The purpose of the VEBA program is to provide employees with the ability to plan for future health care expenses. Participants, their spouses, and eligible dependents are able to receive reimbursement for qualified medical expenses while actively employed and during retirement.

The City of Hayward has contracted with California Government Voluntary Employees Benefit Association (CALGOVEBA) since 2006 to provide a healthcare funding vehicle where employees make tax-free contributions to a trust for accumulating funds for the reimbursement of health care costs. Employees who participate in the VEBA Trust realize a tax benefit because both eligible contributions and the reimbursed expenses are tax exempt.

As the plan is currently structured, participation is mandatory for all members of a bargaining group that voted to participate in the program. There is a mandatory minimum contribution level of five dollars ($5) per pay period, per employee. However, individual employees may contribute more than $5 provided they submit the proper documentation during open enrollment and continue to contribute that amount for the year. In addition, at retirement, individual employees can elect to contribute all or a portion of their accrued leave balances to their VEBA account.

DISCUSSION

The current plan structure must be changed due to a recent IRS ruling, which determined that all employees within a bargaining group must contribute equally, with this contribution amount being pre-determined based on the terms of the agreement with that group. Human Resources hosted several informational sessions to discuss the impact of the IRS ruling and the need to restructure the City's plan. Staff met with each of the City's bargaining groups to reach an agreement on the pre-designated contributions that will apply to bargaining unit members to ensure compliance with this IRS ruling.

In order to be compliant with IRS regulations, the current plan must be restructured as follows: 1) employee participation is not mandatory; 2) employees are given the irrevocable opportunity to opt-in or out of the program; 3) employee per pay period contributions must be made according to a pre-established formula; and 4) contributions at separation must be based on a pre-designated formula.

Employees represented by a union were surveyed to determine what amount their members were interested in contributing. The survey results were compiled and members were given the opportunity to vote to determine the contribution formulas that would apply to their respective bargaining unit. The formulas for the Fire bargaining groups are contained in the attached agreements, which have been ratified by each group.

The Fire Officers and Fire Chiefs groups have agreed to continue participation in the VEBA program under newly negotiated terms. Effective May 22, 2012, employees in these groups will have fifteen days to opt-in or out of the VEBA program. The decision to opt-in or opt out of the program is irrevocable. The terms of participation varies by bargaining group. Each bargaining unit can change member contribution amounts by negotiating a new agreement each year during the open enrollment period. A copy of the agreements is available for review in the City Clerk's Office. The table below summarizes the contribution rates for each bargaining group:

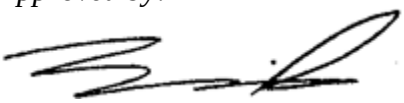
Group	Per Pay Period Contribution	At Retirement Contribution
Fire Officers	$50	100% of eligible sick leave payout after any sick leave hours have been converted to CalPERS service and 100% of vacation and compensatory time payouts.
Fire Chiefs	$50-$200 depending on years of service	100% of eligible sick leave payout after any sick leave hours have been converted to CalPERS service; 75% of vacation payout; and 50% of compensatory time payouts.

FISCAL IMPACT

There is no fiscal impact associated with the changes to the VEBA program plan restructure. All VEBA contributions are funded through employee contributions to the plan. The City does not contribute to the plan. Costs associated with administering payroll deductions for participating employees are minimal and not expected to change as a result of the plan restructure.

Prepared and Recommended by: Frances M. Robustelli, Human Resources Director

Approved by:



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Fran David, City Manager

Attachments:

Attachment I:	Resolution Hayward Fire Officers IAFF 1909
Attachment II:	Resolution Hayward Fire Chiefs Association

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-

Introduced by Council Member _____

RESOLUTION APPROVING AN AGREEMENT WITH THE HAYWARD FIRE OFFICERS IAFF 1909, FOR PARTICIPATION IN THE VOLUNTARY EMPLOYEE BENEFICIARY ASSOCIATION (VEBA) PLAN

WHEREAS, the City of Hayward will make available to The Hayward Fire Officers IAFF 1909, and its members (collectively, "Fire Officers") a Voluntary Employee Beneficiary Association ("VEBA") Plan; and

WHEREAS, VEBA is an entity established as a tax exempt Trust under Section 501(c)(9) of the Internal Revenue Service (IRS) Code; and

WHEREAS, the City has contracted with California Government Voluntary Employees' Benefit Association (CALGOVEBA) since 2006 to provide a healthcare funding vehicle where employees make tax-free contributions to a trust for accumulating funds for reimbursement of health care costs in accordance with Section 501(c)(9) of the IRS Code; and

WHEREAS, the City and Fire Officers have reached a tentative agreement which details the terms of participation in the VEBA Plan for members of the Fire Officers; and

WHEREAS, the tentative agreement provides that members of the Fire Officers who opt-in to participate in the VEBA Plan shall contribute fifty dollars ($50) per pay period to the Plan; and

WHEREAS, the tentative agreement further provides that members of the Fire Officers who opt-in to participate in the VEBA Plan shall also contribute 100% of the total of all eligible sick leave payout after any sick leave hours have been converted to CalPERS service credit in accordance with Government Code Section 20965, 100% of vacation leave payout and 100% of comp time payout; and

WHEREAS, the membership of the Fire Officers ratified the terms of the VEBA agreement as of May 8, 2012; and

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby approves the agreement to participate in the VEBA Plan between it and Fire Officers effective May 22, 2012.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-

Introduced by Council Member _____

RESOLUTION APPROVING AN AGREEMENT WITH THE HAYWARD FIRE CHIEFS, FOR PARTICIPATION IN THE VOLUNTARY EMPLOYEE BENEFICIARY ASSOCIATION (VEBA) PLAN

WHEREAS, the City of Hayward will make available to The Hayward Fire Chiefs, and its members (collectively, "Fire Chiefs") a Voluntary Employee Beneficiary Association ("VEBA") Plan; and

WHEREAS, VEBA is an entity established as a tax exempt Trust under Section 501(c)(9) of the Internal Revenue Service (IRS) Code; and

WHEREAS, the City has contracted with California Government Voluntary Employees' Benefit Association (CALGOVEBA) since 2006 to provide a healthcare funding vehicle where employees make tax-free contributions to a trust for accumulating funds for reimbursement of health care costs in accordance with Section 501(c)(9) of the IRS Code; and

WHEREAS, the City and Fire Chiefs have reached a tentative agreement which details the terms of participation in the VEBA Plan for members of the Fire Chiefs; and

WHEREAS, the tentative agreement provides that members of the Fire Chiefs who opt-in to participate in the VEBA Plan shall contribute between fifty dollars ($50) and two-hundred ($200) dollars, depending on years of service, per pay period to the Plan; and

WHEREAS, the tentative agreement further provides that members of the Fire Chiefs who opt-in to participate in the VEBA Plan shall also contribute 100% of the total of all eligible sick leave payout after any sick leave hours have been converted to CalPERS service credit in accordance with Government Code Section 20965, 75% of vacation leave payout and 50% of compensatory time payout; and

WHEREAS, the membership of the Fire Chiefs ratified the terms of the VEBA agreement as of May 8, 2012.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby approves the agreement to participate in the VEBA Plan between it and Fire Chiefs effective May 22, 2012.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

CITY OF
HAYWARD
HEART OF THE BAY

DATE: May 22, 2012

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT: Filing Nuisance Abatement/Municipal Code Violations with the County Recorder's Office for Non-Abatable Code Violations

RECOMMENDATION

That Council adopts the attached resolution (Attachment 1) confirming the report of non-abatable code violations and penalty liens associated with the Community Preservation Program.

BACKGROUND

The Community Preservation and Improvement Ordinance ("Ordinance"), codified in Article 7, Chapter 5 of the Hayward Municipal Code (HMC), makes it unlawful for Hayward property owners to allow the condition of their property to deteriorate to the point that it becomes detrimental to the public health, safety, or general welfare of the community. Typical violations include debris, trash, vegetation, graffiti, signs, zoning issues, abandoned and/or inoperable vehicles, and the like. The Ordinance applies to both inhabited properties and vacant properties, whether residential or commercial.

"Public Nuisance" is defined in the Ordinance, as are the procedures for enforcing the provisions of the law. The Ordinance provides due process protections to property owners, including notice of any violations at their property and an opportunity to be heard at an administrative hearing.

The Ordinance authorizes the filing of a lien on a property where an owner fails to comply with the City's notices and the violation is considered non-abatable. A condition on a property is considered non-abatable where City staff cannot perform the abatement. Examples of non-abatable conditions include fence height(s) and/or locations, required setbacks(s), illegal structures, businesses operating without an approved Use Permit (if applicable) or failing to comply with the Conditions of Approval of an approved use permit, parking violations, and illegal units. This lien process is also authorized by Government Code Section 38773.1.

A lien is where the city files a "Nuisance Abatement/Municipal Code Violations Notice" with the Alameda County Recorder's Office. This notice is then recognized by title companies as a "clouding of the title" whereby prior to completion of a future property sale, the lien must be cleared (i.e. code

violation(s) corrected and fee(s) paid in full) to the filing jurisdiction. Once all items are reconciled and verified by the city, staff then will remove the lien with a "Release of Declaration" form. The lien process is one of several available enforcement and collection tools. Other enforcement tools include seeking injunctions against the property/business owner and/or revocations of the approved Use Permits and Site Development Review through the City Attorney's Office and Planning Department.

This additional enforcement process does not affect or change the Administrative Hearing Request process, nor the Special Assessment Process. However, this Nuisance Abatement/Municipal Code Violations lien process is an additional means of enforcement when dealing with non-abatable code violations.

DISCUSSION

As of the date of this report, there are four (4) properties being submitted to Council for the filing of a Nuisance Abatement/Municipal Code Violations lien as listed below. The unpaid charges, plus any administrative costs of the County, will become a lien on the property title. When the properties are sold or refinanced, the lien will be paid through escrow.

Address	Violation	Lien Amounts
1. 354 Jerilynn Lane	HMC 10-1.245.a (1) through (10) Minimum Design and Performance Standards: Detached accessory structure being used as habitable space.	$1,686.00
2. 22732 First Street	HMC 10-1.245.a (1) through (10) Minimum Design and Performance Standards: Detached accessory structure being used as habitable space. HMC 10-1.3370.c Variances to Uses, Density, and Garage Conversions Prohibited: Garage used as habitable space.	$1,686.00
3. 26360 Dodge Ave.	HMC 10-1.245.k (3) (d) Minimum Design and Performance Standards: front yard paving exceeds 50 percent of required front yard area.	$1,686.00
4. 26067 Eastman Ct.	HMC 10-1.245 a (1) through (10) Minimum Design and Performance Standards: Detached accessory structure does not meet setback requirements.	$1,494.00

Staff sends three letters to the property owner in question and/or, if applicable, to the tenants. The first two letters, sent at intervals, inform the recipient of the right to an Administrative Hearing to dispute factual findings. Letters are sent by proof of service mail. After a minimum of ten days after the second letter, a third letter is delivered by way of a process server. The third letter details all related costs and/or fees and informs the affected parties of the opportunity to request an Administrative Hearing. The letter also encourages them to make the needed corrections(s) to bring their properties into compliance. To date, one property owner has requested an Administrative Hearing. In this case, the Hearing Officer ruled in favor of the City, and the property owner was allowed additional time to correct the violation. The property owner failed to correct the violation within the time frame given. A confirmed copy of the Nuisance Abatement/Municipal Code Violations form will be sent to the owner, tenant, and lender (if known and applicable) once received from the County Recorder's Office.

FISCAL IMPACT

There is no negative fiscal impact to the City of Hayward resulting from this action. There will eventually be 100% cost recovery reimbursement through the lien process. In order to change ownership of a property, a lien must be satisfied. If the property is sold or the owner refinances, the City will receive 100% reimbursement through escrow. All reimbursed funds are allocated to the General Fund to reimburse the City for costs of enforcement related to the respective violation.

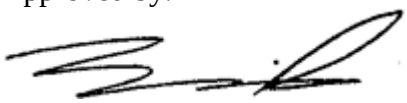
PUBLIC CONTACT

Notice of City Council's review of this report was published in the Daily Review on May 12, 2012.

Prepared by: Stacey Bristow, Neighborhood Partnership Manager

Recommended by: Kelly McAdoo Morariu, Assistant City Manager

Approved by:



Fran David, City Manager

Attachments:

Attachment I Resolution confirming the Lien Report

ATTACHMENT I

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-

Introduced by Council Member

RESOLUTION CONFIRMING THE REPORT AND NON-ABATABLE CODE VIOLATIONS AND PENALTIES LIEN LIST ASSOCIATED WITH THE COMMUNITY PRESERVATION PROGRAM

WHEREAS, in connection with the community Preservation Program, the Neighborhood Partnership Manager has rendered an itemized report in writing to this Council showing the Community Preservation and Zoning Ordinance non-abatable code violations and related fines, fees, penalties and lien costs for certain properties in the City of Hayward described in the report; and

WHEREAS, the hour of 7 p.m. on Tuesday, May 22, 2012, in the Council Chambers, City Hall, 777 B Street, Hayward, California, was fixed as the time and place for this published in the manner required by section 5-7.110 of the Municipal Code; and

WHEREAS, the report was presented at the time and place fixed, and the City Council has considered the report and all comments with respect thereto.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward confirms, except as may be amended by Council, the report of the Neighborhood Partnership Manager of the City of Hayward Community Preservation Program on costs and non-abatable ordinance violations from the properties therein described.

BE IT FURTHER RESOLVED that payments of all fines, fees, penalties and lien costs confirmed hereby may be received by the City of Hayward Finance Director within 10 days from the date of this resolution and thereafter such official shall transmit the unpaid charges to the County Recorder's Office for a Nuisance Abatement lien on said property(s) listed in report.

IN COUNCIL, HAYWARD, CALIFORNIA MAY 22, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

MAYOR:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

CITY OF
HAYWARD
HEART OF THE BAY

DATE: May 22, 2012

TO: Mayor and City Council

FROM: Development Services Director

SUBJECT: Appeal of the Planning Commission's Determination that a Proposed Walmart Market Grocery Store at a Building Formerly Occupied by Circuit City is not a Permitted Use Consistent with Conditional Use Permit No. PL-2004-0039 and the Proposed Grocery Store is not Consistent with the Previous Use in Terms of Potential for Generating Significant Environmental Impacts.

The project is located at 2480 Whipple Road in the Industrial (I) Zoning District.

RECOMMENDATION

That the City Council (1) reverses the April 5, 2012 decision of the Planning Commission and approves the proposed grocery store; and (2) adopts the attached resolution (Attachment I) finding that the proposed store is an allowed use at the site, is consistent with the existing conditional use permit, and is categorically exempt from environmental analysis pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act guidelines.

SUMMARY

As discussed in the following sections of this report, staff has determined that the proposed Walmart Market grocery store:

- is consistent with the requirements of the Zoning Ordinance that limit retail uses at this site to those uses involving "the sale of retail goods with a regional or sub-regional marketing base";
- is consistent with the previous Circuit City store use and existing conditional use permit and related conditions, and therefore, does not require a modification of the existing conditional use permit; and
- will not generate environmental impacts that warrant environmental impact analysis.

Therefore, staff recommends that the City Council approve the proposed market, reversing the April 5, 2012 decision of the Planning Commission.

BACKGROUND

The 5.14-acre retail center site, located at the intersection of Whipple Road and Industrial Boulevard, is in the Industrial (I) Zoning District at the southern gateway along I-880 to Hayward,

primarily surrounded by retail uses (Attachment XXIII). The Target Store center is located across Whipple Road from the subject site, a self-storage facility is located to the east, and a mobile home park in Union City is located southeast of the site. As shown in Attachment XXIII, the closest residential neighborhoods in Hayward to the subject site are located approximately two miles away to the east (Fairway Park neighborhood) and a mile away to the north off Industrial Parkway (Stratford Village neighborhood, which is adjacent to the Georgian Manor Mobile Home Park). There are no grocery stores in this portion of Hayward, other than the grocery section in the Target Store. A full-sized Lucky's grocery store is located across I-880 at Union Landing in Union City. A Food Maxx store is also located in Union City about a half-mile north of the site along Industrial Parkway Southwest, adjacent to the Home Depot store.

The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways (Industrial and Whipple), access to I-880, and high visibility. Commercial retail uses are allowed in the Industrial Zoning District on minimum four-acre sites visible from the freeway, with the approval of a conditional use permit and subject to the following criteria: "Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92."

History of Relevant Zoning Ordinance Provisions – The Zoning Ordinance does not define "regional" or "sub-regional" uses or marketing base. Staff has conducted extensive research on the Zoning Ordinance related to the Industrial Zoning District language that is applicable to this site. In summary, the current provisions quoted above regarding the regional or sub-regional criteria were developed with comprehensive Zoning Text Changes in 1995 and 1999. Minutes and staff reports from the July 28, 1994 Planning Commission meeting, the December 20, 1994 City Council meeting, the September 10, 1998 Planning Commission work session, the September 15, 1998 City Council work session, the April 1, 1999 Planning Commission work session, the April 4, 1999 City Council work session, the July 15, 1999 Planning Commission meeting, and the July 29, 1999 City Council meeting do not indicate the intent or definition of "regional" or "sub-regional".

The 1995 revisions developed the current language, with the exception of the minimum lot size criterion. The 1999 Code revisions reduced the minimum lot size from eight to four acres, which resulted in the language that exists today. The September 15, 1998 City Council work session staff report contains the following language: "Staff has reviewed the potential for this type of development and has determined that reducing the minimum acreage to four would provide more opportunities for this type of [retail] development along Hayward's freeway frontages in the Industrial District."

Summary of 2004 Action Regarding the Retail Center and Former Circuit City Building - On March 25, 2004, the Planning Commission unanimously approved a conditional use permit and adopted a related environmental document (Mitigated Negative Declaration) to accommodate construction of a retail center on the approximately five-acre site, to include a 34,000-square-foot regional retail building (Circuit City) with two retail shop buildings of 5,100 and 6,000 square feet. The 2004 staff report (Attachment II), meeting minutes (Attachment III), and Mitigated Negative Declaration/Initial Study (Attachment IV) are included as attachments to this report. A Union City resident of the adjacent mobile home park, who attended the 2004 Planning Commission

hearing, subsequently appealed the Planning Commission's approval of this project to the City Council, citing concerns with potential traffic impacts.

The City Council unanimously denied the appeal and approved the conditional use permit on April 20, 2004. This staff report (Attachment V), meeting minutes (Attachment VI), and associated City Council Resolution (Attachment VII) are attached to this report. The minutes reflect discussion that occurred during the meeting regarding traffic concerns. The conditions of approval associated with the City Council's approval of the conditional use permit are included as Attachment VIII to this report, and relate primarily to construction and building/site design issues. Note especially condition #13 related to the accessory "shop" uses on the site, which will be discussed later in this report. Some of the 2004 conditions relate to mitigating any traffic impacts of the project. Some of those mitigations that were implemented include installation of a new traffic signal at the Whipple Rd/Target-Circuit City driveway, synchronized with the rest of the signals in the corridor; and changing the access to the self-storage facility, located adjacent and east of the subject retail center, into right-in/right-out turns only to avoid further conflicts.

Proposed Walmart Market – The Circuit City store closed in approximately 2009. The space formerly occupied by Circuit City is the major tenant space at the center, and it has been vacant since Circuit City left. Building permit applications and plans for tenant improvements at the former Circuit City building for a proposed, unidentified grocery store were submitted on March 23, 2011. In response, the City's Planning Director issued a letter on May 27, 2011 (Attachment IX), requesting that the proposed grocery store proponent be identified, and that a business plan for the store be provided, which would allow a determination to be made regarding whether the proposed use would be consistent with the Zoning Ordinance land use provisions and existing conditional use permit.

In response to the May 27, 2011 letter, a letter dated December 14, 2011 from Walmart's legal counsel was submitted (Attachment X), as was a letter dated December 21, 2011 from the property owner's legal counsel (Attachment XI), which requested issuance of the building permits and provided reasons for such request. The identity of the proposed grocer had not been disclosed prior to the December correspondence, despite staff's requests. The two attached letters describe the negative impacts of the prolonged vacancy on the retail center and accessory businesses in the center adjacent to the former Circuit City building.

The Planning Director subsequently issued a letter dated January 19, 2012 (Attachment XII), approving the proposed Walmart market and determining that such use would serve a regional or sub-regional marketing base and would be consistent with the conditional use permit approved in 2004 for the center. This decision was appealed on February 3, 2012, by John Nunes of United Food and Commercial Workers (UFCW) Local Union 5 and Desirae Schmidt, a resident of the unincorporated Cherryland area and an employee of UFCW Local Union 5 (Attachment XIII). The appellants contend that the Director's approval was "not consistent with the original conditional use permit (Conditional Use Permit Number PL-2004-0039) or the City of Hayward Zoning Code/Ordinance for the former Circuit City building located at 2480 Whipple Road, and therefore not an allowed use."

April 5 Planning Commission Meeting – A public hearing regarding the appeal was held before the Hayward Planning Commission on April 5, 2012 (http://www.hayward-

ca.gov/citygov/meetings/pca/2012/PCA12PDF/pca040512full.pdf). As reflected in the attached meeting minutes (Attachment XIV), the Planning Commission voted 4-3 to uphold the appeal of the Planning Director's decision and deny the proposed Walmart Market (see staff report, Attachment XV). The lengthy public hearing entailed testimony from nearly fifty speakers, the slight majority of whom supported the proposed market. Issues were raised related to parking, traffic impacts, air quality impacts, as well as whether or not the proposed use was consistent with the Zoning Ordinance and the existing conditional use permit. Issues were also raised regarding Walmart's practices with respect to its employees and employee benefits.

The Planning Commission's decision was appealed on April 16 by Spanish Ranch I Mobile Home Park resident Jerry Higgins and others, as well as by property owner Dan Temkin of Hayward 880, LLC (Attachments XVI and XVII).

DISCUSSION

Walmart Market Description – In line with growing retail trends that see an increase in the number of smaller markets versus mega superstores, Walmart is expanding its smaller market concept into west coast territories. With markets averaging 42,000 square feet, this business model envisions stores that are about one-fifth the size of a Walmart Supercenter. First opened in 1998, there are now 168 Walmart Markets, each employing about ninety-five associates. There are no Walmart Markets currently on the west coast, though several are proposed, including stores in Pleasanton and Dublin in the Bay Area. The Pleasanton Walmart store is proposed in a former Nob Hill market space and was recently approved by the City Council there, following an appeal of the Pleasanton Planning Commission's approval. The first Walmart Markets along the west coast are anticipated to open this summer in Beaverton, Oregon, and in Bellevue, Washington.

As stated in Attachment X, the proposed market at the Whipple Road center will sell approximately 24,000 different products, including a wide range of grocery, pharmaceuticals, health and wellness items, and frequently purchased general merchandise consumables. The products sold at a typical Walmart Market include fresh produce, deli foods, meat and dairy products, bakery items, frozen foods, canned and package goods, dry goods and staples, condiments and spices, health and beauty aids, pet supplies, stationery and paper goods, and household supplies. The market will also offer a free "site to store" service where customers can order Walmart Market products, as well as Walmart general retail products, from their homes and pick up their items in the Walmart Market store (http://www.walmart.com/cp/Site-to-Store/538452?adid=1500000000000006858130). This service increases the market's retail base and range of services, which are not typically offered at a grocery store or supermarket; and increases the potential sale of taxable goods, which generate sales tax.

Contrary to the Planning Director's determination, the Planning Commission determined that the proposed use is not consistent with the previously-approved use permit for the retail center. In deciding whether to uphold the decision of the Planning Commission, the City Council should consider the following:

1. Does the proposed market meet the Zoning Ordinance criterion requiring "sale of retail goods with a regional or sub-regional marketing base"?

2. Is the proposed use consistent with Conditional Use Permit PL-2004-0039 that was approved in 2004 for the retail center?

Determination that the Proposed Market Would Serve a Regional or Sub-Regional Marketing Base – As indicated previously in this report and in Attachment XII, the Zoning Ordinance does not define regional or sub-regional serving uses. To determine whether the proposed use would be considered as serving a regional or sub-regional market, the Planning Director considered the following:

1. As indicated on pages two and three of Attachment X, the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880. Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets.

2. The existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   > "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

Retail uses listed in Zoning Ordinance Section 10-1.1315(a)(5) (Central Business District) include antique store, appliance store, art and art supplies store, bakery, bicycle shop, bookstore, camera store, card shop, carpet/drapery store, clothing store, coffee/espresso shop, delicatessen, fabric store, floral shop, furniture store, garden supplies store, gift shop, hardware store, jewelry store, locksmith shop, music store, nursery (plant), paint/wallpaper store, pet grooming shop, pet store, plumbing and heating store, restaurant (where not abutting a residential district or property and no bar), sporting goods store, stationary store, **supermarket**, theater (Small Motion Picture or Live Performance only), toy store, variety store, and video sales and rental store.

Given that condition #13 of the existing conditional use permit indicates that the uses in the shops are limited to uses with "a regional/sub-regional marking base" and that such uses, by reference to the Central Business District, include supermarkets, it is appropriate to consider the proposed 34,000 square foot market store (the major tenant in the center) as also serving a regional or sub-regional marketing base, especially given the "site to store" service offered.

Also, the California Planning Roundtable[1] defines regional as "[p]ertaining to activities or economics at a scale greater than that of a single jurisdiction, and affecting a broad geographic area." Given the site location serving at least two cities, the size of the proposed store that is larger than a local neighborhood convenience market (typically less than 2,000 square feet), and the "site to store" feature offered, staff is of the opinion that the use would meet the Zoning Ordinance criterion of serving a regional or sub-regional marketing base.

Determination that the Proposed Use is Consistent with the Existing Conditional Use Permit - Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies a space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, if the proposed expansion of the use or remodeling are minor in nature and will not materially alter the character or appearance of the property or area, then further use permit approval is not required. The applicant's proposed market and tenant improvements meet both these criteria. Also, the proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of the existing conditional use permit would still be valid and applicable (see discussion below regarding potential traffic impacts) without the need for further modification.

Environmental Review – There is no reasonable possibility that the proposed grocery store will have a significant effect on the environment. Therefore, the project is exempt from California Environmental Quality Act (CEQA) review, pursuant to Section 15301 of the CEQA Guidelines (Existing Facilities).

Staff has analyzed the potential impacts associated with the proposed market, which includes tenant improvements to an existing building, and has determined that the Mitigated Negative Declaration (MND) adopted in 2004 by the City Council associated with the retail center and the former Circuit City store addresses such potential impacts (see Attachment IV, Mitigated Negative Declaration, Initial Study, and Mitigation Monitoring and Reporting Program) without the need for further environmental review/analysis. The MND identified potential impacts and imposed mitigation measures related to air quality, geology/soils, and transportation/traffic. A traffic study was conducted as part of the 2004 approval process (Attachment XVIII).

Air Quality Impacts - Regarding air quality impacts, the Bay Area Air Quality Management District (BAAQMD) has been ordered to suspend implementation of its 2010 thresholds of significance ("Thresholds") for toxic air contaminants and greenhouse gas (GHG) emissions, as the result of a lawsuit filed by the Building Industry Association. On March 5, 2012, an Alameda County Superior Court judge ordered BAAQMD to set aside, de-publish and stop the circulation of its Thresholds. The judge ordered BAAQMD to set aside its 2010 resolution adopting the Thresholds and to take no further action to disseminate the Thresholds as

[1] The California Planning Roundtable (CPR) is an organization of experienced planning professionals who are members of the American Planning Association (APA). Membership is balanced between the public and private sectors, and between Northern and Southern California. The mission of the Roundtable is to provide a forum for prominent planners to exercise creativity and leadership in promoting understanding of California's critical public policy issues, and recommending action.

an approved set of air quality thresholds until and unless BAAQMD "fully complies with its obligations under CEQA." The judge rejected BAAQMD's request to leave the Thresholds in place pending CEQA compliance. On May 4, BAAQMD commenced an appeal in the First District of the California Court of Appeals seeking to overturn the Alameda County Superior Court decision striking down the District's CEQA air quality Thresholds.

The CEQA Thresholds were intended to be used by BAAQMD and other local agencies in the San Francisco Bay Area to determine whether a local land use project would have significant air quality impacts under CEQA. In summary, until such lawsuit is resolved, the new Thresholds are not in effect. However, municipalities can continue to use the existing 1999 BAAQMD thresholds when analyzing air quality impacts of a project. Those thresholds did not contain a GHG impact analysis standard and therefore, the 2004 Mitigated Negative Declaration for the Circuit City store and the retail center did not contain a GHG emissions analysis. Staff has utilized the 1999 BAAQMD CEQA Guidelines related to toxic air contaminants and determined that the air quality impacts from the proposed market above those of the previous Circuit City store would not meet the screening threshold of the BAAQMD's 1999 Guidelines; therefore, an additional air impact quality analysis is not required.

Geological Impacts - Geology/soils impacts were addressed with mitigation measures regarding construction of the center's buildings.

Traffic and Circulation Impacts - Regarding transportation and traffic impacts, City of Hayward Engineering and Transportation staff analyzed the proposed use to determine the impacts of the proposed project on three study intersections: Whipple/Industrial Parkway SW/I-880, Whipple/Target Driveway and Whipple/Wiegman during the PM peak hour, when traffic volumes are at a maximum. Existing turning movement counts were collected during the PM peak periods to determine existing traffic conditions in the study area. Traffic counts were conducted on Tuesday, September 29, 2010 from 4:00 to 6:00 PM. These volumes were collected after the Circuit City store was closed and hence do not include any volumes generated by Circuit City.

Using Institute of Transportation Engineers (ITE) trip generation rates for a supermarket, the following trip generation rates were calculated for the proposed use:

	Trip Generation Rates from ITE for Proposed Super Market (40,000 sq ft)			**Trips**		
Time Period	Vehicle Trip Rate/1000 sq ft	Percent Enter	Percent Exit	Total Estimated Trips	Entering Trips	Exiting Trips
Weekday	102.24	50%	50%	4,090	2,045	2,045
PM Peak Hour	10.50	49%	51%	420	206	214

Thus, the proposed use would add approximately 420 new trips to the roadway network in the PM peak hour. It should be noted that some of these trips per the ITE rates would be assumed to be "pass-by" trips; that is, trips already on the network and not assumed to be new trips generated by the development. However, in order to be conservative and to look at the worst possible scenario, no pass by trips were assumed in staff's analysis.

Trip distribution was assumed based on what is shown in Attachment XIX, which is a map that shows percentage of assumed vehicle trips coming to the site from each direction. Because the new grocery store would serve a need not currently being met for residents to the east of the development (given the lack of grocery stores in that area), 80 percent of the trips were assumed to come from the east. Ten percent were assumed to come from the west, and 5 percent each were assumed to come from the north and south respectively.

Consequently, when considering the existing counts, trip generation, and trip distribution, the impact from the proposed market on the level of service for the three study intersections is as follows:

Intersection	PM Peak Hour			
	Existing		With Project	
	Delay (in seconds)	LOS	Delay (in seconds)	LOS
Whipple Road -Target Driveway	11.0	B	15.3	C
Whipple Rd-Industrial Pkwy SW & I-880	25.6	D	26.0	D
Whipple Rd- Wiegman Rd	13.5	B	13.0	B

As can be seen, the maximum increase in delay resulting from the project would be 4.3 seconds at the Whipple/Target driveway. Since the City's level of service standard is D (as shown in the General Plan) and none of the study intersections would fall below that threshold, the project would have no significant impacts on traffic.

Analysis was also done using the volumes from the 2004 traffic study that included Circuit City trip generation volumes. Both existing PM peak hour and PM peak hour with the proposed market scenarios were analyzed. The net additional trips generated by Walmart when compared to the Circuit City store were calculated and distributed based on the above discussed percentages to arrive at the PM peak hour volumes with the proposed market. LOS of the three study intersections per this analysis were identical to the above LOS calculated using 2010 volumes.

Regional access for motor vehicles is provided from Industrial Parkway SW to I-880 and the Hayward -San Mateo Bridge (SR 92). Whipple Road also has direct connections to I-880. Motor vehicles and trucks will be able to access the site from the signalized intersection at the Whipple Road/Target driveway (see Attachment XX, Circulation Site Plan).

Regarding vehicle circulation concerns, the primary driveway entrance into the subject site/center has a depth (or "throat") of approximately 150 feet and avoids any potential conflicts with parking lot drive isles. The maximum queue length for vehicles exiting the site is approximately fifty-four feet or roughly equivalent to two vehicles, which is well within the allotted throat depth. Furthermore, the existing traffic signal at the driveway provides for safe and efficient operation of the driveway access.

An existing secondary driveway off Whipple Road to the west of the signalized intersection, which primarily serves as convenience to the customers of the specialty/satellite retail businesses, will offer enhanced customer convenience to the proposed market, especially during non-peak hours.

Additional information is provided here to address concerns expressed by speakers at the Planning Commission hearing with parking, though parking is no longer considered a CEQA issue based on revisions to the CEQA Guidelines. The area of all buildings in the retail center is 44,962 square feet. The City's parking standards require one parking space for every 250 square feet of gross floor area, including for grocery stores. Therefore, a total of 180 parking spaces is required, 136 for the proposed market. The center provides 203 parking spaces, or one space for every 222 square feet of gross floor area. Because some of the Circuit City store was used for storage or "retail characterized by large or heavy merchandise," such area was calculated at a different standard per the City's regulations and consistent with how parking was calculated for the two Target stores in Hayward (one space for every 1,000 square feet). However, as stated above, the center currently contains twenty-three more spaces than what is required by the City's parking regulations <u>with the proposed Walmart store</u>.

Also, clarification of testimony from the Planning Commission hearing regarding parking is provided here. The existing retail center provides 203 parking spaces (one for every 250 square feet of retail space), and 213 additional PM peak hour trips (over and above those generated by Circuit City) are expected to be generated by the proposed market. Regarding concerns with the additional peak hour trips and parking capacity, it should be noted that, although an additional 213 PM peak hour trips would be generated by the proposed grocery store, in reality about half of those trips would be entering and half would be exiting during the PM peak hour, or about two per minute. Consequently, drivers of slightly over 100 additional vehicles would need to find a parking space during that hour and since 203 spaces would be available, parking provided by the development would be sufficient in staff's opinion, and would meet the City's off-street parking standards.

FISCAL AND ECONOMIC IMPACTS

Staff has not conducted a full economic impact analysis associated with the proposed grocery store and whether the store would result in impacts on surrounding grocery stores. Given its proximity to the freeway and lack of grocery store options toward the east, it is not anticipated that the market would result in closure of the full-sized Lucky's Store in Union Landing in Union City across I-880, the Food Maxx store in Union City to the north, or the Target Center across Whipple Road in Hayward.

However, staff has conducted a fiscal impact analysis. As shown in the following table that estimates revenues from anticipated sales tax of a 34,000 square foot grocery store (taxable sales assumed to be 1/3 of all sales), and using assumptions from the January, 2011, fiscal impact analysis prepared by AECOM Economics for the Mission Boulevard Corridor Specific Plan (http://www.hayward-ca.gov/forums/MBCSP/pdf/2011/plan/Appendix%20C.pdf), a 34,000 square foot grocery store would be expected to generate $50,490 annually in sales tax revenue to Hayward. This is for a typical grocery store and does not include additional sales tax revenue that might be associated with Walmart's 'site to store' transactions, which could entail taxable sales.

Estimated Sales Tax Revenues

Land Use	Square Feet	Retail Sales per Sq. Ft.	Total Sales	Taxable Percentage	Taxable Sales	Hayward Sales Tax @ 1%
Grocery	34,000	$450	$15,300,000	33%	$5,049,000	$50,490

The proposed store would also help stimulate other retail activity and sales in the center, including for the existing satellite businesses; the owners for some of those businesses have expressed support for the proposed Walmart store. The costs associated with the proposed market will primarily relate to police and fire services in the event of an emergency or incident. Although staff does not anticipate a large demand on such services for this type of use, the following table, which also incorporates assumptions and information from the January, 2011, fiscal impact analysis conducted for the Mission Boulevard Corridor Specific Plan, shows that the General Fund costs for such services for a grocery store with 100 employees will be slightly over $18,500 per year. In summary, in terms of net fiscal impacts, the proposed Walmart market could be expected to add at least $32,000 per year to the City's General Fund.

Estimated Service Costs

Expenditure Line Items	**New Employment (Daytime Population)** Net Cost per Additional Service Population @ 33% Weight	No. of New Employees	**Total General Fund Expenditure Impact**
General Government	$1.15	100	$115
Public Safety	$152.61	100	$15,261
Public Works and Transportation	$8.70	100	$870
Library and Neighborhood Services	$16.13	100	$1,613
Planning and Building	--	100	--
Maintenance Services	$6.66	100	$666
Total Expenditures			**$18,525**

This fiscal and economic overview is offered in the interest of providing a comprehensive analysis of the proposed impacts of the project. However, for purposes of the City Council's

decision on this appeal, this data is relevant only to the extent that it informs the Council's determination that the proposed market is or is not regional or sub-regional in nature.

PUBLIC CONTACT

Staff sent over 185 notices for this public hearing to the appellants, project proponents, project site property owner, speakers at the April 5 Planning Commission meeting, and property owners and tenants within 300 feet of the project parcel boundaries on May 11, 2012. Notice of this public hearing was also published in *The Daily Review* newspaper on Saturday, May 12, 2012.

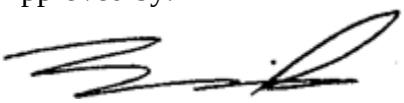
Staff has received a number of e-mails and correspondence regarding the proposed market prior to and after the April 5 Planning Commission hearing. Attachment XXI includes copies of correspondence in support of the project (including from owners of businesses within the retail center), and Attachment XXII includes correspondence against the proposed market. Most correspondence in support of the proposed market cite the benefits the market would bring in terms of jobs and benefits of a market to the area and adjacent businesses, while those that express opposition indicate negative impacts of Walmart on other markets in the area and that the Walmart market would not be a regional or sub-regional use.

NEXT STEPS

The City Council decision is the final City decision on the project. Should the Council deny the project, the proposed Walmart Market grocery store would not be allowed. If the Council approves the project, the proposed Walmart Market would be allowed and building permits can be pursued and issued.

Prepared and Recommended by: David Rizk, Development Services Director

Approved by:



_____

Fran David, City Manager

Attachments

Attachment I:	Draft Resolution
Attachment II:	March 25, 2004 Planning Commission staff report
Attachment III:	March 25, 2004 Planning Commission meeting minutes
Attachment IV:	2004 Mitigated Negative Declaration/Initial Study/Mitigation Monitoring and Reporting Program for the Circuit City Retail Center
Attachment V:	April 20, 2004 City Council staff report
Attachment VI:	April 20, 2004 City Council meeting minutes
Attachment VII:	City Council Resolution 04-053
Attachment VIII:	Conditional Use Permit No. 2004-0039 Conditions of Approval
Attachment IX:	May 27, 2011 letter from Planning Director David Rizk to Daniel H. Temkin, Hayward 880, LLC
Attachment X:	December 14, 2011 letter from Judy Davidoff of Sheppard, Mullin, Richter & Hampton, LLP, representing Wal-Mart Stores, Inc.
Attachment XI:	December 21, 2011 letter from Kristina Lawson of Manatt, Phelps & Phillips, LLP, representing property owner Hayward 880, LLC
Attachment XII:	January 19, 2012 determination letter from Planning Director David Rizk to Daniel H. Temkin, Hayward 880, LLC
Attachment XIII:	February 3, 2012 appeal letter from John Nunes and Desirae Schmidt
Attachment XIV:	April 5, 2012 Planning Commission meeting minutes
Attachment XV:	April 5, 2012 Planning Commission staff report (without attachments)
Attachment XVI:	April 16, 2012 appeal letter from Hayward resident Jerry Higgins and others
Attachment XVII:	April 16, 2012 appeal letter from property owner Daniel Temkin, Hayward 880, LLC
Attachment XVIII:	March 3, 2004 Revised Draft Traffic Impact Study by Kimley-Horn and Associates, Inc., titled, "Electronic Superstore and Retail Center City of Hayward, CA"
Attachment XIX:	Assumed trip distribution diagram
Attachment XX:	Parking site plan
Attachment XXI:	Correspondence in support of the project received prior to and after the April 5 Planning Commission meeting
Attachment XXII:	Correspondence in opposition to the project received prior to and after the April 5 Planning Commission meeting
Attachment XXIII:	Aerial of vicinity
Attachment XXIV:	Area and Zoning Map

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-___

Introduced by Council Member _____

RESOLUTION FINDING THE PROJECT CATEGORCIALLY EXEMPT FROM CEQA REVIEW AND APPROVING A PROPOSED 34,000 SQUARE FOOT WALMART MARKET GROCERY STORE AT 2480 WHIPPLE ROAD IN THE FORMER CIRCUIT CITY STORE SPACE

WHEREAS, the City Council on April 20, 2004, conditionally and unanimously approved a new 45,100 square foot retail center at 2480 Whipple Road, which included a Circuit City store as the main tenant, by approving Conditional Use Permit No. 2004-0039 and adopting a related Mitigated Negative Declaration/Initial Study; and

WHEREAS, after operating since 2005, the Circuit City store ceased operations in 2009 and vacated the site it had occupied; and

WHEREAS, on March 23, 2011, a building permit application for tenant improvements was submitted in association with a proposed grocery store at 2480 Whipple Road in the former approximately 34,000 square foot Circuit City store building; and

WHEREAS, because retail uses at the site are required by the City's Zoning Ordinance to serve a regional or subregional marketing base, the City's Planning Director requested in a letter dated May 27, 2011 that the grocer be identified and a business plan for the proposed grocery store be submitted; and

WHEREAS, in response to the May 27, 2011 letter, a letter dated December 14, 2011 from Walmart's legal counsel, Judy V. Davidoff of Shepphard, Mullin, Richter & Hampton, LLP, and a letter dated December 21, 2011 from the property owner's legal counsel, Kristina Lawson of Manatt, Phelps & Phillips, LLP, were submitted, identifying Walmart as the grocery store and providing a business plan and description of the proposed store's operations, ; and

WHEREAS, after consideration of the submitted information and in reliance on the 2004 Mitigation Negative Declaration and Initial Study and analysis by the City's Transportation Planning staff, the Planning Director issued a letter dated January 19, 2012, approving the proposed Walmart market, upon determining that such use would serve a regional or sub-regional marketing base and would be consistent with the conditional use permit approved

in 2004 for the shopping center, and would not generate environmental impacts requiring additional environmental impact analysis; and

WHEREAS, an appeal to the Planning Commission of the Planning Director's decision was filed on February 3, 2012, by John Nunes of United Food and Commercial Workers Local Union 5 and Desirae Schmidt, a resident of unincorporated Cherryland and an employee od UFCW Local Union 5; and

WHEREAS, on April 5, 2012, a duly noticed public hearing before the Planning Commission was held, and after hearing testimony from nearly 50 speakers, the Planning Commission voted 4 to 3 to deny the proposed Walmart market and uphold the appeal; and

WHEREAS, an appeal from the Planning Commission's decision was filed by Hayward resident Jerry Higgins and several others, and property owner Daniel Temkin of Hayward 880, LLC; and

WHEREAS, a duly noticed public hearing was held before the Hayward City Council on May 22, 2012, during which public testimony was received.

NOW, THEREFORE, the City Council hereby approves the proposed Walmart market grocery store and upholds the appeal, based on the following findings:

California Environmental Quality Act (CEQA) Determination

1. The proposed project is exempt from CEQA review, pursuant to Section 15301 (Existing Facilities) of the CEQA Guidelines. The project proposes tenant improvements to an existing retail building to allow a Walmart Market in a shopping center that was approved in 2004, pursuant to Conditional Use Permit No. PL 2004-0039. As part of the 2004 approval process, an Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Reporting Program were prepared and adopted. The City Council has considered potential impacts associated with the proposed market and has determined that the Mitigated Negative Declaration adopted in 2004 by the City Council addresses any potential impacts without the need for further environmental review.

2. The 2004 Mitigated Negative Declaration identified potential impacts and imposed mitigation measures related to air quality, geology/soils, and transportation/traffic. With respect to air quality, the proposed project does not trigger the Bay Area Air Quality Management District's screening thresholds for air quality impact analysis. Geology/soils impacts were addressed with mitigation measures regarding construction of the center's buildings.

3. Regarding traffic impacts, the City's Transportation Manager analyzed the potential impacts of traffic associated with the proposed market and determined that such impacts would be insignificant. The proposed market is expected to generate an additional 213 PM peak hour

trips. The analysis indicates that the I-880/Industrial Parkway SW/Whipple Road intersection will experience an additional delay of 0.4 seconds in the PM peak hour (resulting in a total delay of 26.0 seconds - Level of Service (LOS) of D), the Whipple Road intersection at the entrances to Target and this center will experience an additional delay of 0.4 seconds (total delay of 15.3 seconds - LOS C), and the Wiegman Road intersection on Whipple Road will experience no additional delays (13.0 seconds total delay – LOS B). These delays would allow the intersections to continue to operate at LOS D or better, which is identified in the Hayward General Plan as an insignificant impact. None of the intersections fall below a LOS D with the proposed grocery store so the grocery store, as proposed, will not cause traffic to increase to any extent that would warrant an additional study. The traffic study prepared for the 2004 Mitigated Negative Declaration is applicable to this project without the need for further traffic analysis or mitigation.

Regional and/or Sub-regional Use Determination

4. The proposed Walmart Market qualifies as a regional and/or sub-regional use within the meaning of the Zoning Ordinance. The store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area, particularly Hayward residents in neighborhoods along the Mission Boulevard corridor to the east, and commuters on Interstate 880. Also, the store will provide a "site to store" service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets. In addition, the existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

5. Retail uses listed in Zoning Ordinance Section 10-1.1315(a)(5) (Central Business District) include, among many other uses, supermarkets. Given that condition #13 identifies supermarkets and other uses by reference to the Central Business District as being potentially considered to have a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base, especially given the "site to store" service offered.

6. The California Planning Roundtable defines regional as "[p]ertaining to activities or economics at a scale greater than that of a single jurisdiction, and affecting a broad geographic area." Given the site location, the size of the proposed store, which is larger than a local neighborhood convenience market (typically less than 5,000 square feet), and the "site to store" feature offered, the proposed use meets the Zoning Ordinance criterion of serving a regional or sub-regional marketing base.

Consistency with Conditional Use Permit No. PL 2004-0039

7. Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies an existing space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, if the proposed expansion or remodel are minor in nature and will not materially alter the character or appearance of the property or area, then further use permit approval is not required. The applicant's proposed tenant improvements meet both these criteria. The proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of Conditional Use Permit No. PL 2004-0039 are valid and applicable to the proposed project without the need for modification.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST:
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

CITY OF HAYWARD
AGENDA REPORT

Meeting Date 03/25/04
Agenda Item 3

To: Planning Commission

From: Richard Patenaude, Principal Planner

Subject: PL-2004-0039 Use Permit – Jim Towslee for PacLand/Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner) – Request for a Retail Center to Accommodate a 34,000-Square-Foot Regional Retail Building (Circuit City) with Two Retail Shops Buildings of 5,100 and 6,000 Square Feet, on Approximately 5 Acres – *The Project Is Located at 2480 Whipple Road Easterly of the Intersection with Industrial Parkway Southwest and I-880*

RECOMMENDATION:

Staff recommends that the Planning Commission adopt the Mitigated Negative Declaration, and approve the Use Permit Application subject to the attached findings and conditions of approval.

DISCUSSION:

This project is a request for a use permit to accommodate construction of a retail center on approximately 5 acres, including a 34,000-square-foot regional retail building (Circuit City) with two retail shops buildings of 5,100 and 6,000 square feet. For comparison of size, the *Costco Business Center* at West A Street and Hathaway Avenue contains 105,000 square feet, *The Home Depot* at Hesperian Boulevard and Sueirro Street contains 107,920 square feet with an accessory 23,928-square-foot garden center, and *Target*, across Whipple Road, contains 126,000 square feet with an accessory 7,886-square-foot garden center and an 8,000-square-foot retail pad.

The site is occupied by the Crescent Truck terminal facility. It is covered with asphalt paving and a total of 28,000 square feet of building. These improvements would be demolished to accommodate the proposed project. The site is bordered on the north by a Union 76 gas and service station, and by Whipple Road. Shurgard Storage Center is located easterly of the site. Amaral Court, in Union City, forms the southerly border and serves as access to Central Park West Mobilehome Park. The northbound I-880 off-ramp to Whipple Road forms the westerly border.

The site is located within the "I" District at the southern gateway to Hayward; it is designated as "Industrial Corridor" on the General Policies Plan Map. The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways, access to the Nimitz Freeway (I-880), and high visibility.

Commercial retail development of this nature is allowed in the "I" District on minimum 4-acre parcels visible from the freeway with the Planning Commission's approval of a Conditional Use Permit.

The intent of the Conditional Use Permit is to allow retail sales with a regional or sub-regional marketing base within the Industrial District. While it could be difficult for the applicant to provide tenants in the smaller shop spaces that would be considered regional or subregional in nature, a list of approved uses is recommended as a condition of approval to retain as much consistency as possible with the intent of the Zoning Ordinance. Tenants could include restaurants, party supply stores, mattress stores, shoe stores, electronics retailers, bike shops, florists fitness equipment stores and other similar retail commercial uses, as well as banks, barber and beauty shops, and copying/reproduction facilities (such as Kinko's). Such uses would be supportive of the primary Circuit City store. Other personal services, administrative and professional offices/services, service commercial uses and automobile related uses would be prohibited.

Site Plan

The *Circuit City* building is proposed at the southerly portion of the site with the storefront facing Whipple Road; the loading area would be at the rear of the building. The smaller retail shops building (5100 square feet) is attached to the *Circuit City* building, with the storefronts also facing Whipple Road. The larger retail shops building (6,000 square feet) is located at the northerly portion of the property at the Whipple Road entrance.

Access to the site is provided from two driveways from Whipple Road: the primary driveway would be opposite the realigned primary driveway for Target. This driveway would be signal controlled. A secondary driveway to the west would access a small parking lot serving the forward retail shops building and, from there, the main parking lot. The project has adequate on-site circulation. Furthermore, the parking supply is adequate and meets the City's code requirements.

Pedestrian access to Circuit City and the ancillary shops is provided from Whipple Road by way of a dedicated walkway through the parking lot. As conditioned, this walkway would be demarcated with decorative pavement. The site is served by AC Transit Route 210 from South Hayward BART Station and by Union City Transit Routes 2 and 3 from Union City BART Station. The bus stop would have to be relocated between the driveways and a new shelter would be added.

Architecture and Landscaping

This site is at a primary entrance to the City, and this location will be the most prominent as northbound vehicles exit the Nimitz Freeway (I-880) to access the industrial corridor of Hayward. The City's Design Guidelines call for an "image zone" at major intersections to create a strong sense of entry for the project and, in this case, the City. The City Council Commercial Center Improvement Committee (CCCCIC), at its meeting of February 23, 2004, recommended that all elevations be highly articulated.

The buildings are designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses alike; all sides developed attractively. *Dark-tan*-colored split-face concrete block is proposed for the base of the building walls with a stucco surface above. A raised parapet and metal awning emphasize the main entry. The entry and other raised accent wall areas are of a stucco surface painted "Circuit City gold." The dark-tan-colored cornice and base details highlight the building. Columns establish a rhythm and break up the long horizontal building lines. The applicant responded well to the comments of the CCCCIC in arriving at the proposed architectural treatment.

A detailed landscape and irrigation plan will be prepared by a licensed landscape architect and submitted for review and approval by the Landscape Architect. A combination of vertical-growth landscaping and vine-covered trellises would be provided to soften the visual impact of building mass. A similar landscape treatment may be seen along the freeway-side of *Wal-Mart* on the westerly side of I-880, and on *The Home Depot* and *Target* to the north of the project. The parking lot contains adequate landscape islands and the perimeter of the site will be screened with landscape materials, especially along the freeway off-ramp.

As conditioned, a detailed sign program, subject to approval by the Planning Director, will also be required prior to the approval and installation of any individual signs. It is anticipated that, for the Circuit City store, there will be a wall sign on each street-facing elevation, a monument sign at the primary street entrance, and a freeway-oriented sign at the southerly end of the property adjacent to I-880. As conditioned, the red sign disc would be opaque and only the letters would be illuminated. The individual shops would be provided sign area over each storefront.

The applicant proposes that the chain-link fencing on the southerly and westerly property lines be replaced with a 6-foot-high wooden privacy fence. Staff recommends that the section of fence along Amaral Court, facing the mobilehome park, and along the southwesterly line (I-880), be replaced with masonry wall with detailing to match the Circuit City building. Furthermore, the fence along the easterly property line (Shurgard), as conditioned, would be replaced with a tubular steel fence supported by decorative pilasters also with matching detailing. The chain-link fence along the boundary with the gas station would be removed. CalTrans maintains chain-link fencing along the freeway off-ramp. The applicant proposes, if approved by CalTrans, to replace it with new vinyl-coated chain-link fencing; landscaping would form the needed buffer screening along the freeway.

External Traffic

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. According to that report, none of the study intersections would operate at unacceptable levels (worse than LOS D) with the project in either the existing plus project or the cumulative plus project conditions. The City of Hayward has established a level of service ("LOS") policy to maintain LOS D or better at all signalized intersections (General Plan, Circulation Element, January 2002). However, this finding was made based upon the following assumptions: 1) the Target driveway would be modified to align with the project's primary driveway; 2) the intersection of the aligned driveways and Whipple Road would be signalized; and 3) the movements at the Shurgard driveway would be limited to right-in/right-out only. With LOS D, congestion becomes noticeable with some unfavorable progression through the intersection and long cycle lengths; vehicles may experience delays between 25 and 40 seconds.

Environmental Review

The project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Checklist was prepared for the project. Issues with potentially significant impacts discussed in the checklist were in regard to air quality, geologic/seismic, and traffic/circulation. It was determined that the proposed project, as conditioned to include the recommended mitigation measures, would not result in significant effects on the environment.

Public Hearing Notice

On March 5, 2004, a Notice of Public Hearing and Notice of Preparation of the Mitigated Negative Declaration was mailed to every property owner and occupant within 300 feet of the property as noted on the latest assessor's records, to the City of Union City, and to all parties having previously expressed an interest in this project. The only response received was from the operator of the gas station in support of the project.

Conclusion

Circuit City's proposal for a regional-based retail center is consistent with the City's goals and policies for development on this site and provides an anchor at Hayward's southern gateway. The proposed center will provide additional retail/service options in the City of Hayward. The architecture, building materials and signage are consistent with the design theme for this area of the City while remaining compatible with the industrial nature of the corridor. With the proposed conditions of approval, staff recommends that the Planning Commission approve this project.

Prepared by:

Richard E. Patenaude, AICP
Principal Planner

Recommended by:

Dyana Anderly, AICP
Planning Manager

Attachments:

A. Area Map
B. Findings for Approval
C. Conditions of Approval
D. Mitigated Negative Declaration/Environmental Checklist/Mitigation Monitoring Plan
Plans

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION, CITY OF HAYWARD
Council Chambers
Thursday, March 25, 2004, 7:30 P.M.
777 "B" Street, Hayward, CA 94541

Chairperson Zermeño reopened the public hearing 8:45 p.m.

Satish Narayan maintained that this property has been in bankruptcy twice because of the second anchor. This has been on going for the past 3 years. He said he appreciated what the Commission was trying to do. However, this is still a neighborhood shopping center.

The hearing was re-closed at 8:47 p.m.

The motion passed unanimously.

Chairperson Zermeño reminded everyone that they had 10 days to appeal.

3. **Use Permit Application No. PL-2004-0039 – Jim Towslee/PacLand Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner)** – Request for a Retail Center to Accommodate a 34,000-Square-Foot Regional Retail Building (Circuit City) with Two Retail Shops Buildings of 5,100 and 6,000 Square Feet on Approximately 5 Acres – The Project is Located at 2480 Whipple Road Easterly of the Intersection with Industrial Parkway Southwest and I-880

Principal Planner Patenaude described the site and its location noting that the site is presently occupied by Crescent Truck Terminal. The Circuit City driveway would line up with a realigned Target driveway where a signal light would be installed. One feature of the proposal will be good pedestrian circulation pattern through the parking lot to the store. Two smaller shop areas would be located on the site as well. Changes were made to the design from suggestions of both staff and the City Council Commercial Shopping Center Committee. At this point, Staff recommended approval of the application. He noted that the same conditions for uses for the accessory shops at the Target center would also apply to this center. Condition 31 was reworded with connections to adjacent properties. The Planning Manager from Union City sent a letter of concern regarding the traffic in this area. However, the traffic study shows no impacts on surrounding areas.

Commissioner Halliday said she was pleased with the pedestrian access throughout the center but one of the maps has it in a different location. She said the new map is much better. She also asked about condition 31 regarding a sign on the Shurgard driveway prohibiting left-hand turns onto Whipple Road.

Principal Planner Patenaude said staff had talked with the City Attorney and the City cannot require this applicant to erect signs on Shurgard property. The City of Hayward can require the signs if it is deemed to be a problem. The main concern is for Shurgard to get into and out of their property.

Commissioner Bogue commented on the under grounding of wires along Whipple Road as well

as the size of the trash enclosure area. He noted the differences between what was under consideration versus the previous proposal to the Shopping Center Committee.

Principal Planner Patenaude said the waste disposal would determine the area needed.

Commissioner Fraas asked about the Union City letter. She commented that the traffic study seemed to address those question. Her second question was about the Target wetlands area.

Principal Planner Patenaude commented that there would be no issue regarding the wetlands since the drive way would be moved farther away.

Commissioner Thnay noted that there is no median in this section. To do it properly, a median at this intersection would protect the pedestrians and might be clearer. A non-raised median indicates that cars can go anywhere. Because it is so close to the off ramp, trying to turn into this lane might back up traffic. The right turn deceleration lane is necessary and should be considered. Safety is an issues to consider. He added that there is also no bike rack.

Commissioner Bogue asked whether a right turn lane would take property from the service station.

Principal Planner Patenaude said it would only be the width of the project itself. He said this is not the final design of the intersection because of no agreement had been reached with Target. It might include a median and other safety factors. The traffic study said there would be no impact on adjacent intersections.

Chairperson Zermeño asked about a freeway sign to be nice and visible. He asked about the two billboards and would they remain in the way of the circulation in the driveway.

Principal Planner Patenaude said that although the billboard looks like it is in the way, it has a single-pole support. Staff was hoping they would be gone but they cannot be removed.

Chairperson Zermeño asked about a median for pedestrian and bicycle traffic as well as the size of this store versus the Hesperian store.

The public hearing opened at 9:16 p.m.

Jim Towslee for PacLand, complimented the professional staff at the City Of Hayward. He commented on the terrific visibility and challenging access at this site. They will need the traffic signal to make it a reality. Already they have an agreement in principal with Target as to the driveways and the signal light. He appreciated the great feedback from the subcommittee. He described the design as a pretty nice presentation. There are 93 conditions of approval. He asked whether on the Circuit City sign, 15 d., the perimeter white circle could be illuminated as well as the name. Condition 30, property owners shall mean "on-site" property owners. He said this is a great opportunity to co-anchor with Target. They are complimentary to each other. As to condition 31, they understand intra-party approvals but need to negotiate business terms. He said they applaud staff with their flexibility and see this as very positive. Condition 22., take down the fence at the gas station. He said they would

cooperate with the station but since the fence is on their side of the property, they do not have the right to do so. Condition 20, they have no problem with, but why go to this expense, if Shurgard redevelops into retail they will not want this expensive fence. They would not want an open fence if they do not redevelop. He suggested they be allowed to install a site obscuring, solid fence that might be temporary. Condition 21 as well, with Caltrans existing sound wall which is about halfway across their southern boundary. It seems to be an expensive redundancy. Building on the Caltrans Right of Way. They suggest putting up a nicer fence than what is presently there. They thought they were in great shape except for the traffic study. They are trying to get this on-line by the end of the year. He felt that they dealt with pedestrian safety on site. With a signal light you can have a crosswalk. He added that they would stipulate bike racks. As to the billboard, it is under a long-term lease, so they cannot make them go away.

Commissioner Sacks asked about condition 21 regarding fences.

Principal Planner Patenaude said staff would address all the fence conditions. As to condition number 20, we do not know when there might be redevelopment at the property. Temporary can be a long time, staff did not ask for a solid fence but for an attractive fence which would be cheaper. Also it has landscaping to screen the Shurgard doors. Wood fencing is not appropriate on any commercial projects. The southern part, condition #21, along Amaral Court, the immediate property is vacant right now. The fence will block noise levels to protect the residents of the mobile home park. On the southwest, staff will agree to no replacement of the fence along the off-ramp, also the parking lot with the landscaping will not be unattractive, vehicles will be able to see into the parking lot. Condition #22, the chain link fence sits atop a retaining wall, it functions as the property line. The chain link appears to be of the same era and construction as the rest of the chain link and barbed wire. They are wanting to see that removed.

Mr. Towslee said they do not disagree, they also want the chain link fence removed as well, they would like to work with their neighbor since it might not be appropriate for them to just go in and remove it. As to the mobile home residents, they will have a reduction in noise as opposed to the freeway and the present truck terminal today. They also cannot ask Caltrans to replace the fence. Erecting a fence will be a graffiti magnet and they do not want that as the backside of their store. They do not want to look at Shurgard. He said they would agree to a chain link with vinyl slats. Although these are small nuances, they add up to $100,000. They intend to spend $10 million more, so they are asking for consideration of those thoughts.

Thomas Almond, gas station owner, talked about the project. He said he just came from work. Circuit City could be very good for this area. When the Target Store came in, the street was redesigned and the traffic flow is better than he has ever seen it. Makes it easy to get in and out. Traffic congestion is relieved. He thought bike lanes on Whipple Road would be hazardous. Parking in front of the service station is now a red curb. Traffic is slowed because of the left hand turns into Target and the right turns into his service station. The light will

make it better it will slow traffic down even more. He said a median would kill his business. Using the design of Mission and A is going to make it a great place. He commented that the chain link fence between their properties was put up by Crescent trucks and is on their property. He said he would like to see all the fencing go away. He said they have plans to modernize their service station. It is a gateway to Hayward.

Chairperson Zermeño asked whether he knew who owns the property near the service station, which is still an eyesore. Mr. Almond did not.

Commissioner Fraas clarified that Mr. Almond had no objection to removing the chain link fence.

Mr. Almond said it is an ugly fence, he would have no objection to removing it. The way it's laid out, the City has done a good job.

Gloria New-Semore, speaking for the Central Parkwest mobile homeowner's association, said they only received the notice a week and a half ago. She presented a petition from a cross section of people of the community who oppose having the center there. She said the sentiments of the residents in the area is not to have this. They were concerned about the traffic in the area.

Commissioner Halliday asked about the fence and what their major objection would be to the whole project.

Ms. New-Semore responded that this is a 5-acre project, but there is a whole lot more going on. She said they do not need more empty buildings. The fence should be a shared expense.

Commissioner Fraas asked her about the traffic problems. She then asked her about the present truck line.

Ms. New-Semore said that Crescent truck line is not a problem.

Commissioner Sacks asked about the closeness of the fence to the mobile home park.

Ms. New-Semore described a present fence that lacked maintenance.

The public hearing was closed at 10:08 p.m.

Principal Planner Patenaude clarified that the applicant had also mentioned condition 15.d., including the outline for sign, staff would agree, condition 30 refers to onsite arrangements. Access in 31 will be okay. Regarding the boundary there is a street right-of-way between the mobile home and this property. The zoning ordinance calls for masonry on commercial properties. There was no call for a variance for other type of materials. They would like to see no fencing between these properties but Suregurd needs the safety and insurance of their property. Regarding the fencing on the southwest along I 880, there are a number of other situations in the City of Hayward along BART and other properties, staff usually requires vine pockets to grow and cover up the outside wall. There have not been issues with property

owners having the right to maintain those.

Commissioner Bogue moved, seconded by Commissioner Fraas, to approve the staff recommendation as well as modifying conditions 20., allow them to modify the existing chain link fence on the eastern property line with repairs, replacement and black slats for sight obscuring capability; condition 22, applicant to remove and replace the existing fence with the neighboring owner's permission; 31, current from staff; condition 30, on-site; 15 d. to include the circular outline lighting.

Commissioner Fraas indicated that she would support no change in Condition 21 since it is the current design standard so he said he did not see any reason to change it.

Commissioner Thnay asked about condition 21, staff mentioned the redwood tree instead of masonry wall.

Principal Planner Patenaude said the auto auction has a buffer landscaping of redwood trees.

Commissioner Thnay asked what it would accomplish on the 880 side for a masonry wall to be erected.

Principal Planner Patenaude said the standard on commercial properties is to require masonry walls.

Commissioner Sacks said it could be a safety issue.

Commissioner Thnay said he understood the issue of the intersection. To raise the intention of the median is for the frontage of this project area, adjacent to left hand pocket into Target and the right into this business. He asked what would prevent people to make a left hand turn out of the business. He asked staff to take this into consideration. It would add a bit of buffer, prevent cars from making a left turn, and be a safer path for pedestrians.

Chairperson Zermeño said he would support the motion.

Commissioner Bogue said the elevations of the building are much improved from the previous showing to the council. This is really a great improvement.

Commissioner Halliday thanked Ms. New-Semore for coming and apologized for shortness of notice. She commented that there should be an earlier notification of residents. However, she would support the motion. She commented that she was surprised that this property was in Hayward. She admitted that she usually avoids the area because of the traffic patterns in the area.

The motion passed unanimously.

Chairperson Zermeño said anyone who wanted to appeal had 10 days in which to do so.

ADDITIONAL MATTERS

4. Oral Report on Planning and Zoning Matters
5.

Principal Planner Patenaude commented that since this was Commissioner Halliday's last meeting, a resolution had been prepared for members to sign. The hope is she might come back to receive the resolution at a future date.

He then announced a scheduled meeting for April 8.

5. Commissioners' Announcements, Referrals

Chairperson Zermeño congratulated the other commissioners for running a fine, clean campaign in their bid for City Council, and he particularly added his congratulations to Commissioner Halliday for winning the race.

Commissioner Sacks reported on her pleasure in seeing the various projects formerly approved by the Commission including the Chevron station at Grove, the home at Main and Hotel, the clinic on Mission at Tennyson opened and doing business with the apartment above. She added that she had not seen one project they had approved that she did not like.

Commissioner Halliday said that as this was her last meeting, she would miss the members a lot. This has been an excellent group who are fantastic to work with. She said she is proud of the work they have done. Thanks to staff and everyone. Congratulations to the other candidates in the Council race. This campaign addressed the issues and was civil.

Chairperson Zermeño announced a conference in Riverside on "Healthy Cities and Smart Growth."

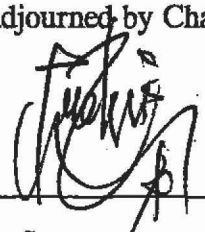
APPROVAL OF MINUTES

- January 22, 2004 Approved
- February 5, 2004 Approved

ADJOURNMENT

The meeting was adjourned by Chairperson Zermeño at 10:32 p.m.

APPROVED:



Christopher Thnay, Secretary

DEPARTMENT OF
COMMUNITY AND ECONOMIC DEVELOPMENT
Planning Division

MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that no significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. *PROJECT DESCRIPTION*:

USE PERMIT PL-2004-0039 - JIM TOWSLEE FOR PACLAND (APPLICANT) / FRANK J. WARN, INC. (OWNER). Use Permit application to construct a Commercial Retail Center consisting of a retail building of approximately 28,000 square feet for a proposed Circuit City store, with two additional buildings for retail uses of approximately 5,100 and 6,000 square feet, on an approximately 5-acre site at 2480 Whipple Road.

II. *FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT*:

The proposed project, as conditioned, will have no significant effect on the area's resources, cumulative or otherwise.

III. *FINDINGS SUPPORTING DECLARATION*:

1. The project application has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

2. The project is in conformance with the General Policies Plan Map designation of Industrial Corridor. It has been determined that regional commercial centers may be compatible on lands of 4 acres or greater with direct freeway access, such as the proposed project is located on a 5-acre parcel with access to I-880 (Nimitz Freeway).

3. The project is in conformance with the intent and purpose of the Zoning Ordinance designation of Industrial (I) as proposed.

4. The project will not affect population projections, induce substantial growth or displace existing housing.

5. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground-shaking and liquefaction.

6. No endangered, threatened or rare species are known to inhabit the project site.

7. A requirement to reduce dust generation and exhaust emissions during construction, and the facilitation of traffic flow by traffic signal management, will reduce air quality impacts to a level of insignificance.

8. The project provides a signalized intersection for entry to both this project and the Target store opposite Whipple Road. Intersections will continue to operate at LOS D or better.

9. Construction related to this project would be designed to perform to applicable codes, and, therefore, would not be in conflict with adopted energy conservation plans.

10. The Fire Department will require appropriate measures to reduce any release of hazardous materials below an acceptable level of risk.

11. The project will have no effect on government services or utilities.

12. The project shall comply with the Hayward Design Guidelines, the Landscape Beautification Plan and all other applicable performance standards.

13. No known archaeological or paleontological resources exist on the project site.

IV. *PERSON WHO PREPARED INITIAL STUDY*:

Richard E. Patenaude, AICP, Principal Planner

Dated: March 5, 2004

V. *COPY OF INITIAL STUDY IS ATTACHED*

For additional information, please contact the City of Hayward Planning Division, 777 B Street, Hayward, CA 94541-5007 or telephone (510) 583-4213

DISTRIBUTION/POSTING

- Provide copies to project applicants and all organizations and individuals requesting it in writing.
- Provide a copy to the Alameda County Clerk's Office.
- Reference in all public hearing notices to be distributed 20 days in advance of initial public hearing and/or published once in Daily Review 20 days prior to hearing.
- Project file.
- Post immediately upon receipt at the City Clerk's Office, the Main City Hall bulletin board, and in all City library branches, and do not remove until the date after the public hearing.

Environmental Checklist Form

1. Project title: *PL-2004-0039 Use Permit*

2. *Lead agency name and address: City of Hayward Planning Division*

3. *Contact person and phone number: Richard Patenaude, AICP, Principal Planner, 510-583-4213*

4. Project location: *2480 Whipple Road, easterly of the intersection with Industrial Parkway Southwest/I-880*

5. Project sponsor's name and address:
Jim Towslee, PacLand, 1144 Eastlake Ave. E, Seattle, WA 98109

6. General plan designation: *Industrial Corridor* 7. Zoning: *Industrial (I)*

8. Description of project: *Use Permit application to construct a Commercial Retail Center consisting of a retail building of approximately 28,000 square feet for a proposed Circuit City store, with two additional buildings for retail uses of approximately 5,100 and 6,000 square feet, on an approximately 5-acre site.*

The site is currently developed as a truck terminal (Crescent), and is surrounded by a 6-foot chain-link fence. All related buildings will be removed/demolished to accommodate the proposed development.

The proposed Circuit City building will be located at the southerly portion of the site, with the storefront facing Whipple Road and the loading area facing I-880. One retail shops building is located adjacent, and attached to, the Circuit City store. Another retail shops building is located at the northerly portion of the site at Whipple Road.

Access to the site is provided from two driveways on Whipple Road. The primary driveway, opposite a proposed relocated driveway for Target, will be controlled by a traffic signal.

The buildings will be 42.5 feet in height and of concrete masonry units. It is designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses.

The project provides extensive landscape throughout the site. A combination of vertical-growth landscaping and vine-covered trellises will be provided along all elevations of both buildings to soften the visual impact of building mass.

A lighting plan has been prepared which proposes light poles in the main planters in the parking lot and wall-mounted fixtures across the wall surfaces of the buildings in order to illuminate the site.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
North: *Industrial (Unocal 76 Gasoline Station, adjacent, and Target store, opposite Whipple Road)*
South: *Residential (Central Park West Mobilehome Park in Union City)*
East: *Industrial (Shurgard Self-Storage facility)*
West: *Transportation (Interstate 880 freeway)*

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☒ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ 3/5/04
Date

Richard E. Patenaude
Printed Name

City of Hayward
Agency

ENVIRONMENTAL ISSUES:

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The development of the site may result in a negligible increase in light and glare generated from building and parking lot lighting, but will not have an adverse impact on surrounding areas. Under the proposed lighting plan, the height of the light poles will be 38-45 feet. The project will have a less than significant impact due to created light or glare.

The project is located in an area zoned for industrial and commercial uses. The site is surrounded by both industrial and commercial uses. Substantial efforts have been made to ensure the project design is consistent with the surrounding uses. The Circuit City building is designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses alike. The architectural style was specifically chosen as one appropriate to the use and location of the project. The materials and design depict and convey an industrial use which is consistent with its location and intended function. The shops buildings architecture will complement this architectural style.

The project provides extensive landscape throughout the site. A combination of vertical-growth landscaping and vine-covered trellises will be provided along all elevations of both buildings to soften the visual impact of building mass. Additional planters have been added to provide a tree for every six parking spaces.

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
See comments and Mitigation Measures for b) below.				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐

The Bay Area Air Quality Management District ("BAAQMD") has established thresholds for determining the significance of potential air quality impacts. When operating, emissions from project related vehicle trips are not expected to reach a level that would violate these thresholds or contribute significantly to an existing or projected air quality violation.

There are five major air pollutants for which ambient air quality standards have been set by both Federal and State agencies: photochemical oxidants (ozone), carbon monoxide (CO), total suspended particulates (TSP), nitrogen dioxide (NO2), and sulphur dioxide (SO2). The ambient concentrations of these pollutants are continually measured by a network of monitoring stations maintained by the BAAQMD.

Approval of the project will result in short term air quality impacts related to grading and construction and on-going air quality impacts related to increased auto-trips and congestion. The short term impacts will include dust generated by clearing and grading activities, exhaust emissions from gas- and diesel powered construction equipment, and vehicular emissions associated with the commuting of construction, and it is likely that the State's particulate standard may be temporarily exceeded in surrounding areas. However, these impacts would be similar to impacts generated by similar retail development projects in the City.

Mitigation Measure: To mitigate the identified air quality impacts, the following measures should be incorporate into the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
1) Dust generated on the project site shall be controlled by watering all exposed areas at least twice daily during excavation, and especially during clearing and grading operations. Additional watering on windy or hot days is required to reduce dust emissions; *2) Cover stockpiles of sand, soil and similar materials with a tarp. Cover trucks hauling dirt or debris to avoid spillage;* *3) Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust;* *4) Street sweeping shall be conducted to control dust and dirt tracked from the project site; and* *5) Designate a person to oversee the implementation of the dust control program.* *Implementation of the above-stated mitigation measures will reduce the air quality impacts to a non-significant level.*				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? *See comments and Mitigation Measures for c) above.*	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations? *The project would not involve emissions of toxic air contaminants or potential accidental release of hazardous air materials. There are no sources of toxic air contaminants or potential sources of accidental releases of acutely hazardous air materials within the immediate project vicinity.* *If uncontrolled, dust generated by project grading activities could cause adverse health effects and nuisance concerns at downwind locations. However, the conditions of approval of required grading permits would include measures, such as watering of exposed earth, which would minimize construction-related dust emissions, as set forth above.*	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people? *The project would not involve activities that generate objectionable odors. In addition, the City Zoning Ordinance requires that industrial uses comply with regulations of the BAAQMD, which restrict the generation of objectionable odors.*	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *The property is currently developed with a truck terminal. It was concluded that there are no federally-listed plants or animals on the site.*	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? *See comments to a) above.*	☐	☐	☐	☒
b) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? *No archaeological resources are known to exist at the project site.*	☐	☐	☒	☐

If previously unknown resources are encountered during grading activities, this could result in a potentially significant impact. The project will adopt standard mitigation measures in connection with potential archaeological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Any cultural remains exposed or discovered during the course of project work will be treated as an inadvertent discovery and procedures specified at 36 CFR §800.13 will be followed. Any Native American Graves Protection and Repatriation Act related discoveries made during the course of landscape modification will be handled with reference to a "Plan of Action" which will be developed. Any Native American cultural resources concerns involving traditional cultural properties or sacred sites will be duly considered prior to ground disturbance. *Implementation of these mitigation measures will ensure that the project has a less than significant impact related to cultural resources. The project will have a less than significant impact related to cultural resources.*				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *No paleontological resources are known to exist at the project site.*	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
The active Hayward, San Andreas, and Calaveras faults are located approximately 2.2 miles northeast, 16 miles southwest, and 14 miles northeast of the site, respectively. The project site is not within an Alquist-Priolo Earthquake Fault Zone, and no active shear zones are known to exist at the site.				
Although it is likely that the site will be subjected to a major earthquake during the life of the proposed structure, no active faults are believed to exist within the project site. Therefore, during such an event it is unlikely that surface rupture due to faulting or severe ground shaking will occur at the site. Moreover, based on the thickness of the potentially liquefiable sand layer, the thickness of the unliquefiable layer of the sand layer, and the maximum ground horizontal acceleration, ground rupture is not anticipated at the site. The proposed structures will be designed in accordance with applicable seismic provisions of the building codes. For a code				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
equivalent lateral force design, the procedures from the 1997 Uniform Building Code will be used.				
The project will not result in or expose people to potential impacts due to fault rupture.				
ii) Strong seismic ground shaking?	☐	☒	☐	☐
According to the Geotechnical Investigation Report, historically the area has been subject to intense seismic activity. The site will likely be subjected to strong ground shaking from a major earthquake on the Hayward, San Andreas or Calaveras faults or other active faults in the Bay Area.				
Mitigation Measure: The proposed project will be built to the most recent Uniform Building Code regulations.				
The project, with incorporated mitigation measures, will not result in or expose people to potential impacts due to seismic ground shaking.				
(See also comments under VI.a.i)				
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
Ground shaking can be expected at the site during a moderate to severe earthquake, which is common to virtually all development in the general region. Potentially liquefiable material was encountered beneath the proposed structures in the site, which may result in settlement should a significant earthquake occur in the Bay Area.				
Mitigation Measure: Soil improvement techniques, such as geogrid reinforcement or lime treatment of the near surface soils, will be utilized and will significantly reduce the total settlement due to potentially liquefiable material.				
A shallow foundation system with special subgrade preparation, as set forth in the Geotechnical Investigation Report, will be implemented as appropriate in order to reduce total and differential settlement due to the soft soils, and due to possible liquefaction.				
The project, with incorporated mitigation measures, will not result in or expose people to potential impacts due to seismic ground failure, including liquefaction.				
iv) Landslides?	☐	☐	☐	☒
The site is on relatively level land. The site and surrounding area does not contain steep slopes and is relatively devoid of topographic changes. The project will not result in or expose people to potential				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
impacts involving landslides or mudflows				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
Grading at the site for the Circuit City building will include an average of 3 feet of fill. The proposed construction will not increase the amount of impervious surface area on-site. Due to the fact that the site is relatively flat with existing drainage and the developed nature of the site and surrounding environment, site soil modifications are not expected to result in potentially significant impacts.				
Placement of fill at the site will create settlement. However, since the buildings will be supported on a stiff foundation system, the impact of settlement due to fill placement should not significantly affect the differential settlement estimated for building loads.				
The project will have less than significant impacts due to erosion, changes in topography or unstable soil conditions from excavation, grading or fill.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
See comments and Mitigation Measures to a) and b) above.				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
Moderate to highly expansive surficial clayey soils are present at the site. Because of the presence of these soils, continuous footings will be used around the perimeter of the buildings. In order to reduce the impact of these soils on floor slabs, the floor slabs will be underlain by 6 inches of capillary break material over 12 inches of "non-expansive imported" fill, and beneath exterior flatwork and pavement areas, will be moisture conditioned. The project will have less than significant impacts due to expansive soils.				
(See also comments under VI.a.i and Vi.a.iii.)				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
The proposed construction will not increase the amount of impervious surface area on-site. The Master Drainage Plan for this area, which was prepared by Alameda County Flood Control District, provides for collection of storm water runoff from this site in an existing underground storm drain system The underground storm drain system proposed for this project will connect to the existing system in accordance with Alameda County Flood Control District standards.				
In accordance with the requirements of the Alameda County Flood Control District, the on-site storm drain system will be oversized to provide onsite detention to limit post project flows to the original estimated storm water discharges anticipated by Alameda County's master drainage plan. It is anticipated that the total volume of runoff from the site will not exceed current volumes. However, with the onsite pipe detention system, the runoff rate will be metered to levels consistent with the Alameda County Storm Drain System.				
The project is not expected to result in potentially significant impacts due to changes in absorption rates, drainage patterns, or the rate and amount of surface runoff.				
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
The project will result in the discharge of urban runoff into existing Alameda County Flood Control District facilities, which ultimately discharge into surface waters. The runoff from the site will be treated with underground vaults incorporating continuous deflective separation technology or other liquids/solids/oils separation technology to remove sediments and oil from site runoff. The project is not expected to result in potentially significant impacts with incorporation of these underground treatment facilities.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
According to Flood Insurance Rate Maps published by the Federal Emergency Management Agency, the site is located in Flood Zone C. Flood Zone C consists of areas of minimal flooding.				
In addition, the finished floor of the proposed structures will be raised above elevated 9.0, which is the maximum local flood plain water surface elevation anticipated by Alameda Flood Control District. The project will not result in exposure of people or property to hazards such as flooding.				

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community? *The project would not divide the established community in the project area.*	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? *The project site is surrounded by industrial and commercial development. The City has determined that retail and industrial uses are compatible in the area. The project is compatible with existing land uses in the vicinity. Substantial architectural efforts have been made to develop a design which is consistent with the retail/industrial mix in the community. The project will not be incompatible with existing land use in the vicinity*	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XI. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *Due to the project's location on Whipple Road, construction activities and future noise levels generated by the operation of the project are not anticipated to increase over existing noise levels.*	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? *The project would not induce substantial growth.*	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? *The project would not displace existing housing.*	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection? *The proposed project would have no effect upon, or result in only a minimal need for new or altered government services in fire and police protection, maintenance of public facilities, including roads, and in other government services. Because the proposed project is a commercial development, it would have no effect on schools.*	☐	☐	☐	☒
Police protection? *See comment under XIII.a.*	☐	☐	☐	☒
Schools?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
See comment under XIII.a.				
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XIV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. According to that report, none of the study intersections would operate at unacceptable (worse than LOS D) with the project in either the existing plus project or the cumulative plus project conditions. However, this finding was made based upon the following assumptions: 1) modification of the Target driveway to align with the project's primary driveway; 2) signalization of the intersection of the aligned driveways/Whipple Road; and 3) limiting the movements of the Shurgard driveway to right-in/right-out only.

The City of Hayward has established a level of service ("LOS") policy to maintain LOS D or better at all signalized intersections (General Plan, Circulation Element, January 2002). One exception to this standard is that LOS E is acceptable in certain conditions due to costs of mitigation or when there would be other unacceptable impacts.

The City has a high priority funded project to widen Industrial Parkway SW from a two-lane roadway to a four-lane roadway from just north of Whipple Road to the Home Depot Driveway. The improvements were incorporated into the Existing and Cumulative analyses.

<u>Mitigation Measures</u>: 1) realign the Target driveway opposite the project driveway with the correct striping to accommodate a traffic signal; 2) signalize the intersection of the primary driveway/Target

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
driveway/Whipple Road; and 3) restrict the movements at the Shurgard driveway to right-in/right-out only.				
Direct access to the Project site will be provided by two driveways on Whipple Road: a primary driveway aligned with the Target driveway, and a secondary driveway serving the "Shops B" building.				
The project has adequate on-site circulation. Further the parking supply is adequate and meets the City's code requirements. The project, with incorporated mitigation measures, will not result in increased vehicle trips or traffic congestion.				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? *See response to a) above.*	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity? *The City of Hayward Parking Ordinance requires the Project to provide 4 parking spaces per 1,000 square feet of retail building space and 1 per 1,000 for warehouse space. As a result, 170 parking spaces are required for the Project. The site plan provides 205 parking spaces. Therefore, the proposed Project meets the City's code requirement for parking.*	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
cause significant environmental effects? *The project will connect to the existing Alameda County Flood control District Storm Drain System in Wiegman Road. In accordance with the requirements of the Alameda County Flood Control District, the on-site storm drain system will be oversized to provide onsite detention to limit post-Project flows to the original estimated storm water discharges anticipated by Alameda County's master drainage plan. The project will not result in a significant need for new systems or supplies, or substantial alterations to the existing storm water drainage.* *(See also comments under VIII. Water.)*				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste? *See comment under XVI.c.*	☐	☐	☐	☒
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

MITIGATION MONITORING PROGRAM
CIRCUIT CITY CENTER
Use Permit No. PL-2004-0039
2480 Whipple Road

1. *AESTHETICS* – No mitigation required

2. *AGRICULTURAL RESOURCES* – No mitigation required

3. *AIR QUALITY*

   Mitigation Measure: Reduce intermittent air pollutants during construction phase
   Implementation Responsibility: Developer
   Verification Responsibility: City Building Division
   Monitoring Schedule during Plan Review: N/A
   Monitoring Schedule during Construction/Implementation: On-going during construction

4. *BIOLOGICAL RESOURCES* – No mitigation required

5. *CULTURAL RESOURCES* – No mitigation required

6. *GEOLOGY / SOILS*

   Mitigation Measure: Submit final grading plan and comply with UBC
   Implementation Responsibility: Developer
   Verification Responsibility: City Building Division
   Monitoring Schedule during Plan Review: Prior to approval of building permit
   Monitoring Schedule during Construction/Implementation: On-going during construction and prior to issuance of certificate of occupancy

7. *HAZARDS & HAZARDOUS MATERIALS* – No mitigation required

8. *HYDROLOGY / WATER QUALITY* – No mitigation required

9. *LAND USE / PLANNING* – No mitigation required

10. *MINERAL RESOURCES* – No mitigation required

11. *NOISE* – No mitigation required

12. *POPULATION / HOUSING* – No mitigation required

13. *PUBLIC SERVICES* – No mitigation required

14. *RECREATION* – No mitigation required

15. *TRANSPORTATION / TRAFFIC*

Mitigation Measure: Align Target driveway with project driveway and signalize new intersection
Implementation Responsibility: Developer
Verification Responsibility: City Engineering Division
Monitoring Schedule during Plan Review: N/A
Monitoring Schedule during Construction/Implementation: Condition of Approval – Prior to opening of store to the public

16. *UTILITIES / SERVICE SYSTEMS* – No mitigation required

CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 04/20/04
AGENDA ITEM 3
WORK SESSION ITEM ____

TO: Mayor and City Council

FROM: Director of Community and Economic Development

SUBJECT: Appeal of Planning Commission Approval of PL-2004-0039 Use Permit – PacLand/Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner) – Request for a Retail Center to Accommodate a Regional Retail Building (Circuit City) with Two Retail Shops Buildings – The Project Is Located at 2480 Whipple Road

RECOMMENDATION:

It is recommended that the City Council adopt the attached resolution denying the appeal and upholding the Planning Commission approval, subject to the attached conditions of approval.

DISCUSSION:

On March 25, 2004, the Planning Commission unanimously approved the use permit to accommodate construction of a retail center on approximately 5 acres, including a 34,000-square-foot regional retail building (Circuit City) with two retail shops buildings of 5,100 and 6,000 square feet. The site is occupied by the Crescent Truck terminal facility, which would be demolished to accommodate the proposed project.

The site is located within the Industrial (I) District at the southern gateway to Hayward. The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways, access to the Nimitz Freeway (I-880), and high visibility. Commercial retail development of this nature is allowed in the I District on minimum 4-acre parcels visible from the freeway with the Planning Commission's approval of a Conditional Use Permit.

The buildings are designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses alike; all sides are developed attractively. The City Council Commercial Center Improvement Committee (CCCCIC), at its meeting of February 23, 2004, recommended that all elevations be highly articulated. The applicant responded well to the comments of the CCCCIC in arriving at the approved architectural treatment.

Access to the site is provided from two driveways from Whipple Road. The primary driveway would be opposite a realigned primary driveway for Target and would be signal controlled. The new traffic signal would benefit customers and employees of both the Target and the proposed Circuit City developments, and provide for a safer environment in general for vehicles traveling on Whipple Road. A secondary driveway to the west would access a small parking lot serving the forward retail

shops building and, from there, the main parking lot. The project has adequate on-site circulation and the parking supply exceeds the City's code requirements.

Appeal

Gloria New, a Union City resident of the adjacent Central Park West Mobilehome Park, appealed the Planning Commission's approval of this project. The letter of appeal does not state any specific grounds for the appeal; however, Ms New expressed concern, while addressing the Planning Commission during its hearing of this project, that Whipple Road traffic is already negatively impacted. At the hearing, Ms New presented a petition, signed primarily by Union City residents, opposing the project due to traffic concerns. No other members of the public addressed the Commission on this matter.

The City of Union City submitted a letter (attached) citing concerns regarding the cumulative traffic impact of this project and asking for a number of design measures for the entry intersection. Staff believes that the conditions of approval are adequate in addressing the concerns of Union City staff in that the anticipated intersection design would include a tie-in between the new signal and the adjacent signals, and would provide left-turn pockets to serve the Target and Circuit City driveways; however, staff believes that the intersection would work efficiently without deceleration and acceleration lanes for the right-turn movements as suggested by Union City staff. A median barrier may be included in the design easterly of the intersection, but an earlier agreement with the gas station would require maintenance of the two-way left turn lane to the west; it has worked well since the installation of improvements with the Target project. Although the Union Landing project in Union City has impacted the intersection of Whipple Road/Industrial Parkway SW/I-880, several improvements have been made by the City of Hayward to alleviate traffic impacts. With the Target project, additional lanes were added and signal modifications were made; the City later improved the northbound freeway off-ramp and added a signal at Whipple and Wiegman Roads.

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. According to that report, none of the study intersections would operate at unacceptable levels (worse than LOS D) with the project. The City of Hayward has established a level of service ("LOS") policy to maintain LOS D or better at all signalized intersections (General Plan, Circulation Element, January 2002). With LOS D, congestion becomes noticeable with some unfavorable progression through the intersection and long cycle lengths; vehicles may experience delays between 25 and 40 seconds. Furthermore, residents of Central Park West Mobilehome Park have access by several points to both Whipple and Alvarado-Niles Roads. In addition, while no residences directly abut the project, an 8-foot-high masonry wall would shield the project's loading dock activities from the mobilehome park.

Circuit City's proposal is consistent with the City's goals and policies for development and will provide additional retail/service options in the City of Hayward. In consideration of its attractive design and the cooperative solution in mitigating traffic impacts, staff recommends that the City Council deny the appeal and uphold the Planning Commission's approval of this project.

Prepared by:

Richard E. Patenaude, AICP
Principal Planner

Recommended by:

Sylvia Ehrenthal
Director of Community and Economic Development

Approved by:

Jesús Armas, City Manager

Attachments:

Exhibit A.	Letter of Appeal/Letter from City of Union City
Exhibit B.	Planning Commission Report and Minutes of March 25, 2004
	Plans
	Draft Resolution

4/13/04

4-2-04

Hayward City Council

04/05/04 17:02 CLK

Our Business community and residents have gotten together a petition to show our concern ~~regarding~~ the new stop & shop retail center located approximently 100' from the Intersection of Industrial Blvd, and Whipple Rd. That's also the ~~off~~ and on ramps to I-880, After appealing to the planning Commission on the 24th we have a request to ~~defer~~ schedule time with your Council.

Some interesting view have been expressed about a new location with easy access, and parking that would work well for the business and residental community as well.

The existing business in the area have been low key and work well with the flow of things for that location. They also operate during normal business hours.

Our citys have developed very conserately over the years making well planned improvements which all your efforts of pretty much the whole county, & must reflect well to our State.

Sincerely

Gloria New

Central Park West Mobile Home Community

2551 Mifflin Ave

Union City Ca.

94587

EXHIBIT A

CITY OF UNION CITY CALIFORNIA INCORPORATED JANUARY 1959

34009 ALVARADO-NILES ROAD
UNION CITY, CALIFORNIA 94587
(510) 471-3232

March 24, 2004

Mr. Richard Patenaude, AICP
Principal Planner
City of Hayward
777 B Street
Hayward, CA 94541-5007

Dear Mr. Patenaude:

Thank you for the staff report and Mitigated Negative Declaration for the 45,100 square foot retail commercial center proposed at 2480 Whipple Road near Industrial Parkway. On previously proposed retail projects in this area, Union City staff has expressed through correspondences (June 16, 2000, August 31, 2000 and October 11, 2000) concerns regarding the intensification of land use and the inadequate traffic mitigations on Whipple Road, at the Whipple Road/Industrial Parkway intersection and the Whipple Road/Dyer Street intersection in Union City. The city of Hayward is now contemplating approval of an additional 45,100 square feet of retail in this area, and we believe that the mitigations proposed are not adequate to address the increase in traffic volume and traffic conflicts that exist on Whipple Road near the Industrial Parkway intersection. While we recognize Hayward's interest in redeveloping the underutilized lands in this area, we believe that adequate conditions of approval and appropriate future traffic planning have not been incorporated.

Whipple Road is a truck route and a primary east/west connector for Union City. It also provides access to the Central Bay Industrial Park in Union City and to the Hayward's industrial park off of Huntwood Avenue. Over time, truck traffic and auto traffic is expected to increase with the intensification of land uses. At this time, there is no engineered plan to illustrate the new signalized intersection on Whipple Road for the proposed retail center and Target. There is also no site plan that indicates how this project will interface with Whipple Road and the very nearby Industrial Parkway intersection, which is already heavily congested. With this in mind Union City staff has following comments:

1. An engineered plan should be prepared to adequately analyze the traffic circulation issues in this area before this project is considered for approval. The plan should include existing and proposed development and should cover the area from I-880 to Wiegman Road. The plan should show the proposed intersection, turning movements at the intersection, and the possible widening of Whipple Road to accommodate retail development along the south side.

UNION CITY
All-America City
1999

2. The retail center should provide a deceleration lane and an acceleration lane so that through traffic on Whipple Road is not impeded. As you know, traffic backs up onto I-880 Whipple Road off-ramp because there is inadequate capacity at the intersection. Planning for future roadway improvements and accommodating the right in/right out traffic movements of this development would be prudent.

3. Shops B should be setback from Whipple Road to accommodate this additional lane on the south side of Whipple Road as discussed above. As part of the project approvals the applicant should be required to dedicate land along the frontage of Whipple Road to accommodate future widening.

4. The proposed signalized intersection is less than 400 feet to the Whipple Road/Industrial Parkway intersection. This distance is less than the recommended minimum. As such, the new signal should be tied to the existing signal at Whipple Road and Industrial Parkway.

5. The existing and planned condition on Whipple Road includes a center, two-way left turn lane. This is a dangerous condition, especially in this highly congested area on Whipple Road adjacent to I-880. As part of the new intersection, median barriers should be installed in Whipple Road as a condition of this project to clearly delineate left turn lanes into Target and the proposed retail center. Other businesses on Whipple Road would need to be provided access to the signalized intersections or have right in/right out driveways only.

As a neighboring City, we are directly impacted by the increasing congestion in this area that is caused by the land use intensification adjacent to the Whipple Road/Industrial Parkway intersection. Approval of this project with the proposed mitigations in the draft Negative Declaration would be inadequate to address the impacts that additional commercial development will have on this highly congested portion of Whipple Road. Nor would these mitigations accommodate additional growth in the immediate area.

As we have stated in previous letters, we recognize there are constraints to the development in this area. Union City staff also recognizes the city of Hayward's desire to capture retail opportunities for the community. However, additional mitigation measures are needed to resolve the traffic impacts that will be generated by this project.

Sincerely,

Joan Malloy

Joan Malloy
Planning Manager

Cc: Mark Leonard, Community Development Director
Larry Cheeves, Public Works Director
Roxy Carmichael-Hart, Senior Transportation Planner; City of Hayward

MINUTES OF MEETING OF THE CITY COUNCIL OF THE CITY OF HAYWARD
City Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, April 20, 2004, 8:00 p.m.

HEARINGS

3. Appeal of Planning Commission Approval of PL-2004-0039 Use Permit – PacLand/Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner) – Request for a Retail Center to Accommodate a Regional Retail Building (Circuit City) with Two Retail Shops Buildings – The Project Is Located at 2480 Whipple Road

Staff report submitted by Principal Planner Patenaude, dated April 20, 2004, was filed.

Council Member Halliday announced that she served on the Planning Commission when this project was considered and noted that she was willing to consider the project again with an unbiased opinion. Mayor Cooper asked the owner, developer, as well as the appellant, if they agreed with Council Member Halliday's comments. With their consent, she remained on the dais.

Principal Planner Patenaude stated that the Planning Commission unanimously approved the Circuit City development. He stated that the property site is currently a trucking facility. He displayed the view from the Target parking lot, outlined the elevations, square footage and accesses to the site. He also highlighted several of the conditions of approval.

In response to Council Member Henson's question, Public Works Director Butler reported that staff had completed a traffic study. He reviewed the improvements that were completed to provide for the Target development. He outlined the traffic improvements that were implemented and the levels of service throughout the day.

Council Member Henson commented that the City has responded to the concerns of the Planning Manager of Union City and asked staff to explain Condition # 5.

Public Works Butler stated that a double left turn currently exists and will continue to exist. There are similar configurations within other areas of the City, which have worked successfully.

Council Member Dowling asked if consideration was made to include a condition for trash and litter pickup, in particular if a food business is included in the project.

Principal Planner Patenaude responded that such provisions are a part of the Zoning Ordinance, but a condition can be included for this project.

In consideration of the adjacent mobile home park residents, Council Member Dowling asked if there were conditions to restrict deliveries to Circuit City to certain hours and asked if there will be night deliveries.

Principal Planner Patenaude stated that the applicant could answer that specific question. He reported that an 8-foot, solid wall will be installed adjacent to the neighboring mobile homes.

Jim Towlsee, representing the applicant, stated that there will be deliveries between 6:00 a.m. and 10:00 p.m., which he stated is less of an impact than the current situation on the property.

Council Member Quirk asked if there were any plans to close the Circuit City at Hesperian and Winton.

Jim Towslee stated that he was not familiar with the project, but noted that in comparison to older stores, this will be a new prototype store that will be somewhat larger than existing stores and rather similar to a Best Buy Store.

Council Member Jimenez asked who will be responsible for the installation of the traffic signal as that is a large cost. Public Works Director Butler replied that it would be the responsibility of the developer.

Council Member Ward referred to the letter from the City of Union City Planning Manager and asked for further clarification related to the intersection for entering the freeway.

Public Works Director Butler stated that there are no plans to widen Whipple Road. He reported that there are a number of improvements as a result of this project that will enhance the current improvements that were completed when Target was developed.

Council Member Ward asked about the elevations and the landscaping plan.

Principal Planner Patenaude showed the north elevation of the main building with the color schemes and the logo sign. He described the parking lot with having more trees in the medians, a pedestrian path that will be a treated, dedicated walkway leading to AC transit stops.

Mayor Cooper opened the public hearing at 8:58 p.m.

Gloria Neu stated that she resides in Union City and appealed the Planning Commission decision. She commented on the number of businesses already in the area that are heavily impacting traffic. She stated that this project interferes with the existing school bus system on Amaral Court. She referred to a petition that was previously submitted. She suggested a larger setback for this developer. In her opinion, this was an overwhelming project.

Principal Planner Patenaude reiterated that there will be no access from this project to Amaral Court and there will be a solid masonry wall between the project and the mobile home property line.

Patricia Foster stated that she lives just a few homes nearest the freeway wall. She reiterated concerns and asked that there be limited access through the back end for delivery trucks. She commented on the congestion and impacts of traffic on her neighborhood. When asked by Council Member Henson what usage would please the neighborhood, she stated that no additional commercial businesses should be permitted.

MINUTES OF MEETING OF THE CITY COUNCIL OF THE CITY OF HAYWARD
City Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, April 20, 2004, 8:00 p.m.

Discussion ensued with Council asking questions to the appellant regarding the appeal, including whether there was involvement with the planning of the Union Landing development and the Dyer intersection.

Joan Malloy, Union City Planning Manager, reported that she was representing the City Council and City Manager of Union City to express their concerns about the traffic generation and traffic planning at this development. She cited the letter previously submitted. She stated that she would be interested in reviewing an engineered plan that demonstrates how these traffic improvements will actually serve the area. She expressed concern about the left-hand turn lanes across the medians that do not exist. Also she was at issue with the right turn in and right turn outs of the project. Perhaps the City should consider acquiring or having dedicated land to accommodate a future lane in that area. She noted that this is a heavily traveled truck route and is a primary route used by both cities. The intersection seems to be overburdened at this time and backups occur on the 880 freeway during peak hours in the evenings. As this area develops, she hoped the City would consider additional mitigations to this project in concern for future development.

Council Member Ward asked Ms. Malloy if she was involved in the Dyer project. He strongly felt that most of the traffic in this vicinity is from the Union Landing facility. He did not see a reason for the City to acquire additional land for improving traffic that is largely caused by that shopping center. He suggested that both communities participate in the acquisition for any future traffic mitigation improvements.

Jim Towslee, holding the traffic study, stated that this study was scoped, in consultation with City staff and prepared by local professional engineers who also prepared the traffic study for Target. He emphasized that is the only evidence that states that the traffic situation is not degraded with the implementation of this project and the proposed mitigations. He reported that Circuit City is paying for the mitigations and recognizes the need for the traffic signal. Target will cooperate for the improvements. He noted that the Planning Commission imposed the masonry wall as a condition of approval for the project. The current truck facility has more truck usage than what is planned for this project. He indicated that there was disappointment with the appeal, but was confident that the project has met the burden of appeal. He reported that marketing efforts for additional tenants were limited due to the appeal, but there are no plans for a drive-through eatery and the size may not accommodate a restaurant. He noted that there is strong interest from national coffee companies.

Greg Warn, property and business owner of Crescent Truck Company stated that his family had this business for many years with over 100 trucks going in and out all day. He has worked with the developer on the driveways and urged approval of the project. When asked by Council Member Henson where he will be moving, he stated that their trucks will be parked at the See's Candy plant in South San Francisco.

Thomas M. Almond, 76 Service Station owner, clarified some comments made by others. He stated that the intersection was widened with improvements that included red curbs and a turn lane that allows for entrance into his station. He pointed out that there are three lanes towards Dyer Street. He emphasized that he has two clean-ups twice a day. He commented on the improvements that will enhance the area once Crescent leaves. He reported that he would be improving his station in the next year or so. He spoke highly in favor of the project.

Jason Moreno spoke in opposition to the project and urged citizens to consider other options.

Mayor Cooper closed the public hearing at 9:32 p.m.

Council Member Henson moved to deny the appeal and uphold the Planning Commission's approval with the attached conditions of approval as the City has performed its due diligence in addressing the needs for traffic mitigations. He thanked all who spoke. He confirmed that he did not see any reason to overturn the Planning Commission's decision.

Council Member Dowling seconded the motion and stated that he appreciated the neighbors coming, but urged them to consider the fact that this is becoming a more commercial area. This industrial area will have a lot less truck activity with this development. He reiterated that the mobile home neighborhood will not be impacted by traffic from this development.

It was moved by Council Member Henson, seconded by Council Member Dowling, and unanimously carried to adopt the following:

> Resolution 04-053, "Resolution Denying the Appeal and Upholding the Planning Commission's Approval of Use Permit PL-2004-0039"

4. Appeal of Conditions of Approval Imposed by the Planning Commission Approval of Administrative Use Permit - Application No. 2003-0576 to Allow Truck and Bus Driving School – Moe Janda (Applicant/Owner) – The Property is Located at 2977 Baumberg Street, in an Industrial District

> Staff report submitted by Principal Planner Patenaude, dated April 20, 2004, was filed.

Council Member Halliday stated that she was serving on the Planning Commission when this matter was considered. She was confident that she could evaluate and act on it in an unbiased manner solely on the evidence and testimony presented to Council. With the applicant's consent, she remained on the dais.

Principal Planner Patenaude made the staff report, noting that the operation is a truck driving school since 2001 without the required use permit. He described the operations of the business that includes classroom instruction. He noted that the current property is not paved on Baumberg Street. He reiterated the conditions of approval that require replacement of the modular building with a permanent one that meets the City's design guidelines, new landscaping and fencing, and the required street improvements to bring in utilities to be completed in 90 days.

RECEIVED

APR 28 2004

PLANNING DIVISION

HAYWARD CITY COUNCIL

RESOLUTION NO. 04-053

Introduced by Mayor Henson

RESOLUTION DENYING THE APPEAL AND UPHOLDING THE PLANNING COMMISSION'S APPROVAL OF USE PERMIT PL-2004-0039

WHEREAS, on March 25, 2004, the Planning Commission unanimously approved Use Permit PL-2004-0039 of PacLand/Batavia Holdings (Applicant) and Frank J. Warn, Inc. (Owner) to accommodate construction of a retail center (Circuit City) with two retail shops, located at 2480 Whipple Road within the Industrial (I) District at the southern gateway to Hayward; and

WHEREAS, Gloria Neu, a Union City resident of the adjacent Central Park West Mobilehome Park, appealed the Planning Commission's approval in a letter dated April 2, 2004, and expressed concern at the Planning Commission hearing of this project that traffic on Whipple Road is already negatively impacted; and

WHEREAS, a Traffic Impact Analysis was prepared by Kimely-Horn and Associates, Inc., which indicated that none of the intersections would operate at unacceptable levels; and

WHEREAS, a Mitigated Negative Declaration has been prepared and processed pursuant to the requirements of the California Environmental Quality Act; and

WHEREAS, the City Council of the City of Hayward hereby finds and determines:

1. The project application has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

2. The project is in conformance with the General Policies Plan Map designation of Industrial Corridor. It has been determined that regional and subregional retail uses may be compatible on lands within the Industrial Corridor, which also have direct access to major transportation routes. The subject property is located proximate to the Nimitz Freeway (Route I-880).

3. The project is in conformance with the intent and purpose of the Zoning Ordinance designation of Industrial (I) as proposed. Such district permits regional and subregional retail uses provided that such use complies with the General Policies Plan and that such uses are located on properties in excess of 4 acres. The subject property contains approximately 5 acres.

4. The development, as conditioned, will provide a use that will be in conformity with applicable performance standards, will be appropriate in size, location and overall planning for the purpose intended, will create an environment of sustained desirability and stability through the design and development standards, and will have no substantial adverse effect upon surrounding commercial and industrial development in that the proposed use permitted at this location. The project shall comply with the Hayward Design Guidelines, the Landscape Beautification Plan and all other applicable performance standards.

5. The surrounding streets and utilities, with the required modifications, are adequate to serve the development.

6. The project will not affect the population projections, induce substantial growth or displace existing housing.

7. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground-shaking.

8. No endangered, threatened or rare species are known to inhabit this project site.

9. A requirement to reduce dust generation and exhaust emissions during construction will reduce air quality impacts to a level of insignificance.

10. The mitigation measures required for the project, as recommended by the traffic impact analysis will reduce the traffic impacts to a level of insignificance.

11. Construction related to this project will be designed to perform to applicable codes, and, therefore, would not be in conflict with adopted energy conservation plans.

12. The Fire Department will require appropriate measures to reduce any release of hazardous materials below and acceptable level or risk.

13. The project will have no effect on government service or utilities.

14. No known archaeological or paleontological resources exist on the project site.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the appeal of the Planning Commission's approval of Use Permit Application No. PL-2004-0039, regarding the request for a retail center to accommodate a regional retail building with two retail shops buildings, is denied, and the Planning Commission's adoption of the Mitigated Negative Declaration and Mitigation Monitoring Program and approval of the project is upheld, subject to the attached conditions of approval.

IN COUNCIL, HAYWARD, CALIFORNIA April 20, 2004

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: Jimenez, Quirk, Halliday, Ward, Dowling, Henson
MAYOR: Cooper

NOES: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ATTEST: Angelina Reyes
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

CONDITIONS OF APPROVAL
Use Permit No. PL-2004-0039
2480 Whipple Road
Jim Towslee for PacLand/Batavia Holdings (Applicant)
Frank J. Warn, Inc. (Owner)
(as amended by the City Council 4/20/04)

Planning Division

1. Use Permit No. PL-2004-0039 to accommodate construction of a commercial retail center consisting of a 34,000-square-foot regional retail building with two retail buildings of 5,100 and 6,000 square feet, shall be constructed according to these conditions of approval and the plans approved by the Planning Commission on March 25, 2004.

2. This approval is void one year after the effective date of approval unless prior to that time an extension is approved. Any modification to this permit shall require review and approval by the Planning Director. A request for a one-year extension-of-time, approval of which is not guaranteed, must be submitted to the Planning Division at least 30 days prior March 25, 2005.

3. If a building permit is issued for construction of improvements authorized by the site plan review approval, the site plan review approval shall be void two years after issuance of the building permit, or three years after approval of the application, whichever is later, unless the construction authorized by the building permit has been substantially completed or substantial sums have been expended in reliance upon the site plan review approval.

4. Unless otherwise required, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director prior to final inspection and occupancy of any structures.

5. The permittee shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.

6. Violation of these conditions is cause for revocation of permit, after a public hearing before the duly authorized review body.

7. No outside storage of material, crates, boxes, etc. shall be permitted anywhere on site, except within the trash enclosure area as permitted by fire codes and within areas designated for outdoor display of merchandise for sale. No material shall be stacked higher than the height of the trash enclosure screen wall and gate.

8. Tenant management shall take reasonable necessary steps to assure the orderly conduct of employees, patrons and visitors on the premises to the degree that surrounding commercial uses would not be bothered and that loitering is not permitted.

9. Sidewalks and parking lots must be kept free of litter and debris and to minimize the amount of wind-blown debris into surrounding properties and streets. If pressure washed, debris must be

trapped and collected to prevent entry to the storm drain system. No cleaning agent may be discharged to the storm drain. If any cleaning agent or degreaser is used, washwater shall be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to the review, approval, and conditions of the City wastewater treatment plant.

10. A minimum of two trash receptacles shall be placed at each customer entry to the primary building; one receptacle shall be placed at each customer entry in the "Shops" buildings. Trash receptacles shall be the same decorative, pre-cast concrete type with a self-closing metal lid.

11. No vending machines shall be displayed outside the building, except for newspaper racks.

12. The applicant, owner(s) and/or tenants shall maintain in good repair all building exteriors, walls, lighting, trash enclosure, drainage facilities, driveways and parking areas. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within seven days of occurrence.

13. The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315a.(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses.

<u>Design</u>

14. All roof mechanical equipment and any satellite dish shall be fully screened from the freeway and from ground-level view within 150 feet of the property.

15. Prior to occupancy and the installation of any signs, the applicant shall submit a Sign Permit Application to the Planning Director for review and approval, subject to the following:
    a. compliance with the City of Hayward Sign Regulations;
    b. the sign program may include one freeway-oriented sign and one monument sign;
    c. the base and framing of any freestanding/monument sign shall reflect the architectural design, colors and materials of the building, and shall consist of pilasters on each side with a raised center panel to mimic the entry section of the Circuit City store;
    d. only the letters, and the exterior ring, in the sign for the major tenant may be illuminated;
    e. wall signs for tenants in the "Shops" buildings shall use individual channel letters;
    f. directional signs shall not exceed 6 sq.ft. in area per face and 3 feet in height; and
    g. the applicant/business operators shall not display any illegal banner signs, portable signs, inflatable signs, or other illegal signs on the property.

16. Exterior lighting for the establishment shall be maintained which is adequate for the illumination and protection of the premises but does not exceed a light level that provides glare to motorists, nor spills onto nearby properties, or up into the sky. The fixtures shall be designed to keep the light from spilling onto adjacent properties. Within the parking lot, the

minimum requirement is 1-foot candle of light across the entire surface. Luminaires shall be of a design that complements the architectural style of the building and the landscaping in developing a quality image of the City of Hayward and shall be approved by the Planning Director. The maximum height of the luminaires shall be no greater than the height of the structures unless otherwise permitted by the Planning Director. The lighting, and its related photometric, plan shall be reviewed and approved by the Planning Director.

17. The design of the metal awnings shall be appropriate to the mass of the building as determined by the Planning Director; details shall be submitted for approval prior to submittal of an application for building permit.

18. The pedestrian walkway between the "Shops B" building and the Circuit City building shall be delineated continuously by decorative paving subject to approval by the Planning Director. The portions of the walkway that cross vehicular drives shall be differentiated from the dedicated walkway, but the materials and colors of the various segments shall be coordinated.

19. The pedestrian "plazas" in front of the Circuit City store and the "Shops A" building shall architectural features, such as low walls, or landscape features to form a visual "barrier" between the vehicular and pedestrian areas.

20. The chain-link fence along the easterly property line (Shurgard) shall be replaced with a new chain-link fence with slats, subject to approval by the Planning Director.

21. The chain-link fence along the southerly and southwesterly property lines (Amaral Court and I-880) shall be replaced with a solid masonry wall with detailing to match the buildings, subject to approval by the Planning Director.

22. The chain-link fence between the project and the gas station shall be removed.

23. Changes in building color require the approval of the Planning Director.

<u>Landscaping</u>

24. The applicant shall submit detailed landscaping and irrigation plans prepared by a licensed landscape architect for review and approval by the City. Landscaping and irrigation plans shall comply with the City's Water Efficient Landscape Ordinance and the following requirements:
    a. Parking areas shall include a minimum of one 15-gallon parking lot tree for every six parking stalls. The minimum dimension of any new tree well or landscape median shall be five feet, measured from back of curb.
    b. Parking areas shall be buffered from the street and freeway with shrubs; their type and spacing shall create a continuous 30-inch high screen within two years.
    c. All blank building façades, at the discretion of the Planning Director, shall be softened with a combination of vertical-growth landscape materials and vines on decorative trellises.
    d. Above ground utilities (e.g. gas or electric meters, backflow devices) shall be screened from public view with shrubs.
    e. Where any landscaped area adjoins driveways or parking areas, Class B Portland Cement concrete curbs shall be constructed to a height of six inches above the adjacent finished pavement.

f. Street trees, low shrubs and groundcover shall be planted along Whipple Road. Trees shall be minimum 24-inch box planted 40 feet apart according to City Standard Detail SD-122.
g. Evergreen trees shall be planted every 20 feet along all interior property lines. Trees shall be minimum 15-gallon.

25. Landscaping shall be installed and a Certificate of Substantial Completion and an Irrigation Schedule shall be submitted prior to issuance of a Certificate of Occupancy.

26. Landscaping shall be maintained in a healthy, weed-free condition at all times and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to runoff pollution. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to the Municipal Code.

Parking/Driveways

27. All parking stalls and maneuvering areas shall meet the minimum standards of the City Parking Ordinance. The parking areas shall be paved with either Portland cement or asphalt concrete and the area shall be striped to designate the parking stalls. The Planning Director shall approve the design of the driveway, curbing and materials to be used. Aisles, approach lanes, drive-through lanes and maneuvering areas shall be marked and maintained with directional arrows and striping to control traffic flow.

28. Vehicular circulation areas shall be signed as a fire lane and posted for no parking except within designated parking stalls and pick-up areas.

29. The primary Whipple Road driveway entry, between the property line and the first cross aisle, shall be enhanced with decorative pavement such as colored, stamped concrete (bomanite or equivalent), brick, concrete interlocking pavers, or other approved materials. The secondary driveway shall be so enhanced between the property line and the first parking space. The Planning Director shall approve the location, design and materials utilized.

30. A reciprocal, permanent and non-exclusive access and parking agreement shall be entered into between all project property owners/tenants and recorded prior to issuance of any building permit. Such agreement shall include the installation and maintenance of lighting and landscaping. The City Attorney shall approve such agreement.

31. The property owner(s) shall provide for vehicular access connections into parking and circulation areas on the adjacent properties, as shown on Exhibit A, to reduce the need for multiple street access points.

Building Division

32. The project plans shall include storm water measures for the operation and maintenance of the project for the review and approval of the City Engineer prior to occupancy. The project plan shall identify Best Management Practices (BMPS) appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into stormwater runoff. Prior to issuance of a building permit, a drainage plan shall be submitted that meets the approval of the Planning Director, and shall include the following:
    a. That all storm water is conveyed into City of Hayward or Alameda County Flood Control District facilities.
    b. Structural controls such as a CDS unit with oil absorbent material, a Vortechs system or other approved devices per applicant's discretion which accomplish the same shall be installed to intercept and treat storm water prior to discharging to the storm drain system. The design, location, and a maintenance schedule shall be submitted to the City Engineer for review and approval prior to the issuance of a building permit.
    c. Erosion control measures to prevent soil, dirt and debris from entering the storm drain system during construction, in accordance with the regulations outlined in the ABAG Erosion and Sediment Control Handbook.
    d. The labeling of all on-site storm drain inlets in the shopping center with "No Dumping - Drains to Bay," using approved methods approved by the City.
    e. The cleaning of all storm drains in the shopping center at least once a year immediately prior to the rainy season (October 15th). The City Engineer may require additional cleaning.
    f. No storm water shall be discharged to the sanitary sewer without a Wastewater Discharge Permit, which will be issued only if there is no feasible alternative. This means that if washing takes place in the trash area, the wash water shall be discharged to the sanitary sewer. If this area is covered and protected from storm water runoff, a permit is not necessary.
    g. Drains in any wash or process area shall not discharge to the storm drain system. Drains should connect to an approved collection system. The collection system is subject to the review and approval of the City Engineer prior to the issuance of a building permit.
    h. Truck loading docks shall be constructed so to prevent run-off of drainage from outside the dock; and to minimize the discharge of dock area flows to the storm drain.

33. The National Pollution Discharge Elimination System (NPDES) standards shall be met. A Notice of Intent permit is required from the Regional Water Quality Control Board prior to the start of any grading. The applicant shall submit a construction Best Management Practice (BMP) program for review and approval by the City prior to the issuance of any building or grading permits. These BMPs shall be implemented by the general contractor and all subcontractors and suppliers of material and equipment. Construction site cleanup and control of construction debris shall also be addressed in this program. The applicant is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop work order. The NPDES program shall include the following items:
    a. Gather all construction debris on a regular basis and place them in a dumpster or other container, which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution.

b. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
c. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping.
d. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season (October 1 5), 2) site dewatering activities, or 3) street washing activities, 4) saw cutting asphalt or concrete, in order to retain any debris or dirt flowing into the City storm drain system as necessary. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash.
e. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill.
f. Never clean machinery, tools, brushes, etc. or rinse containers into a street, gutter, storm drain or stream.
g. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge washwater into street gutters or drains.

34. Water Pollution Source Control requirements shall include but not be limited to the following:
    a. No polluted waters from HVAC units shall be discharged to the storm drain via roof drains. Uncontaminated condensate is acceptable for storm drain discharge.
    b. All wastewater and washing operations shall be discharged to the sanitary sewer and not the storm drain, including mat cleaning and any washing of the trash area.
    c. The sanitary sewer discharge from this facility shall be in compliance with all wastewater discharge regulations, prohibitions and limitations to discharge, including the 300-milligram per liter oil and grease limit. A monitoring structure (SD309) shall be constructed on the sewer lateral for each building.
    d. Materials, gasoline spill, oil spill, heavy stains, radiator fluid, litter, etc. shall be picked-up by dry methods and sweeping so as not to pollute stormwater runoff.
    e. All discharges and connections shall require approval from Water Pollution Source Control.

Utilities

35. Prior to issuance of a building permit, the developer shall submit gallon per minute demand to determine proper meter size.

36. Install Reduced Pressure Backflow Prevention Assembly per City of Hayward Standard Detail 202 on all domestic & irrigation water meters. All water meters shall have remote radio read capability.

37. Installation of a separate irrigation meter to avoid sanitary sewer charges on water used for landscape purposes is recommended.

38. Only Water Distribution Personnel shall perform operation of valves on the Hayward Water System.

39. Provide keys/access code/automatic gate opener to utilities for all meters enclosed by a fence/gate per Hayward Municipal Code 11-2.02.1.

40. Water service shall be made available subject to standard conditions and fees in effect at time of application. Allow 4-6 weeks from time of application to installation of water services.

41. Sanitary connections for the new retail building shall be subject to the review, approval, and conditions of the City wastewater treatment plant. Sanitary sewer main shall always end with a manhole.

42. All water mains shall be looped.

43. Any water or sewer services that cross CalTrans right-of-way will require a CalTrans permit.

44. Water mains and sanitary sewer mains shall have a minimum separation of 10 feet.

Public Safety

Access

45. Prior to start of combustible construction, an all-weather access road shall be installed for the development.

46. Design and engineering of the site access roads shall meet Fire Code requirements and shall be capable of sustaining 50,000 lb. gross vehicle weight (GVW).

47. Curbs shall be painted red at driveway entrances and along all landscape islands that are in the driveable path. Fire lane signage shall be installed throughout the parking lot in locations approved by the Fire Department. Signage shall meet Hayward Fire Department Standards.

48. Fire Department lock boxes shall be installed on each building in locations approved by the Fire Department.

Water Supply

49. Provide civil engineered (site improvement/grading/utility) drawings to the Fire Department for review and approvals.

50. Provide fire flow calculations for each on-site fire hydrant. Fire flows shall meet a minimum of 2,500 gallons per minute (gpm) at 20 PSI (50% allowance has been granted for automatic fire sprinkler systems within each building).

51. Type of fire hydrant(s) shall be double steamers, equipped with 2 - 4 ½" outlets and 1 - 2 ½" outlet.

52. On-site fire hydrants are allowed to share the same fire service laterals serving the fire sprinkler systems for each building, but shall be installed independent of the fire service laterals so that they remain operational when a fire sprinkler system is shut-down for service and/or repair.

53. On-site fire hydrants shall be installed in accordance to NFPA 14 Standards and Hayward Fire Department Standards.

54. On-site fire hydrants shall be maintained as a private fire hydrant system and it shall be the responsibility of the property owner to keep accurate service and maintenance records.

55. Crash posts may be required at each fire hydrant to prevent any potential impact damage from moving vehicles and/or equipment.

Building Construction

56. The development (each building) will require the proper submission of plans and permits to the City of Hayward.

57. Building construction shall be in accordance with the California Building Code (CBC) and applicable City Ordinances and Standards.

58. Building addressing shall be established for each building within the property. Address numbers shall be installed on each building in locations approved by the Fire Department.

Fire Protection

59. Each building shall be fully protected with an automatic fire sprinkler system designed and installed per NFPA 13 Standards. If there is no known tenant, sprinkler system densities shall meet Fire Department Standards with a minimum of .33gpm/3,750 sq.ft.

60. Each building shall have a dedicated underground fire service line designed and installed per NFPA 24 Standards. Underground fire service lines shall also meet City of Hayward Fire Department Standards (Detail #204) for installation of check valve, fire department connection (FDC) and post indicator valve (PIV).

61. Portable fire extinguishers shall be installed within each building (once a tenant is established).

62. Fire sprinkler system(s) shall be provided with central station monitoring for waterflow activity.

63. Each building shall have an exterior audible alarm device and an interior audible alarm device installed as part of the fire sprinkler system, which will activate upon any waterflow alarm.

64. Building address shall be installed in an approved location on the structure. Minimum size of numbers shall be 6" on contrasting background, visible and legible from the street.

65. There shall be no use and/or storage of any hazardous materials within each building unless reviewed and approved by the Fire Department.

66. Each tenant shall be required to obtain a City of Hayward business license prior to occupancy. At that time, if there are any hazards listed on the business license application for the proposed use, the Fire Department will impose additional requirements as needed.

Hazardous Materials

67. Prior to issuance of a building permit, provide and submit a completed Hayward Fire Department Chemical Inventory Worksheet Packet for each proposed building.

68. Prior to issuance of a building permit, submit copies of the Phase I Environmental Site Assessment with recommendations to the Hazardous Materials Coordinator, Hugh Murphy (510) 583-4924.

69. The current Crescent Trucking facility did not conduct the required facility closure in coordination with the Hayward Fire Department. Prior to issuance of a building permit, complete this requirement to ensure the proper handling and disposal of hazardous materials/waste(s) as well as other closure requirements for the facility.

Solid Waste

70. The owner(s) and/or tenants shall participate in the City's recycling program. The applicant shall clearly indicate the proposed location and dimensions of each enclosure, indicating whether the trash and recyclables will be compacted. The applicant must also indicate the number and type of refuse and recycling containers that will be used. The space and available capacity provided for the storage of trash must be the same size as that provided for recyclables. The procedure that must be followed regarding sorting and collection of recyclables is provided for in Section 3.2.02 of the Franchise Agreement.

71. A 6-inch wide curb or parking bumpers must be provided along the interior perimeter of trash enclosure walls to protect them from damage by the dumpster. A 6-inch wide parking bumper, at least 3 foot long, should also be placed between the refuse dumpster(s) and the recycling containers.

72. A minimum space of 12 inches must be maintained between the dumpster(s) and the walls of any trash enclosure and the recycling carts/dumpster to allow for maneuvering the dumpster(s). A drain to the sanitary sewer should be provided beneath the refuse dumpster(s) wherever wet waste, such as food waste, is generated and wherever can washing areas are located.

73. If any equipment/trash enclosure is gated, the gates and hinges must be flush with the enclosure wall. It is important to ensure that the gates open straight out and that the hinges and that the gate be flush with the enclosure wall, in order to allow adequate maneuverability of the equipment/dumpster in and out of the enclosure to service it. All trash enclosures shall be covered.

74. The applicant must ensure that there is adequate space for a garbage truck to service each dumpster. A 40-foot turning radius is adequate for garbage trucks.

75. The applicant is required to submit for review by the Solid Waste Manager an on-site recycling plan, which would be implemented during the entire demolition and construction phases. The plan must:
    a. Show the anticipated start and completion dates of the project.
    b. Estimate the quantities of construction and demolition waste that will be generated by the project.
    c. Estimate the quantities of material that will be recycled and identify the facilities that will be used.

76. The applicant must ensure that construction and demolition debris is removed from the site by a licensed contractor as an incidental part of a total construction, remodeling, or demolition service offered by that contractor, rather than as a separately contracted or subcontracted hauling service using debris boxes, or is directly loaded onto a fixed body vehicle and hauled directly to a disposal facility that holds all applicable permits.

77. The applicant shall provide for adequate on-site storage capacity for recyclables within the buildings, including storage space for containers to store paper, glass/plastic/metal beverage containers, and other recyclables where these materials are generated.

78. The applicant shall ensure that the specifications of any compactor meet the approval of Waste Management.

79. The applicant must contact the City's franchised hauler, Waste Management of Alameda County, at 537-5500 to arrange for delivery of containers with sufficient capacity to store construction and demolition materials to be landfilled.

Engineering/Transportation Division

80. Developer must obtain an agreement from Target for the realignment of Target's main driveway on Whipple Road to line up with the Circuit City driveway. The design of the intersection caused by the alignment of the two driveways with Whipple Road shall be approved by the City Engineer. Changes to the Target site shall be approved by the Planning Director and plans shall include revised landscape plans. Improvement plans shall be approved prior to issuance of any grading permit. Improvements requirements due to this realignment shall be installed prior to occupancy of the project.

81. The developer shall design and install a traffic signal at the intersection of the aligned Circuit City/Target driveways with Whipple Road. The signal design shall include a timing plan for coordination and interconnection with the proximate signal(s) and shall be subject to approval by the City Engineer.

82. A preliminary soils report shall be submitted for review and approval of the City Engineer prior to the issuance of a building permit.

83. The applicant shall provide appropriate signage at project entrances and exits. Signage shall meet City standards. The applicant shall install "Right Turn Only" signs at the secondary, unsignalized, exit at Whipple Road.

84. All overhead utility lines along Whipple Road shall be placed underground.

85. Install a double-steamer fire hydrant on Whipple Road.

86. Install a standard street light on Whipple Road.

87. Remove and replace the cracked sidewalk along the Whipple Road frontage.

88. The applicant shall pay the appropriate Supplemental Building Construction & Improvement Tax prior to receipt of a certificate of occupancy.

89. Prior to commencement of any clearing, grading or excavation, the developer shall submit evidence to the City that a Notice of Intent (NOI) has been submitted to the State Water Resources Control Board.

90. The design of the drainage system shall be reviewed and approved by the Alameda County Flood Control District. The Hydrology & Hydraulics Criteria Summary, Alameda Flood Control & Water Conservation District, latest edition, shall be used to determine the storm drainage runoff.

91. Prior to the issuance of a grading permit and/or beginning of construction activity, the developer's engineer shall complete the Development Building Application Form Information, namely 1) Impervious Material Form and 2) Operation & Maintenance Information Form.

92. The developer/owner shall prepare a Maintenance Agreement for stormwater BMPs (available from Engineering & Transportation Division), and the Maintenance Agreement shall be recorded with the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.

93. The applicant shall relocate the adjacent AC Transit/Union City Transit bus stop such that it can be placed along the Whipple Road frontage. The applicant shall pay for all relocation costs.

CITY OF
HAYWARD
HEART OF THE BAY

May 27, 2011

Daniel Temkin
Hayward 880 LLC
1809 Seventh Ave, Ste. 1002
Seattle, WA 98101

Subject: Proposed Supermarket at 2480 Whipple Road in Hayward, California
(Building Permit Applications BI-2011-0885/0989/0990)

Dear Mr. Temkin:

The purpose of this letter is to advise you of the status of the above-referenced applications and to request additional information necessary to determine the consistency of the proposed use with the previously-issued conditional use permit and Zoning regulations.

The current applications are on hold until I receive the following information:

1. Identification of the supermarket name and operator; and
2. A business plan that describes the supermarket's business model, including the type and variety of products, the way the products will be displayed and sold and the intended customer base.

Upon receipt of such information, I will determine if the proposed supermarket is an allowed use or not. If I determine it is an allowed use, I will also determine if a modification of the existing conditional use permit, approved in 2004 for a Circuit City store, is required. Any such modification would need Planning Commission approval. A significant factor to consider in making this determination of consistency is the specific nature and type of proposed use, and whether it is a use that would be expected to draw from the region or sub-region, as compared to the surrounding neighborhoods. Another factor to be considered relates to traffic, given that supermarkets typically generate more traffic than an electronics store.

As you know, the Hayward City Council approved a conditional use permit in 2004 to allow development of a shopping center that included a Circuit City store as the anchor tenant. In approving such center and the Circuit City store, the City Council (on appeal from the Planning Commission's decision), determined the center and the Circuit City store were consistent with Zoning Ordinance provisions which conditionally allow retail

Development Services Department
777 B Street, Hayward, CA 94541-5007
Tel: 510/583-4234 Fax: 510/583-3650 TDD: 510/247-3340 Website: www.hayward-ca.gov

goods with a 'regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum four-acre parcel which is visible from Interstate 880 or State Highway 92.' The requested information is necessary to reconcile the proposed supermarket use with these key provisions in the Zoning regulations.

The land use issue needs to be resolved prior to building permits being issued. Whatever land use determination I make will be appealable.

Please provide the requested information as soon as possible. Should you have any questions, please contact me at david.rizk@hayward-ca.gov or at 510-583-4004

Sincerely,

David Rizk, AICP
Development Services Director

Cc: Richard Patenaude, Planning Manager
Glen Martinez, Building Official

Department of Community and Economic Development
777 B Street, Hayward, CA 94541-5007
Tel: 510/583-4242 Fax: 510/583-3650

SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
ATTORNEYS AT LAW

Four Embarcadero Center | 17th Floor | San Francisco, CA 94111-4109
415-434-9100 office | 415-434-3947 fax | www.sheppardmullin.com

Writer's Direct Line: 415-774-2993
jdavidoff@sheppardmullin.com

December 14, 2011

Our Matter Number: 15CM-162462

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. David Rizk, AICP
Development Services Director
City of Hayward
777 B Street
Hayward, CA 94541

Re: Proposed Supermarket at 2480 Whipple Road in Hayward, California
(Building Permit Applications BI-2011-0885/0989/0990)

Dear Mr. Rizk:

This firm represents Wal-Mart Stores, Inc., the proposed supermarket tenant for the former Circuit City building located at 2480 Whipple Road. The Hayward Building Division received an application for building permits for interior tenant improvements on March 23, 2011. As of the date of this letter, the pending application has cleared all departments with the exception of the Planning Division.

Your May 27, 2011 letter to Mr. Daniel Temkin, the managing member of Hayward 880, LLC and property owner, advised Mr. Temkin that the building permit application was on hold pending the receipt of the following information:

1. Identification of the supermarket name and operator; and

2. A business plan that describes the supermarket's business model, including the type and variety of products, the way the products will be displayed and sold and the intended customer base.

We request that the application hold be released immediately, as this proposed use is consistent with zoning requirements.

The stated reason for the request for additional information was to enable City staff to more fully evaluate the consistency of the proposed supermarket use with the previously-issued retail commercial conditional use permit and applicable zoning regulations. Specifically, the building

is located in the Industrial (I) zoning district. Pursuant to Hayward Municipal Code section 10-1.1620(b)(6)(b), in the Industrial (I) zoning district the following retail commercial uses are permitted upon approval of a conditional use permit:

> Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92.

In approving the Conditional Use Permit for the Circuit City and adjacent retail shops (Use Permit No. PL-2004-0039), the City of Hayward expressly determined that the Circuit City use would constitute the "sale of retail goods with a regional or sub-regional market base."

While we believe the building permit application was complete when filed last March, this letter, which includes the business plan for a Walmart Market at 2480 Whipple Road, is a formal, good faith response to the City's request for additional information. As set forth in below, this information demonstrates that the proposed supermarket use at this location is consistent with the terms of the existing Conditional Use Permit and the applicable Industrial (I) zoning district requirements.

I. Identification of the Supermarket Name, Operator and Business Plan.

Wal-Mart Stores, Inc. proposes to operate a Walmart market store, at 2480 Whipple Road, which is distinctive from other Walmart stores in the region as it will feature a full grocery department. Walmart is an international retailer and a Fortune 50 company.

The Walmart Market at 2480 Whipple Road will occupy the entire 34,000 square foot Circuit City building and will sell approximately 24,000 different products including a wide range of grocery, pharmaceuticals, health and wellness items, and frequently purchased general merchandise consumables.

The products sold at a Walmart Market include fresh produce, deli foods, meat and dairy products, bakery items, frozen foods, canned and package goods, dry goods and staples, condiments and spices, health and beauty aids, pet supplies, stationery and paper goods, and household supplies.

Walmart will offer products at its famous Every Day Low Prices at Walmart Market. Walmart Market will attract customers in need of groceries, pharmaceuticals, and general merchandise at affordable prices. Due to the location of the Circuit City building, Walmart Market will reach neighborhoods within the cities of Hayward and Union City, people employed in the Hayward industrial corridor, visitors to the industrial corridor, and Bay Area residents and tourists traveling I-880 in need of groceries. Additionally, Walmart is a store of the community through ongoing charitable giving, which in 2010 donated more than $21.9 million from Walmart stores, the Walmart Foundation and Sam's Clubs in California communities they serve.

Further, by offering Site to Store at this location, customers can order Walmart Market products, as well as Walmart general retail products, from their homes and pick up their items in the Walmart Market store. This is a free service that allows customers to ship an online order to any Walmart store in the contiguous United States. With site to store, regional customers will have convenient in-store access to tens of thousands of items. This further increases Walmart's retail base and range of services.

It is our understanding that the Planning Division expressed concern that the proposed supermarket tenant would be a local entity, incapable of drawing a "regional or sub-regional marketing base" to the site. This is clearly not the case in this regional or sub-regional location, as demonstrated by the City's previous interest in the Ranch 99 grocery store in this location (See Exhibit "A"). The proposed Walmart Market at 2480 Whipple Road will be a successful operation in Hayward, capable of attracting regional customers from both within the City of Hayward and outside of City limits. The fact that this site is adjacent to I-880 and is clearly visible from the freeway further supports that it will be able to draw a large customer base.

II. 2480 Whipple Road Can Only Service a Regional or Sub-Regional Marketing Base.

2480 Whipple Road is located at the gateway to the City of Hayward within the Industrial zoning district. The project site is almost entirely surrounded by commercial and industrial uses. By its very location, the site can only serve a "regional or sub-regional marketing base", because 1) it has a regional/sub-regional trade area; 2) the site is primarily accessed by freeway traffic and major arterials; 3) the proximity of the site to the City of Union City will draw customers from beyond the Hayward City limits. The Agenda Report prepared in connection with Use Permit No. PL-2004-0039 confirms the regional draw of the location "at the junction of two arterial roadways, access to the Nimitz Freeway (I-880), and high visibility."

III. A Supermarket is within the City's Previous Interpretations of "Regional or Sub-Regional Marketing Base".

The City has interpretations of this provision in prior approvals, including Use Permit No. PL-2004-0039 which authorizes the existing commercial retail center (formerly occupied by Circuit City) and governs the project site. Condition 13 of PL-2004-0039 concerns the smaller "Shops" buildings developed as part of the shopping center. The Circuit City building sets a precedent as to how the City has interpreted "regional or sub-regional marketing base" uses in the past.

Condition 13 specifically states:

> The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315a.(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the

> determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses.

The Central Business District, which encompasses Southland Mall, specifically lists "supermarkets" as a permitted use. (Hayward Municipal Code § 10-1.1315a(5)) Furthermore, the Southland Mall, until recently, has always had a grocery store use. Accordingly, if all of the uses listed in the Central Business District – Retail Commercial Uses are permitted in the "Shops" building, then it is also logical to conclude that all of the uses listed in the Central Business District – Retail Commercial Uses, which includes supermarkets, would also be allowed in the former Circuit City building. The goods and services provided by Walmart Market clearly fall within the definition of a supermarket, and as such, Walmart's use of the building would comply with the City's previous interpretation of a "regional or sub-regional marketing base."

Based on prior communications from the City regarding this site, the City has gone one step further by affirmatively acknowledging that a supermarket use would be appropriate for the former Circuit Building. In November 2009, Sean Brooks, the Hayward Economic Development Manager met with Deborah Perry, Hayward 880 LLC's broker, regarding a potential tenant for the Circuit City building. Ms. Perry memorialized that conversation in an email attached as Exhibit "A" which specifically stated:

> Sean,
>
> It was good to talk to you today about the interest of Ranch 99 as a possible tenant for the Circuit City Hayward. I have attached our flyer and would be happy to meet with you to discuss further. We would be happy to arrange a tour of the property let us know.
>
> Deborah

The City did not raise any concerns that the supermarket use did not satisfy the Industrial zoning requirements. The City's previous actions and words regarding the project site leave little doubt that the City itself concurs that a supermarket would serve a "regional or sub-regional market base" and would be a permitted use at this location. An opposite determination would appear to be directed at this particular *user*, rather than the *use* itself.

IV. Conclusion.

A Walmart Market at 2480 Whipple Road serves a "regional or sub-regional marketing base" as discussed in detail above, due to its proximity to Interstate 880, distance from surrounding residential neighborhoods, proximity to neighboring cities, and accessibility. Furthermore, as seen in the business plan, it would provide goods and services to residents of the City of Hayward that are currently missing for southern Hayward neighborhoods. In addition, a supermarket use is consistent with prior City interpretations of a regional or sub-regional marketing base. Finally, it is also consistent with Hayward's land use policy, as it promotes infill development and preserves environmental resources.

Accordingly, since the use is consistent with both the existing site entitlements and the underlying zoning regulations, we request the Planning Division to sign off on the pending building permits, so they can be issued immediately.

We appreciate your response. Walmart looks forward to joining the Hayward community offering access for customers to fresh grocery items at affordable prices, bringing jobs, adding to the tax base, and supporting local non-profit organizations through ongoing charitable giving.

Very truly yours,

Judy V. Davidoff

Judy V. Davidoff

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:5JVD1\403683878.9

cc: Jason Sheridan, Wal-Mart Stores, Inc.
George Bacso, Esq., Wal-Mart Stores, Inc.
Deborah Herron, Wal-Mart Stores, Inc.
Daniel H. Temkin

EXHIBIT "A"

From: "Perry, Deborah (WNC)" <DPerry@colliersparrish.com>
Date: November 12, 2009 4:55:47 PM PST
To: sean.brooks@hayward-ca.gov
Cc: "Sechser, John (WNC)" <JSechser@colliersparrish.com>, "King, Linda (WNC)" <LKing@colliersparrish.com>, "Daniel H. Temkin" <dan@temkinproperty.com>
Subject: FW: Whipple - Circuit City building Ranch 99

Sean:

It was good to talk to you today about the interest of Ranch 99 as a possible tenant for the Circuit City Hayward. I have attached our flyer and would be happy to meet with you to discuss further. We would be happy to arrange a tour of the property let us know.

Deborah

Deborah Perry
Senior Vice President
Colliers International
1850 Mt. Diablo Blvd., Suite 200
Walnut Creek, CA 94596
Main (925) 279-5561
Fax (925) 279-0450
CA License #01236931

manatt
manatt | phelps | phillips

Kristina Lawson
Manatt, Phelps & Phillips, LLP
Direct Dial: (415) 291-7555
E-mail: KLawson@manatt.com

December 21, 2011

Client-Matter: 45528-030

RECEIVED
JAN 0 3 2011
Development Services Department

VIA E-MAIL (DAVID.RIZK@HAYWARD-CA.GOV)

Mr. David Rizk, AICP
Development Services Director
City of Hayward
777 B Street
Hayward, CA 94541

Re: Vacant, Former Circuit City Site - 2480 Whipple Road, Hayward, CA

Dear Mr. Rizk:

As you know, this office represents Daniel Temkin and Hayward 880, LLC in connection with land use and entitlement matters for the distressed shopping center located at 2480 Whipple Road in Hayward. Approximately nine months ago, on March 23, 2011, Hayward 880, LLC filed a formal application for a building permit (Building Permit applications BI-2011-0885/0989/0990) to allow tenant improvements to be constructed for a new supermarket in the now vacant, former Circuit City site at 2480 Whipple Road. Following a legally concerning and extremely costly series of City-initiated actions targeted specifically at our clients' shopping center, including a proposed moratorium on supermarkets, we understand that the City will finally be proceeding with a review of the consistency of the proposed supermarket use with the previously-issued retail commercial conditional use permit for the site. We further understand that the pending building permit application has cleared all departments with the exception of the Planning Division. The purpose of this letter is to again request that you immediately issue Planning Division clearance to avoid any further economic harm to the City or our clients.

As we have previously explained to the City, both in writing and at various public hearings and individual meetings with staff, the proposed supermarket use is fully consistent with both Use Permit No. PL-2004-0039 and the underlying zoning regulations. We refer you specifically to our previous correspondence of April 26, 2011 and May 3, 2011 regarding this matter, which correspondence we incorporate herein by reference, wherein we note that Hayward 880, LLC has vested rights under the existing use permit which cannot be modified or revoked. Within this past week, counsel for Wal-Mart Stores, Inc., the proposed supermarket tenant, reached exactly the same conclusion and requested the Planning Division to immediately sign off on the pending building permits, so construction can promptly commence and the shopping center can be retenanted. (See December 14, 2011 Letter from Judy Davidoff to David Rizk.)

Unfortunately, at this point the urgency of the situation at the 2480 Whipple Road shopping center cannot be understated. Our clients have been heavily subsidizing the entire shopping center for nearly three years while working to first identify an anchor tenant consistent with the existing site entitlements, and then spending almost 9 months to date processing a building permit application for the proposed tenant. As Dan explained to you in person on December 6, the outstanding debt on the property is almost $3 million *more* than the appraised value of the property. The existing income from the remaining tenants, which collectively occupy less than 13% of the shopping center, covers only a fraction of the debt service and operating expenses for the shopping center. The proposed anchor tenant, whose supermarket use is fully consistent with the existing conditional use permit and underlying zoning regulations, is the last chance for the shopping center. There is no back-up tenant, and our clients have had no serious interest in the anchor tenant space beyond the pending supermarket proposal.

Most commercial property owners would have already walked away from this type of non-performing investment property. However, because our clients are a family partnership that takes great pride in all of its properties, our clients have been impeccably maintaining the 2480 Whipple Road shopping center since Circuit City went out of business. Hayward 880, LLC has maintained landscaping, cleaned graffiti and has gone to great expense to remove abandoned vehicles and furniture that are routinely dumped at the property due to the lack of activity at the almost vacant center. Our clients have reduced or waived rents in order to encourage the shop tenants to remain at the property. Unfortunately, four out of the eight shop tenants have gone out of business already, and it is unlikely the remaining four can survive without an anchor tenant to activate the center.

As you know, vacant, blighted space invites criminal activity. Three of the four remaining businesses at 2480 Whipple Road have been robbed. Wingstop, which is a quick format restaurant owned by a local franchisee and is the sole remaining tenant in the back building, has been robbed at gunpoint at least twice in 2011. Again, this property is very close to reaching a point of no return.

We have explained in great detail why the proposed supermarket use fully complies with the exiting conditional use permit and underlying site zoning. From a purely legal perspective, it is clear that the proposed use is in full compliance with the law. From a practical, economic perspective, the proposed supermarket use also makes perfect sense. A new supermarket at the City's southern gateway will:

- Offer more shopping options to the City's residents;
- Provide goods at significant value;
- Revitalize the shopping center and neighborhood;
- Create over 100 new jobs;

- Generate sales and property tax revenues for the City; and
- Bring a business to the City that has a strong record of giving back to local communities.

Interestingly, about half of the vacant Circuit City stores in the greater Bay Area have been leased by supermarkets. In fact, supermarkets and other grocery uses have been one of the most active segments of retailing while few other retailers have been expanding into new spaces. In these challenging economic times, the proposed Walmart Market provides a great economic opportunity to the City of Hayward.

* * *

Both Dan and Hayward 880, LLC have appreciated the opportunity to do business in Hayward, and thank you for your willingness to meet and discuss the exigency of the situation. With the numerous letters and legal analyses already in the record, we believe you have sufficient information with which to make your determination. We look forward to hearing from you in the near future.

Best wishes for a happy holiday season.

Very truly yours,

Kristina Lawson

KXL:kl

cc: Daniel H. Temkin

301189656.1

CITY OF
HAYWARD
HEART OF THE BAY

January 19, 2012

Daniel H. Temkin
Hayward 880, LLC
1809 Seventh Avenue, Suite #1002
Seattle, WA 98101

Re: Proposed Walmart Market Grocery Store at 2480 Whipple Road in Hayward, California
Conditional Use Permit Number PL-2004-0039

Dear Mr. Temkin:

Related to building permit applications numbers BI-2011-0885/0989/0990, this letter serves to inform you that as Planning Director, I have determined that the proposed Walmart Market grocery store at the former 34,000 square foot *Circuit City* building at 2480 Whipple Road is an allowed use at this 5.14–acre site located in an Industrial Zoning District, and is consistent with the existing conditional use permit associated with that retail center (Conditional Use Permit Number PL-2004-0039). Per Hayward Municipal Code Sections 10-1.3245 and 10-1.2845(f), my determination is subject to appeal to the Planning Commission or call-up to City Council by a Council member, either of which must be filed in writing within the 15-day appeal period by February 3, 5:00 pm. The following discussion identifies the reasoning for my determination.

As you know, building permit applications for tenant improvements at the former *Circuit City* building for a proposed, unidentified grocery store was filed on March 23, 2011. Before building permits can be issued, it must be determined that the proposed grocery story is an allowed land use in accordance with the City's Zoning Ordinance provisions.

In response to the building permit applications submittal, I issued a letter on May 27, 2011 requesting that the proposed grocery store proponent be identified, and that a business plan for the store be provided, which would allow me to determine whether the proposed use would be consistent with the Zoning Ordinance land use provisions and existing conditional use permit. The Zoning Ordinance states that retail commercial uses are allowed as conditional uses in the Industrial District subject to the following criteria: "Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92."

In response to my May 27, 2011 letter, a letter dated December 14, 2011 from Walmart's representative was submitted (copy attached), as was a letter dated December 21, 2011 from your representative (copy attached), which request issuance of the building permits and provide reasons for such request. The letters describe the negative impacts on the retail center and accessory businesses in the center the vacancy of the *Circuit City* building has caused. *Circuit City* was the major anchor tenant for the center, and closed in 2009.

DEVELOPMENT SERVICES DEPARTMENT
777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4234 • FAX: 510/583-3649 • TDD: 510/247-3340 • WEBSITE: www.hayward-ca.gov

Determination that the Proposed Market Would Serve a Regional or Sub-Regional Marketing Base

The Zoning Ordinance does not define regional or sub-regional serving uses. To determine whether the proposed use would be considered as serving a regional or sub-regional market, I took the following into account:

1. As indicated in the attached letter from Walmart's representative, the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880. Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets.
2. The existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   > "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are limited in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

   Given the condition language that identifies such listed uses, including supermarkets by reference to the Central Business District, as being considered as having a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base.

Determination that the Proposed Use is Consistent with the Existing Conditional Use Permit

Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies a space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, the proposed tenant improvements are minor in nature and will not materially alter the character or appearance of the property or area, and therefore, further use permit approval is not required.

Also, the proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of the existing conditional use permit would still be valid and applicable. Related to traffic, Public Works Department staff have reviewed the traffic study performed for the *Circuit City* use and retail center in 2004 and advised that the proposed grocery store would be expected to generate an additional 213 PM peak hour trips above the development with the *Circuit City* store.

Such analysis indicates that the I-880/Industrial Parkway SW/Whipple Road intersection would experience an additional delay of 4.2 seconds in the PM peak hour, the Whipple Road intersection at the entrances to Target and this center would experience a delay of 0.6 seconds, and the Wiegman Road intersection on Whipple Road would experience no additional delays, and that such delays would allow the intersections to continue to operate at level of service D or better.

Finally, the proposed change in the type of use would not cause any environmental impact requiring additional CEQA review.

For the forgoing reasons, the proposed Walmart grocery store at 2480 Whipple Road is a use with a regional or sub-regional marketing base and, thus, consistent with Conditional Use Permit No. PL-2004-0039. As stated previously, my determination is subject to appeal or to Council member call-up, either of which would need to be filed in writing by 5:00 pm, February 3, 2012. If no appeal or call-up is received, City staff will be in position to issue the building permits.

Sincerely,

David Rizk, AICP
Development Services Director/Planning Director

Enclosures

December 14, 2011 Letter from Judy V. Davidoff, Sheppard, Mullin, Richter & Hampton, LLP
December 21, 2011 Letter from Kristina Lawson, Manatt, Phelps & Phillips, LLP

cc: Judy Davidoff
Kristina Lawson

February 3, 2012

RECEIVED
FEB 0 3 2012
PLANNING DIVISION

By Hand Delivery

Community Development Department
Attn: Appeals
City of Hayward
777 B Street
Hayward, CA 94541-3340

Re: Appeal to Hayward Planning Commission of the Approval of the Application for Proposed Walmart Market Grocery Store at 2480 Whipple Road in Hayward, California; Building Application Numbers BI-2011-0885/0989/0990; Conditional Use Permit Number PL-2004-0039

To Whom It May Concern:

Hayward City resident Desirae Schmidt, joined by United Food & Commercial Workers Local 5 and its members who live and/or work in the City of Hayward, hereby appeal the above-referenced action by the Development Services Director/Planning Director. A check in to cover the appeal fees is enclosed.

The basis for the aforementioned appeal, but not limited to, is that the approval is not consistent with the original conditional use permit (Conditional Use Permit Number PL-2004-0039) or the City of Hayward Zoning Code/Ordinance for the former Circuit City building located at 2480 Whipple Road, and therefore not an allowed use.

If you have any questions please feel free to call.

Very truly yours.

John Nunes
United Food & Commercial Workers Local 5
28870 Mission Blvd.
Hayward, CA 94544
(510) 583-8410

Desirae Schmidt

Desirae Schmidt
256 Willow Ave.
Hayward, CA 94541

MINUTES OF THE SPECIAL MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, April 5, 2012, 7:00 p.m.
777 B Street, Hayward, CA94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Chair Márquez.

ROLL CALL

Present:	COMMISSIONERS:	Faria, Lamnin, Lavelle, Loché, McDermott, Mendall
	CHAIRPERSON:	Márquez
Absent:	COMMISSIONER:	

Commissioner McDermott led in the Pledge of Allegiance.

Staff Members Present: Conneely, Frascinella, Patenaude, Philis, Rizk

General Public Present: 78

PUBLIC COMMENTS

Commissioner Mendall noted that due to a bad back he may need to stand periodically during the meeting.

PUBLIC HEARING

1. Appeal of Planning Director's Determination that a Proposed Walmart Market Grocery Store at the 34,000-Square-Foot Building Formerly Occupied by Circuit City is a Permitted Use Consistent with Conditional Use Permit No. PL-2004-0039. The 5.14-Acre Site is Located at 2480 Whipple Road, in an Industrial (I) Zoning District

Director of Development Services David Rizk presented a summary of the staff report and identified the three issues the Commission needed to consider: 1) Does the proposed market meet the Zoning Ordinance criterion for the Industrial Zoning District that requires retail uses to be regional or sub-regional; 2) Is the proposed market consistent with the Conditional Use Permit approved for the property in 2004; and 3) Is the project exempt from California Environmental Quality Act (CEQA) guidelines. Mr. Rizk noted that "regional" and "sub-regional" retail uses were not defined in the current Zoning Ordinance. Mr. Rizk also noted that correspondences received after the meeting packet had been posted, both in favor and against the project, were forwarded to interested parties via email and hard copies were provided to Commissioners.

Chair Márquez disclosed that she met with the building owners Mr. and Mrs. Temkin and also with representatives from United Food & Commercial Workers Union (UFCW) Local 5.

Commissioner McDermott said Commissioners received a letter from Mark Wolfe, the attorney representing UFCW, and she asked Mr. Rizk to respond to concerns cited in the letter including language that states that a store closed for more than six months requires a new Conditional Use Permit (CUP).

Mr. Rizk said Mr. Wolfe referenced a provision in the Zoning Ordinance that states that when a use is discontinued for six months or more, then the approval of the CUP becomes invalid. Mr. Rizk responded that the center had not closed down, existing retail uses had remained open, owners had maintained the property, and evidence existed that the owner had continued to market the property and was actively trying to reopen

the use, which, he said, trumps or supersedes some of the regulations in the City's Zoning Ordinance due to case law.

Assistant City Attorney Maureen Conneely pointed out that for the CUP to expire, the Planning Commission would have to conduct a public hearing to revoke the CUP and since the owner had been actively trying to find a replacement tenant, Planning staff had not pursued revocation of the CUP.

Commissioner McDermott asked for more information regarding the traffic analysis noting that a lot had changed since 2004 when the study was conducted. She commented that based on studies she had read and information included in the staff report, a grocery store would generate more traffic than an electronics store. She noted that the traffic study conducted was identified as "rudimentary" and she asked for more information.

Mr. Rizk noted that staff was not stating that traffic wouldn't increase, but that it would be insignificant in terms of delays to the levels of service (LOS) at nearby intersections. He also noted that the traffic analysis was based on current conditions and was in addition to the 2004 Traffic Study. Mr. Rizk then introduced Transportation Manager Don Frascinella. Commissioner McDermott asked staff what the traffic ratings were in 2004 compared to the current analysis.

Mr. Frascinella explained that the approach taken on the analysis included factors such as trip generation from the proposed use and whether the number of trips warranted a traffic study. Once that was determined, he explained, staff would compare the trip generation of the proposed use to the existing use and, more importantly, how those trips were assigned throughout the network and from where the majority of trips would come. Mr. Frascinella explained that for the proposed Walmart site, staff made the basic assumption that most traffic would be coming primarily from east of the project site because there were no grocery stores in that area. He noted there were existing grocery stores on the west side of Highway 880. Consequently, he concluded the majority of people coming to the proposed Walmart would not be coming through the Whipple/Industrial Parkway SW/880 intersection and also that there wouldn't be much of an impact on intersections east of the project, which included Whipple/880, Whipple/Wiegman Road, and the Whipple/Target traffic signals. None of the three intersections studied, he said, would be degraded below traffic LOS D, which would not warrant any additional mitigation or improvements.

Commissioner Lamnin asked about trips coming in from Industrial SW. Transportation Manager Frascinella reiterated that there weren't going to be that many trips from that direction because the area was already well-served by grocery stores. Commissioner Lamnin asked about the proposed 213 cars turning into the driveway and whether that impact was included in the analysis and if it would create delays. Transportation Manager Frascinella said turns were considered in the analysis and were within the acceptable levels of service for the area.

Commissioner Lamnin noted that 200 parking spaces were available at the proposed site, but 213 additional trips were expected and she asked if that would create a problem. Director of Development Services Rizk said traffic generation and parking were two separate standards. He said that the City's off-street parking regulations were recalculated and 200 spaces were required, or one space for every 250 square feet. So using those standards in the analysis, he explained, the same parking requirement would apply for Circuit City and Walmart. He noted that 200 spaces were required, 203 were provided.

Commissioner Lamnin asked what the hours of operation would be for the proposed Walmart and Mr. Rizk suggested she ask the applicant, but added that the existing CUP didn't have any restrictions on hours.

Commissioner Lamnin asked staff to explain how the proposed Walmart would be different from the existing Target. Mr. Rizk said Walmart was a different brand and the "site to store" service wasn't provided by Target. Mr. Rizk also pointed out that the standard wasn't that the proposed Walmart be different, but that it

be regional or sub-regional serving. Mr. Rizk noted that when Circuit City went in, a Best Buy and Radio Shack were already operating across the freeway.

Commissioner Lamnin asked about crime in the area and asked if statistics were available for the types of calls for service. Director of Development Services Rizk said he did not have those statistics, but said occupants in the center and police staff had told him that having a major tenant store closed increased the likelihood for crime versus having an active use.

Regarding on-site parking, circulation and the traffic study, Commissioner Lavelle said she had a hard time believing that a traffic report from 2004 was adequate for conditions today and she expressed concern about what would happen if traffic did increase and created a very, very busy intersection. Regarding parking, Commissioner Lavelle asked staff what happens if there wasn't enough parking. Director of Development Services Rizk said parking was a potential issue for any project and that was why the City had standards for parking. Mr. Rizk said the retail center owner could look for more parking in the area and lease space.

Commissioner Lavelle pointed out that the current parking configuration did not have angled parking and there was landscaping that could be removed. She asked if those changes were made would more parking spaces be created and Mr. Rizk said yes, but under the Zoning Ordinance the land use wouldn't require owners to increase the number of parking spaces and like the parking situation across the street at Union Landing, people would just drive around until a space became available. That said, Mr. Rizk concluded that the City did not anticipate insufficient parking at the site.

Regarding circulation, Commissioner Lavelle noted there was only one true egress to the site and with delivery trucks using the same driveway she asked if that would create a tremendous backup of cars trying to turn onto Whipple. Mr. Rizk deferred the question to Transportation Manager Frascinella, but pointed out that there had been truck deliveries to Circuit City as well. Commissioner Lavelle asked if deliveries at the Circuit City store occurred every day, and Mr. Rizk acknowledged the frequency of deliveries would increase. Mr. Frascinella compared the proposed Walmart parking lot to the Lucky parking lot across from City Hall noting that that store received its deliveries in the morning before traffic got heavy. He also noted there was not a lot of access to the Lucky store either, but circulation flowed quite well and was also controlled by a traffic signal. Mr. Frascinella said he didn't anticipate a problem at Walmart, but acknowledged people may be behind a truck, which in the level of service analysis, accounted for 10% of vehicles.

Transportation Manager Frascinella reiterated that there would be an increase in traffic, but nowhere in the study did it show that level of service was degraded to the point where it went below standards set by the General Plan. Commissioner Lavelle asked if this was true despite the use being different and Mr. Frascinella said yes. Commissioner Lavelle asked Mr. Frascinella to confirm that it was his statement that the 2004 Traffic Analysis was perfectly valid and adequate for the proposal and Mr. Frascinella said yes, pointing out that when traffic counts were done, it was found that traffic levels had stayed the same or decreased from 2005. He noted that the same findings held true when an analysis was completed for the Route 238 Corridor Improvement Project in 2010; traffic levels were the same or below levels in 2005. Commissioner Lavelle said that made sense due to the current economy and pointed out that traffic levels would only be going up as more people moved to the area. She said she needed to be very sure the intersection wouldn't get tied up and that people could move in and out of the area if the Walmart store was approved.

Commissioner Lavelle asked if any comments had been received from people utilizing the community garden located behind the site, next to the highway, and Director of Development Services Rizk said no. Commissioner Lavelle noted that noise would not be an issue for them because the garden was already so close to the highway.

Following up on a question Commissioner McDermott asked earlier, Commissioner Faria asked if the traffic rating had changed since 2004 and Transportation Manager Frascinella said the level of service had stayed the same.

Commissioner Faria asked what would trigger another traffic analysis after the store opened. Director of Development Services Rizk answered that unless there was a requirement for additional analysis at this time, nothing would trigger another study. If there was a requirement for additional study at this time, Mr. Rizk said a noticeable impact to the level of services would be the trigger. Transportation Manager Frascinella said the impact would have to be directly tied to the development and he noted that was not easy to do.

Commissioner Loché disclosed he also met with the property owner and the UFCW representative, Mr. John Nunes. Following up on a question raised by Commissioner McDermott, Commissioner Loché said he understood that the CUP "ran with the land," but he asked if that meant the CUP was indefinite and that 13 years instead of three years could have gone by as long as the property owner was searching for a tenant. Assistant City Attorney Conneely said the continuation of the CUP was not automatic and depended on the owner's efforts; for example, if he stopped marketing for five years and then started back up again there might be an argument that the CUP was terminated during that time. But bottom line, she said, for the CUP to be expired, the Planning Commission would have to hold a public hearing and since that hadn't occurred, the CUP was still a valid use permit.

Commissioner Loché asked about the use of the property changing and Assistant City Attorney Conneely said once it had been determined that the use was consistent with the terms of the existing CUP issued for that property, then the CUP ran with the land.

Commissioner Loché noted that in the 2004 agenda report, what was meant by regional or sub-regional under the Zoning Ordinance was discussed and from the report he quoted: "The Zoning Ordinance specifically recognizes this site as a prime location for regional and sub-regional retailers due to its location." Commissioner Loché asked staff if it was because of the location or because of the use that the site was deemed regional or sub-regional. Director of Development Services Rizk said it was a combination of both. Commissioner Loché asked staff if the Commission had to make the determination if the business was regional or sub-regional before considering the location and Mr. Rizk said both criteria needed to be considered and noted that location alone wouldn't generate the same criteria. Mr. Rizk pointed out that the criteria for the Industrial Zoning District discusses minimum lot size, proximity to the freeway, and then the regional/sub-regional designation, so both factors were part of the determination.

Commissioner Loché noted that according to the same report, the smaller shops at the site did not have to be regional or sub-regional and he asked for confirmation from staff that the uses listed for the Central Business District didn't have to be regional or sub-regional. Mr. Rizk said that Condition 13 of the CUP for the site indicated that the uses permitted for the smaller shops did have to have a regional or sub-regional marketing base. Other uses were permitted, he said, but they also had to be regional or sub-regional. Commissioner Loché asked staff to confirm that all of the potential uses listed also had to be regional or sub-regional and Mr. Rizk said that was how he interpreted the condition.

Commissioner Mendall asked if Starbucks was a regional or sub-regional retail use and Director of Development Services Rizk said based on the CUP from 2004, yes. Commissioner Mendall asked if Quiznos and Wing Stop were also regional or sub-regional uses based on the definition and Mr. Rizk said he would rely on the existing CUP and according to the existing condition, all retail uses at the site had to have a

regional or sub-regional marketing base. Mr. Rizk noted that one of the issues at the site was that uses had to be sub-regional or regional and unfortunately, the Zoning Ordinance did not define "sub-regional."

In regards to the letter from Ms. Judy V. Davidoff, the attorney representing Walmart, Commissioner Mendall noted the argument of her letter suggested that the nature of the site, and he quoted, was "a suitable location for regional or sub-regional uses." Commissioner Mendall asked staff if they concurred with that statement and Mr. Rizk said no, staff would suggest that both factors, the location as well as specific uses, would have to be considered. Commissioner Mendall asked for confirmation that the use itself had to be regional or sub-regional in addition to the location being suitable and Assistant City Attorney Conneely said the Industrial District Zoning section of regulations stated that the use had to be regional and sub-regional and not just the location. Director of Development Services Rizk read the full criteria as stated in the Zoning Ordinance.

Regarding the letter from Mr. Wolfe, the attorney representing UFCW Local 5, Commissioner Mendall asked staff to respond to the first point of the letter which stated that "the Zoning Ordinance itself recognizes that supermarkets are neighborhood serving and not regional-serving commercial uses. The ordinance identifies 'supermarket' as a primary land use only in the Neighborhood Commercial Zoning District, by contrast, 'supermarket' is permissible in the Regional Commercial District only if it is an auxiliary or secondary to a primary commercial use." Commissioner Mendall asked if the statement was accurate and Director of Development Service Rizk said no, that supermarkets were listed as primary uses in the Neighborhood Commercial District, Central City Commercial Sub-district, Central Business District (Southland Mall), and General Commercial Zoning District. Only Costco falls under the Regional Commercial Zoning designation, and Mr. Rizk explained that the zoning district was formed to encourage a super store or super-sized retailer as the major anchor and other uses would be secondary or subordinate. Mr. Rizk emphasized that the Regional Commercial Zoning District was not regional or sub-regional, it was Regional Commercial. The criteria listed for the Industrial Zoning District was regional or sub-regional, he said, or less than regional. Commissioner Mendall said the two conditions placed on the retail uses at the proposed Walmart site was that they be regional or sub-regional in nature and that they comply with the zoning designation, which implies that there was a difference between the two, and Mr. Rizk said yes.

Commissioner Mendall disclosed that he met also with Mr. Temkin, Walmart representatives, and Mr. Nunes from UFCW Local 5. Commissioner Mendall asked Assistant City Attorney Conneely if it was the City's opinion that the use being proposed complied with zoning regulations, the existing CUP, and did not require a CEQA and Ms. Conneely said yes, those were the only matters under consideration. Commissioner Mendall asked if the Planning Commission's opinion of whether or not the proposal would be a good addition to the City had any relevance and Ms. Conneely replied only if the Commission was finding the use as something other than regional or sub-regional. She added that the Commission's opinion was only relevant to issues being presented. Commissioner Mendall asked if his opinion of whether or not this area needed a grocery store was a relevant factor in making his decision and Ms. Conneely said only if his decision had a bearing on whether the store had a regional or sub-regional draw. Commissioner Mendall asked if his desire to see the site filled to reduce crime and blight was a valid factor for him to consider and Ms. Conneely said that could be part of his decision, but it wasn't necessarily within the parameters of the three major issues at hand.

Commissioner Lavelle asked if any conditions could be amended or added tonight and Assistant City Attorney Conneely said no, the item tonight had not been noticed for amendment or modification of the use permit. Ms. Conneely said the item would have to be brought back for further consideration if the Commission wanted to make changes.

Commissioner Lavelle asked Director of Development Services Rizk if Walmart wanted to sell liquor at the site and whether that would change any of the CUP conditions. Mr. Rizk said he assumed they would sell liquor and as long as the store complied with ABC and City regulations, no changes to the CUP would be required. Commissioner Lavelle asked if liquor was taxable and Mr. Rizk said he believed so.

Regarding truck traffic, Commissioner Lavelle asked if store hours of operation for the public could be limited to allow for truck deliveries during off times. Mr. Rizk explained that to add that condition, the item would have to come back to the Commission after noticing. Commissioner Lavelle asked if staff would have any input on store hours or it was solely up the retailers. Director of Development Services Rizk said without a condition restricting hours there were no restrictions. Mr. Rizk mentioned that staff had asked the project proponent and was told hours had not been determined. He recommended that the Commission ask the proponents about hours of operation.

Commissioner Lavelle disclosed that at their request, she also met with Mr. Nunes, Mr. Temkin, and representatives from Walmart.

Commissioner Mendall noted that nothing in the Zoning Ordinance defined regional and/or sub-regional and he asked for the history of why the site was given that designation. Director of Development Services Rizk said provisions were developed as part of a major revision to the Zoning Ordinance and not generated by anything specifically related to this site. He added that he could only conjecture that the designation was related to the site being visible from the highway.

Commissioner Lamnin disclosed that at their request, she also met with representatives from Walmart, the union, and Mr. Temkin. She said she was also contacted by members of the public.

Commissioner McDermott said she also met with UFCW's Mr. Nunes, Walmart's Debra Huron, and property owner Mr. Temkin.

Commissioner Faria disclosed that at the request of Mr. Nunes, Walmart representatives, Mr. Temkin, and residents of the City of Hayward, she met with them to discuss the item.

Chair Márquez asked if more than the existing four parking spots would need to be designated for handicap parking at the site. Director of Development Services Rizk said building staff would ensure that ADA accessibility requirements were met. Regarding the traffic study, Chair Márquez asked if any consideration had been given to the two bus routes that stopped in front of the site on Whipple in terms of traffic congestion and Transportation Manager Frascinella said no. Chair Márquez asked if there was any contact with the Union City Planning Manager and Mr. Rizk said notice of the hearing was sent to Union City staff, but thought nothing had been received in response. Planning Manager Patenaude confirmed that a notice was sent to the Union City Economic and Community Development department head and no response was received.

Chair Márquez noted that she had questions for Walmart representatives regarding alcohol sales and whether a banking center was being proposed for the site. She asked staff if any type of economic impact analysis had been considered. Mr. Rizk said he didn't know about the banking center and that no, an economic analysis was not conducted because staff didn't feel it was relevant to the issues being presented.

Chair Márquez announced that due to the number of Public Speakers cards received, comments would be limited to two minutes per individual and/or until 11pm, to follow an informal procedure that would allow the Commission to deliberate for an hour and still end the meeting by midnight.

Chair Márquez invited the appellant, Mr. John Nunes, representing the UFCW Local 5, to approach the podium. Mr. Nunes, with business address in San Jose, said the union's land use attorney was present and

would be responding to comments made in letters. He then introduced himself as the Collective Bargaining Director for 32,000 members of the UFCW with an office in Hayward for 30 years and gave some background information about the union, noting 2,000 members lived and worked in the City of Hayward. Mr. Nunes stated that the only matter before the Commission was whether a neighborhood market was the appropriate zoning for an industrial or regional serving commercial use. He said the Zoning Ordinance specifically identified supermarkets as neighborhood-serving commercial uses. He pointed out that it was "doubtful" any involved Planning staff member or elected official approving the Regional Retail Centers in 2004 could have possibly envisioned the Circuit City site as a supermarket. He said the two uses were complete opposites in the context of environmental considerations. Supermarkets were an intense retail use, he said, generating significantly more traffic and for this reason, CEQA review should be initiated.

Mr. Nunes pointed out that Section 10-1.3270 of the City's Zoning Ordinance clearly stated that developed land uses were deemed discontinued if operations ceased for more than six months; Circuit City stopped operations over two years ago and needed to be re-permitted, he said. Mr. Nunes said Assistant City Attorney Conneely's interpretation of the Zoning Ordinance regarding the property owner actively trying to lease the property for three years and therefore maintaining occupancy, was absurd. Another absurd statement, Mr. Nunes said, was Director of Development Services Rizk saying that it wasn't unusual for customers to circle a parking lot waiting for someone to leave. "That's why there's a specific Zoning Code for that place," he said, "You have so many parking lots for the square footage." Mr. Nunes said he had heard nothing but subjective interpretations from Planning staff to justify a Walmart grocery store at the Circuit City site. He said Planning staff was in support of Walmart and would bob and weave through the zoning code to support their final decision to allow it. He encouraged the Planning Commission to approve the appeal and reject the Walmart grocery store at that location.

Richard Drury, representing the law offices of Mark Wolfe & Associates and UFCW Local 5, with business address in Oakland, thanked the Commissioners for focusing on the key issue of whether the proposed use was allowed under the existing zoning code and CUP and if it was not, that CEQA review was required. He said it was very clear that the existing CUP only allowed regional and sub-regional uses and it was also clear that a 34,000 square foot grocery store was not a regional or sub-regional use. Mr. Drury pointed out that the City's Zoning Ordinance defined a supermarket as a neighborhood commercial use and the proposed store was smaller than the average Safeway, which is 46,000 square feet. He acknowledged that "regional" and "sub-regional" were not defined in the zoning code, but said that didn't mean the words had no meaning. According to the law of Plain Language Doctrine, or defining a word by the dictionary when another definition was not available, regional or sub-regional meant "a wide area." Mr. Drury pointed out that Transportation Manager Frascinella himself stated that all traffic would be coming from the local area and no other direction so it was not a regional or sub-regional use; it was a neighborhood market. Walmart calls these stores "Walmart Neighborhood Markets," he said. Mr. Drury noted the proposed use was not a permitted use under the CUP and a new CUP was required. He noted that Mr. Nunes addressed the six months issue and it was clear that the existing CUP had expired and was null and void.

Regarding CEQA, Mr. Drury acknowledged the "excellent" questions of the Commission and whether CEQA could be reviewed again later and he noted that the answer was no, this was the only chance to conduct environmental review on the project. He emphasized that a Walmart supermarket was not a Circuit City and would have different environmental impacts. Mr. Drury said staff had made a "significant misstatement" tonight and in the staff report when they said, "The proposed project does not trigger Bay Area Air Quality Management District 2011Guidelines screening thresholds for air quality impact analysis." Noting he brought copies for distribution, Mr. Drury said Page 3-2 of the guidelines stated that a supermarket

exceeds greenhouse gas significance thresholds at 8,000 square feet. The proposed supermarket is four times larger than the screening threshold, he said; an electronics superstore triggers greenhouse gas thresholds at 18,000 square feet. In other words, Mr. Drury said, the grocery use had more than double the impact of the electronic superstore and that was a significant greenhouse gas threshold. He said the 2004 Negative Declaration did not analyze greenhouse gas impacts at all, so staff cannot say impacts had been considered. Mr. Drury pointed out that staff had admitted they didn't know the parking impacts and that there might not be enough parking. In SNARL vs. San Francisco, he said, the court held that circling traffic was a potentially significant impact because it had traffic and air quality impacts. Under the Institute for Traffic Engineers thresholds, a supermarket had more than twice the traffic impact as electronic superstore, he said. Mr. Drury concluded that the project was not exempt from CEQA and should have a thorough environmental impact review to make sure the City mitigates the impacts, and makes sure that whatever gets built there has as little an impact, and as much benefit, to the community as possible.

Property owner Dan Temkin, with address in Hunts Point, Washington, said he had a CUP for a regional center (emphasizing "center") and noted that unfortunately, the center had a large empty building, but that it had never stopped operating as a retail center. Regarding the parking code requirements, Mr. Temkin said the site had met all requirements as well as 95 other conditions of the CUP. Mr. Temkin then read a statement regarding the importance of the decision before the Commission and the message it would send to potential future developers and business owners about the fairness of the City of Hayward. He noted that in 2004, his family had received unanimous approval from the both the Planning Commission and the City Council to turn the site from a 24-hour truck terminal into a thriving retail center. In comparison, he said to the previous use, the site now contributed much less traffic and pollution.

Mr. Temkin said a lot had occurred since his family had gained the city's approval for the center including an unprecedented economic downturn. He said three years ago, Circuit City went out of business, followed by four more businesses, leaving an 87% vacancy rate for the complex. The remaining businesses, including small, family-owned businesses, were struggling to stay afloat. Mr. Temkin said his family had dipped into their own pockets to pay for the upkeep of the property, noting that a 13% occupancy rate didn't come close to covering the cost of operating the center. Despite his family's efforts, he said, the center was now a hangout for gangs and drug dealers. Wingstop was held up by gunpoint twice last year, he said, and in the last two years, 110 calls for service had been made to 911; an unfortunate by-product of a high vacancy rate.

Mr. Temkin said this was an opportunity to recycle the abandoned retail site and return it to the thriving economic hub it once was. He said a Walmart grocery store with a pharmacy was exactly what residents had been asking for in south Hayward. Mr. Temkin noted that the City's Planning Director had concluded that the potential tenant conformed to the existing zoning code and permit. He said one national retailer was being replaced with another and with its name recognition, reputation for everyday low prices, and proximity to the highway, would draw many shoppers to Hayward.

Mr. Temkin said that if it was any other grocery store requesting to locate at this site, there would be no discussion, just press releases announcing the opening. It was only because the proposed tenant was a Walmart market that everyone was here, not because it was a non-conforming tenant. Mr. Temkin said an outside special interest group didn't like Walmart for its own economic reasons and he was only asking that his tenant receive the same treatment as any other business, and that zoning laws be applied as they would for any other user. Mr. Temkin said that he had met with hundreds of residents not associated with any special interest group and they were in support of the store opening in Hayward, the jobs that would be created, and the construction activity it would generate. Mr. Temkin concluded by saying the question wasn't "Do you like Walmart," but rather if the Commission agreed with the City's Planning Director that the tenant conforms to the retail use that was unanimously approved by the Planning Commission and City Council in 2004. He said the answer would not only affect the property being considered, but also send a message to all prospective businesses and retail establishments that may be considering opening in Hayward. He respectfully asked, on behalf of his family and the struggling businesses at the shopping center, for the

Commission to ratify the Planning Director's determination that the Walmart market conformed to the existing land use permit and deny the appeal.

Mr. Temkin then introduced land use attorney Kristina Lawson, with business address in San Francisco. Ms. Lawson said in all due respect to Mr. Drury, he presented "a great number" of facts that were not related to the decision before the Commission that evening. She explained that the site had a valid CUP that was issued in 2004 and a complete environmental review that had not been challenged. Ms. Lawson said under Condition 1 of the CUP, the permitted use was a Commercial Retail Center consisting of multiple buildings. She noted that the permit applied to the center as a whole and not the individual buildings, so the permitted use had been continuous. She also noted for the record that the building in question had been occupied from time to time by a Halloween store.

Ms. Lawson stated that a determination regarding regional and sub-regional use was the only issue before the Commission. Referring to the Economic Development section of the City of Hayward's General Plan, she read that the environment in which the City functions was primarily a regional economy because of the key location of the City, and that retailers considered the regional customer base as a key factor in locating here. In the Land Use element of the General Plan, she read that the City had a surplus of jobs over housing, meaning people were coming into the City to work, she said, and this regional mobility was a key factor in the City's decision to encourage retail uses along the 880 corridor. From the staff report, Ms. Lawson noted that the purpose of a regional and sub-regional requirement was to encourage retail development along highways in the City's industrial districts, not discourage it, and the incentives had been successful in bringing businesses to Hayward rather than Fremont or Union City. Regarding whether the proposed use would service a regional or sub-regional marketing base, Ms. Lawson noted that looking at the two CUPs issued in the past, one for this property and one for the Target property across the street, approved uses included fast food restaurants, a coffee shop, a mobile telephone company, a computer repair shop, and a postal service store amongst others. She noted that the CUP also referenced the Central Business District retail commercial uses as examples of permitted uses and a supermarket was included. In conclusion, Ms. Lawson said the land use determination for this site was made in 2004, the General Plan and Zoning Ordinance were in place, and the CUP for the center was unanimously approved.

Commissioner Mendall asked Ms. Lawson if she was arguing that every single one of the uses she listed was regional or sub-regional and she said yes.

Jody Stowers, a Danville resident, and an alumni of Cal State Hayward (now East Bay), said he had been with Walmart for 14 years, and at the Union City store since 2003. He said one of Walmart's values was making an impact on the community and he noted he had been very involved with the police and fire departments, local charity groups, and especially the school district, citing Walmart's involvement with the "Stuff the Bus" fundraiser event that benefitted Hayward and Union City schools. Many customers and associates were Hayward residents, he said, and they were excited to have a Walmart market in the community. Mr. Stowers said over 300 cards had been collected in support of the project. Mr. Stowers said the Hayward Walmart market would occupy the entire 34,000 square foot building formerly home to Circuit City, would sell 24,000 different products, and would offer the free "Site to Store Program" that allowed customers to shop online for all products offered by Walmart, including some not available at the store, for pick-up at the store later. He noted that Walmart would be making upgrades to the building, including sustainability improvements such as day-lighting in the grocery area, a high-efficiency HVAC unit, central energy management, a white roof, low-flow faucets, ozone-friendly refrigerants, and a water heating system

that used waste heat from the refrigerator equipment. Mr. Stowers said the store would also be equipped to recycle cardboard, bottles, cans and plastic waste.

Commissioner Loché asked Mr. Stowers if a Walmart market's "Site to Store Program" would generate as many sales as a Walmart market would in comparison to a regular Walmart and Mr. Stowers said he didn't know, but noted that week by week, the program was getting more popular. Mr. Stowers also mentioned that California didn't have any Walmart markets; the closest markets were in Phoenix and Las Vegas. Commissioner Loché asked for a percentage of sales from "Site to Store" purchases at a regular Walmart store and Mr. Stowers said it varied from store to store, but that the percentage was growing. Commissioner Loché said he lived within walking distance to a grocery store and shopping carts were everywhere. He asked how carts would be contained and Mr. Stowers said the carts would have a locking system and the store would hire a service to retrieve carts.

Commissioner Lavelle asked Mr. Stowers if the same truck could be used to deliver products to his store in Union City and the proposed Walmart market. Mr. Stowers said that would depend on how full the truck was, but if it wasn't a full delivery, logistically it made sense to send one truck to deliver to both stores. Commissioner Lavelle said that would be really neat if that was possible to reduce greenhouse gases.

Commissioner Lamnin asked Mr. Stowers if the Walmart market would have a deli and he said yes. Commissioner Lamnin asked if any other locations were considered in Hayward and Mr. Stowers said he didn't know, but noted that one factor that may have been considered was that his store didn't have a bakery or meat department and only a small selection of produce. Mr. Stowers said that many of his customers had been asking for these other services. Commissioner Lamnin asked what percentage of items available at the proposed market was already available at the Union City store and Mr. Stowers indicated he didn't know.

Commissioner Lamnin asked about security at the Union City store and if Mr. Stowers had any statistics. Mr. Stowers said safety was good and that the store had a great relationship with the Union City Police Department and a lot of security in the building and in the parking lot 24 hours a day. Commissioner Lamnin asked if there were any security issues in the parking lot and Mr. Stowers said occasionally there were incidents, similar to any other retail store, but he noted the 24 hour patrol helped control any problems.

Commissioner Mendall asked what percentage of sales at the Union City store was from "Site to Store" purchases and Mr. Stowers said he didn't have that information.

Commissioner McDermott confirmed that the store in Union City was not a full grocery store and Mr. Stowers said that was correct, it was not a superstore. Commissioner McDermott asked for confirmation that "superstore" was how a full grocery store was referred to and Mr. Stowers said no, not necessarily, and noted his store was referred to as a Division I Walmart store with an expanded food section, but with very limited fresh food. Commissioner McDermott commented that the shoppers at his store were predominantly going for items other than food, but would purchase food items if they were available. Mr. Stowers said many of his customers felt that way because his store didn't have full service, but noted that a lot of his customers shop full-time for their groceries there. He noted that a lot of his customers were from Hayward and were demanding a full-service store. Commissioner McDermott pointed out that his store would lose those customers if the market was approved and he said yes, his store would lose customers looking for a full range of fresh groceries in a more convenient, smaller format store.

Commissioner McDermott asked how many people were employed at the Union City store and Mr. Stowers said there were 400 full-time and part-time employees. Commissioner McDermott asked for the percentage of full-time to part-time employees and Mr. Stowers said the majority of employees were full-time, or 71%.

Commissioner Loché asked Mr. Stowers what the hours of operation were for existing Walmart market stores. Mr. Stowers said there were some stores open 24-hours and some from 7 or 8 in the morning until 10,

11 or midnight; it depended on the location of the store. Commissioner Loché asked Mr. Stowers if he knew how store hours were determined and Mr. Stowers said he wouldn't be able to speak to that.

Commissioner Lamnin confirmed he didn't know what the hours of operation would be for the proposed store and Mr. Stowers said no. She asked if alcohol or tobacco would be sold and Mr. Stowers said because it was a full-service grocery, it would be selling liquor.

Chair Márquez opened the Public Hearing at 8:40 p.m. noting comments would be held to two minutes.

The following people spoke in favor of upholding the appeal (or against the Walmart market): Bernadine Temple, Paul Novak, Mike Machado. Mike Allen, Manuel Ratinho, Cassandra Hunter, Andreas Cluver, Misty Tanner, Tiffany Hawkins, Mindy Davis, Josie Sutton, Simone Mock, Carol Sturholm, Amir Masetic, Silvia Brandon Pérez, Desirae Schmidt, Alfredo Delgado, Jean Powers, and Cindi Pringle. Reasons included: poor quality of fresh foods, poor food handling, impact on union jobs at other local grocery stores, providing substandard jobs that didn't allow workers to fully support their family, because Walmart didn't pay a living wage, because Walmart didn't support unions, impact on food prices at other local stores, lack of need for another discount store, additional burden on Hayward police due to crime and location to freeway, increase in traffic, existing availability of other grocery store options, poor treatment of employees, that a grocery store was not a regional use at this site, increase in truck traffic, that less than 20% of available goods would be taxable and wouldn't cover the cost of generated emergency service calls, that Walmart was not good for the community, increased greenhouse gases from traffic, that the existing CUP had expired, because Walmart was not a good corporate citizen, because a grocery store was a completely different use from an electronics store, because a new environmental impact report would be needed, because a new traffic study would be needed, because Walmart violated labor laws, because Walmart was the number one employer in the nation but not every job was a good job, because Walmart workers were paid "poverty wages" and most couldn't afford the health benefit package, because Walmart associates still needed government assistant after getting paid, because stores could have 40% full-time employees and 60% part-time employees, poor labor practices, lack of sufficient parking at the site for employees and shoppers, because a neighborhood-serving grocery store was only allowed under the Industrial Zoning District when it complimented a regional-serving retail anchor that was at least 100,000 square feet, because there was already "Site to Store" services at the Union City Walmart, that the intersection was already congested, because a Walmart market would hurt small business, that there was already a Target across the street, because Walmart outsourced manufacturing and hurt American industry and workers, because the Walmart business model was to indefinitely sell products at a loss and put other retailers out of business and had the deep pockets to do just that, because Attorney Generals from 17 states sued Walmart for not paying employees for time worked, and cheating workers out of hundreds of millions of dollars.

The following people spoke in favor of denying the appeal (in favor of the Walmart market): Richard Nacianceno, Roy Gordon, Jodie Gordon, Jerry Higgins, Philip Lehrman, Marjorie Sparago, Derek Lee, Joseph Paul Smith, Javier Rincón, Stephanie Skaggs, Vincent Encelan, Loretta Encelan, Kim Huggett, Stephanie Serene, Barbara Sacks, Cathy Conner, John Sechser speaking on behalf of Deborah Perry (who had laryngitis), Chris Pareja, Ralph Farias Jr., David Miller, and Chuck Horner. Reasons included: job creation, to fill a vacant building, to combat blight and crime, not wanting Hayward to appear unfriendly to new businesses, the need for a full service grocery store in the south Hayward area, for the tax revenue generated, to provide nearby and affordable shopping options for seniors, because a Walmart market was better than nothing, to provide affordable shopping options for families, because speaker liked shopping at Walmart, because Mr. Temkin had maintained the property and done everything he could to attract a new

tenant, to keep revenue dollars local, for providing products the Union City store didn't offer, to provide more full-service grocery options, to save money, to have access to fresh produce and meats, because Walmart was a regional use, because Walmart was a great place to work, because Walmart was a good corporate citizen, because Walmart gives back to the community, because Walmart had improved the quality of its products, to help the other small businesses in the complex, because this was a land use issue not a popularity contest, because the vacant property was a horrible burden on the other businesses in terms of crime, because the commercial real estate market was so tough right now and it was so difficult to find a tenant, because Walmart would create synergy at the site, because Hayward shouldn't cater to special interest groups, because Whipple Avenue was a great regional stop along 880, because people could choose to shop somewhere else, because voting against Walmart was un-American, and to deter graffiti.

Greg Warn, with address in Danville, explained that his family owned the property on Whipple for 35 years running a trucking company at the site before Mr. Temkin bought the property from them. Mr. Warn said when the application went before the Commission to change the use of the land in 2004, the Commission was thrilled to get rid of the hundreds of trucks that came in and out of the property 24 hours a day. Now, he said, there was a beautiful shopping center that had had the misfortune of a major tenant going bankrupt, and the smaller businesses were trying to survive. He pointed out the trucking business had been union, but putting that issue aside, noted that Mr. Temkin had maintained the property and Walmart should be allowed to go in. "Let the people decide whether they want to shop there or not," Mr. Warn said, concluding that Mr. Temkin had maintained the property and Walmart would be good for the City of Hayward.

Etenesh Benti, with address on Blossom Way, identified herself as the owner of the Quiznos at the site and alumni of Cal State Hayward. She said she started the business five years ago with the dream of being financially independent and spending more time with her family, but today was working harder than ever and struggled to pay the bills. Ms. Benti said since Circuit City closed, her business had gone down by more than 40%, the location had become an attraction for crime, and she was scared to take out the trash after closing at night because of the cars driving around and spinning donuts. She said that if the Planning Commission denied Walmart they would also be denying the other businesses in the area struggling to exist. Ms. Benti urged the Commission to create more jobs and revenue for the City and consider the other small businesses that were on the verge of closing. She pointed out that other cities were bending over backward to attract businesses and bring jobs to the City, and that she couldn't believe they were arguing about whether or not to bring in Walmart. Ms. Benti noted that looking at Lucky and Food Maxx, she didn't see 200 cars coming in and out at the same time and traffic wouldn't ever be any worse than on Black Friday when Circuit City was open. She urged the Commission to vote yes on Walmart and support small businesses.

Commissioner Lamnin asked Ms. Benti if she anticipated any impact to her business if the Walmart market had a sandwich component to the store. Ms. Benti said Quiznos were great sandwiches and other sandwich shops had closed three months after Quiznos opened. She encouraged Commissioner Lamnin to come down and try a sandwich and said she wasn't worried about the competition; she was worried about not having someone in the store space.

Chair Marquez called for a short break at 9:30pm with Public Comments resuming at 9:40 p.m.

Enrique Bognot, with address in Milpitas, said he was employed with Walmart for eight years, four in Milpitas and four in Fremont. He said that since his injury, Walmart had treated him badly and the store manager had told him there wasn't any more work for him. Mr. Bognot pointed out that if Walmart cared about their associates or their community, they would have done more to help him. He said he wasn't speaking for or against the proposed Walmart market, he just wanted to get back to work. Mr. Bognot said he wanted Walmart to treat their associates fairly, like human beings, and remove the forced labor. He said he was representing himself and the organization, United for Respect, that he joined because he couldn't rely on Walmart.

MINUTES OF THE SPECIAL MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, April 5, 2012, 7:00 p.m.
777 B Street, Hayward, CA94541

Roxanne Stone, with address in San Jose, identified herself as the owner of Wingstop on Whipple Road and on B Street. Ms. Stone said she had spent hundreds of thousands of dollars in the City of Hayward and she urged and begged the Commission to approve the Walmart. Ms. Stone said her shop had been held up at gunpoint twice and suggested the Commission ask her employees how that felt (not good, she said). She said the area was dark and not safe and when Circuit City was there it brought light. She pointed out that people didn't shop at a Walmart market on Black Friday, but they did at Circuit City and nobody mentioned any problems. She said truck deliveries were limited and there were more when Circuit City was open. Ms. Stone said "Say yes" to Walmart because she was putting her hard-earned money and time into Hayward and she was suffering. She said she understood Etenesh Benti's comments and she was going to have employees needing other jobs if Mr. Temkin went out of business, because so would she at both locations. She noted that downtown Hayward was vacant and that it was hard to get a loan; otherwise, downtown Hayward would be full and so would Circuit City. Ms. Stone urged the Commission to think like a business owner and to support Walmart, noting there was discrimination everywhere, not just at Walmart.

Judy Davidoff with the law firm Sheppard, Mullin, with business address in San Francisco, representing Walmart, said as the Commission made its decision, they needed to remember that City staff were the experts; the Planning Director was the expert in planning and the Traffic Engineer was the expert in traffic. She pointed out that they had heard a lot of opinions, but not from qualified traffic engineers and planners. Ms. Davidoff urged the Commission to give staff the credit they deserve and support their opinion. She noted that the fact that a new tenant was coming into a long vacant center did not mean the Commission could open the approvals made in 2004 that found the uses at the site were regional and/or sub-regional. Ms. Davidoff said staff had looked at all criteria and had determined the shops and use was regional/sub-regional and therefore, CEQA wasn't triggered and was clearly exempt. This is about the use, she said, not the user. Ms. Davidoff pointed out they had heard a lot about Walmart, but it was not about Walmart or their corporate policies, it was about the use and staff had found the use consistent. She urged the Commission to follow the staff recommendation and deny the appeal.

Shell MacPherson, an engineer with Packland, business address in Roseville, representing Walmart, said the company performed the land use due diligence for the property. Mr. MacPherson said he was only there as a resource in case any of the Commissioners had questions, but commented that in regards to parking, the center offered parking at 4.4 spaces per 1,000 square feet for the 34,000 square foot facility. Walmart, he said, required 4 spaces per 1,000 square feet, so the center offered more than adequate parking for their needs, including Black Friday and the holiday rush. Regarding traffic, Mr. MacPherson said the center was regionally located and would draw on traffic already there. He said the store may not generate more traffic, but would bring people in who were passing by. Truck traffic would be timed by Walmart's sophisticated distribution system, he said, and would not conflict with the general customer by taking place in the early morning or evening. Mr. MacPherson said Walmart was "setting the stage" for retailers across the country with the sustainable improvements planned, including a roof with skylights that would pick up the daylight and as the day gets brighter, the lights automatically dim. He reiterated other sustainable improvements already mentioned and concluded he was available if the Commission had any further questions.

Chair Márquez called the names of two people who were no longer there and then closed the Public Hearing at 10:28 p.m.

Commissioner Loché asked staff how extensive the environmental impact review was from 2004. Director of Development Services Rizk said it was a typical review involving an initial study where various impact areas

were analyzed. Based on that, he said, a Mitigated Negative Declaration was prepared, which indicated there were potential impacts, but all were mitigated to levels of insignificance.

Regarding a comment made about how "ridiculous" the length of the application process was, Commissioner McDermott said the process involved checks and balances and while the Planning Commission respected staff, they considered other perspectives and represented the community. She acknowledged she was not an expert, but said she did have knowledge others might not. Regarding the union disputing the regional/sub-regional use of the property, Commissioner McDermott said union representatives were protecting the value added by being a member of a union. She said the representatives are trying to protect local stores that would be at a competitive disadvantage because they can't offer the same prices that Walmart can. She commented that Hayward was predominantly a union city.

Commissioner McDermott commented that she met with Mr. Temkin and found him very conscientious, and noted he had a lot at risk not just for himself, but for his family, because the property was upside down or with a value less than what he owed. She said Mr. Temkin was trying his best by collecting lease payments at reduced rates so struggling businesses in the center could remain open. Currently dealing with an 87% vacancy rate at the center, Commissioner McDermott said Mr. Temkin relied on the anchor tenant and commented, "Whoever would have thought that Circuit City would be going out of business?" She continued, noting that now Walmart, a strong anchor store, was willing to come in to the struggling center with a long-term lease that would bring business to the other tenants and provide senior citizens with a local shopping option. Commissioner McDermott remembered reading that a Ranch 99 grocery store was interested in that spot, and she wondered why that didn't happen. She noted that Mr. Temkin's realtors had been actively looking for a tenant, but the current economy made that very difficult. She concluded that she could see all points of view and that she appreciated all the opinions she had heard and she thanked the people who stayed and listened to the discussion at the Public Hearing that evening.

Commissioner Lavelle thanked the 46 speakers who had the energy, time and willingness to address the Planning Commission, and she noted that 25 spoke against the appeal (or in favor of Walmart coming in), 21 in favor of upholding the appeal, which, she said, mimicked the emails and letters received. She said quite a few people were opposed to Walmart, but more said they would like to shop at the Walmart grocery. Regarding the decision before the Planning Commission, Commissioner Lavelle said it was a simple decision because the Commission had a limited role, unlike the City Council members who were elected representatives who were accountable to constituents. She said the Commission's decision was based on the three points provided by Director of Development Services Rizk, including if the use requested was correct. She said she believed that it was correct.

That being so, Commissioner Lavelle said she had tremendous respect for the union workers at stores like Safeway. She said she shopped at Safeway and paid higher prices, but knew that workers were treated respectfully, had rights, and had union wages and benefits. She said she was pleased to learn from UFCW Local 5 rep John Nunes that the union worked hard to move non-union stores toward hiring union workers.

As part of her research, Commissioner Lavelle said she considered what grocery store options were in Hayward and if the Commission should create opportunities for more. She said she would support any motion that would allow more opportunities, including for Walmart. Commissioner Lavelle pointed out that the two Fresh and Easy stores in Hayward were not union and had corporate offices based in England, but noted they were small and affordable and Fairway Park residents (where one of the stores was located) were delighted to have somewhere close by to shop. She said maybe someday Fresh and Easy would be a union shop. She listed the other stores in Hayward where groceries were available, noting that less than half were union, and she commented that the Commission was not making decisions based on whether stores were union or not; they were making the decision based on the criteria presented by the Director of Development Services. She thanked speakers Philip Lehrman and Greg Warn in particular, noting their comments helped her reach a decision. Commissioner Lavelle concluded by saying that if this store did not get the opportunity

to open, Hayward might get a reputation of being unfriendly toward business. She noted this was the worst possible time to have that attitude and the City should do all it could to support businesses coming to Hayward. She reiterated that residents could shop somewhere else if they didn't like Walmart.

Commissioner Lavelle made a motion per staff recommendation to adopt the findings determining that the proposed market was categorically exempt from environmental analysis pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act guidelines and uphold the Planning Director's approval of the proposed Walmart Market as a permitted use that was consistent with Conditional Use Permit No. PL 2004-0039. Commissioner Lavelle pointed out that if the vote was against the appellant, the matter could be called up to the Council.

Commissioner Faria seconded the motion and said she agreed with the points made by Commissioner Lavelle and said they were all interested in the community and making sure people had a living wage and the ability to supply the things their family needed. Commissioner Faria said they do "absolutely" care about the workers and said the City should care for all of the community and make sure that those with special needs get those met.

Commissioner Mendall said Ms. Davidoff said it is about the use, not the user, and he agreed that was true. He said he wouldn't be voting in favor of the motion, because the site was designated for regional and sub-regional uses and, in his opinion, a grocery store did not comply. Commissioner Mendall said he estimated the number of grocery stores in Hayward at about 40, yet there were many, many people in Hayward that felt they were not being well-served by a grocery store because there wasn't one within a couple miles of their home. Grocery shopping was inherently a neighborhood activity, he said, and not a regional retail activity, otherwise the residents of Southgate would have no problem driving across town to one of the 40 grocery options available. For that reason alone, Commissioner Mendall said he could not support the motion. Commissioner Mendall said the use didn't conform to the Zoning Ordinance and that that area was called out for a regional/sub-regional use for a reason. He said he remembered talking with Council members about losing retail sales tax revenues to Union City when Union Landing was built and Hayward wanting to counteract that and encourage big regional retailers to come here and generate sales tax. He pointed out that 80% of goods sold at a Walmart market were not taxable and even if someone thought the use fit, it still didn't fit with the reason why the Council made the decision they did. If the proposal came back to the Commission as a Zone Change application, he said he would consider it, but he concluded by saying he wouldn't be voting for it tonight.

Commissioner Lamnin said she would also not be supporting the motion and agreed with Commissioner Mendall that her decision was based on the land use and not a popularity contest. She said the vote was not popular because there were a lot of good people involved in the decision and noted the decision was being considered carefully. Commissioner Lamnin said it had been proven over and over that the location was "absolutely" regional, but she couldn't see the proposed use as regional. She said a supermarket was local use. She said the discrepancy of some of the comments was a challenge because she didn't see the property as blighted. She said she wasn't ignoring the crime issues that had happened, and she applauded the landowner for the immaculate way the property was maintained. She said it was either a regional draw or local traffic and if it was local traffic, then it was not a regional or sub-regional use. Commissioner Lamnin said that was the basis for her inability to support the motion.

Commissioner Lamnin said on the separate issue of looking at job creation, supporting businesses, and being friendly to businesses, she absolutely wanted to see a business at this site. She said something like a Dave &

Busters was both a regional and recreational use, which would address the complaint the Commission heard all the time that there was nothing to do in Hayward. Commissioner Lamnin said the City desperately needed a grocery store at Southland Mall and she asked why the Commission was considering a non-regional use at this location, which had three different opportunities to shop for discount groceries in a one mile radius. She said she was really challenged on how the proposed use was unique and her challenge back to staff was to try and get some clarity on the regional and sub-regional meaning because an applicant shouldn't have to wait a year to hear from a decision-making body. Commissioner Lamnin said the City needed to decide what it needed and if the desire was for a grocery store, then the City needed to put a grocery store where one was needed. If what the City needed was a regional use, she said, "then let's work together to find that." She urged everyone present to find a tenant for this important area of the community.

Commissioner Loché said if the decision was a popularity contest he didn't know how he would vote, because the opinions were half and half. Just like the other Commissioners, he said he received a lot of emails, letters, and phone calls, and he assured everyone that he read every last one of them. He said that was the least he could do when citizens, workers and residents were willing to take their time to share their opinion and make their voices heard. Commissioner Loché commented that the letters he received contradicted each other when it came to job creation, but the Commission's decision wasn't based on that. He said the Commission was looking at the very, very narrow issue of whether the proposed market met the Zoning Ordinance criteria and whether the 2004 CUP still applied, he said.

Commissioner Loché said he would not be able to support the motion because he agreed that the use did not represent a regional or sub-regional plan. "It's called a neighborhood market for a reason," he said, and the location alone shouldn't change that. Commissioner Loché also agreed with Commissioner Lamnin that the process should not take a year and the City of Hayward needed to work to make the process move seamlessly and produce decisions quicker. He reiterated that he would not be supporting the motion.

Chair Márquez said she struggled with her decision saying there was a lot to read and a lot of content, and she noted that prior to receiving the meeting packet she was contacted by community members, the appellant, and the property owner. When she finally received the packet she said she still had tons of questions that were not answered in the report. Chair Márquez said she knew staff worked hard, but from the community perspective the report left a lot of unanswered questions. She said she visited the site twice and both times when she drove to the back of the property, someone pulled out and almost hit her. Right away, she said, the layout and flow of the parking lot seemed problematic and she commented that traffic was always congested and access was limited. She listed her concerns and said she couldn't comprehend approving the project when the Commission hadn't even seen a business plan. They didn't even know the business hours, she said. Chair Márquez concluded by saying the use had changed dramatically, she didn't have enough information to make an informed decision, and that she wouldn't be supporting the motion.

Speaking to the building owners, Chair Márquez said she was very impressed with their outreach efforts, their candidness, and the quality of their businesses. She agreed the process shouldn't have taken this long.

The motion to deny the appeal did not pass, 3:4:0.

AYES:	Commissioners Faria, Lavelle, McDermott
NOES:	Commissioners Lamnin, Loché, Mendall Chair Márquez
ABSENT:	
ABSTAINED:	

Chair Márquez started to say the decision could be appealed when Assistant City Attorney Conneely said the Commission needed to take final action because the motion did not pass.

MINUTES OF THE SPECIAL MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, April 5, 2012, 7:00 p.m.
777 B Street, Hayward, CA94541

Commissioner Mendall moved that the Commission uphold the appeal and Commissioner Loché seconded the motion. Assistant City Attorney Conneely clarified for the record that Commissioner Mendall's motion was to uphold the appeal based on the comments made by the Commissioners already on record and now part of the findings.

The motion to uphold the appeal passed 4:3:0.

AYES:	Commissioners Lamnin, Loché, Mendall Chair Márquez
NOES:	Commissioners Faria, Lavelle, McDermott
ABSENT:	
ABSTAINED:	

COMMISSION REPORTS

2. Oral Report on Planning and Zoning Matters

Planning Manager Patenaude announced upcoming meeting topics for April.

3. Commissioners' Announcements, Referrals

Commissioner Mendall suggested in light of tonight's hearing a work session be held to discuss regional and sub-regional uses and definitions to help reduce the time it takes for the next application to move through the process.

Commissioner Lamnin agreed that she would also like some clarity but asked staff if a work session would be the most helpful. Director of Development Services Rizk said having a definition in the Zoning Ordinance for both regional and sub-regional was the obvious answer and if the majority of Commission wanted to have a work session the proposed definition could be forwarded to the City Council for consideration.

Regarding the one year processing time for the project, Mr. Rizk commented that he issued a letter in May of last year and didn't receive a response until December, so for over six months it was in their court.

Saying it was likely that the decision tonight would be appealed, Assistant City Attorney Conneely said that if the Commission decided to hold a work session to discuss the definition of regional and sub-regional, they should wait until after the Council had made a decision. Chair Márquez asked staff to note that the Commission would like to come back to the matter after Council made its decision. Commissioner Mendall said he didn't hear enough Commissioners saying they wanted to hold a work session. Commissioner McDermott said she was interested and then commented that she specifically looked at the dates on the letters and she noted that Walmart submitted the application in March of 2011 and in May Mr. Rizk responded that the City needed more information. Commissioner McDermott noted that in fairness to Mr. Rizk it was important to recognize.

APPROVAL OF MINUTES

4. January 26, 2012 unanimously approved with minor changes
March 8, 2012 approved with minor changes with Loché and Lavelle abstaining

ADJOURNMENT

Chair Márquez adjourned the meeting at 11:08 p.m.

APPROVED:

Sara Lamnin, Secretary
Planning Commissioner

ATTEST:

Suzanne Philis, Senior Secretary
Office of the City Clerk

CITY OF
HAYWARD
HEART OF THE BAY

DATE: April 5, 2012

TO: Planning Commission

FROM: Development Services Director

SUBJECT: Appeal of Planning Director's determination that a proposed Walmart Market Grocery Store at the 34,000-square-foot Building Formerly Occupied by Circuit City is a Permitted Use Consistent with Conditional Use Permit No.PL 2004-0039; the 5.14-acre site is located at 2480 Whipple Road, in an Industrial (I) Zoning District

RECOMMENDATION

Staff recommends that the Planning Commission adopts the attached findings determining that the proposed market is categorically exempt from environmental analysis pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act guidelines and upholding the Planning Director's approval of the proposed Walmart Market as a permitted use that is consistent with Conditional Use Permit No. PL 2004-0039.

BACKGROUND

The 5.14-acre retail center site, located at the intersection of Whipple Road and Industrial Boulevard, is in the Industrial (I) Zoning District at the southern gateway to Hayward (Attachment XIX). The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways (Industrial and Whipple), access to I-880, and high visibility. Commercial retail development is allowed in the Industrial District on minimum four-acre parcels visible from the freeway, with the approval of a conditional use permit and subject to the following criteria: "Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92."

History of Relevant Zoning Ordinance Provisions – The Zoning Ordinance does not define "regional" or "sub-regional" uses or marketing base. Staff has conducted extensive research on the Zoning Ordinance related to the Industrial Zoning District language that is applicable to this site. In summary, the current provisions quoted above regarding the regional or sub-regional criteria were developed with comprehensive Zoning Text Changes in 1995 and 1999. Minutes and staff reports from the July 28, 1994 Planning Commission meeting, the December 20, 1994 City Council meeting, the September 10, 1998 Planning Commission work session, the September 15, 1998 City Council work session, the April 1, 1999 Planning Commission work session, the April 4, 1999 City Council work session, the July 15, 1999 Planning Commission

meeting, and the July 29, 1999 City Council meeting do not indicate the intent or definition of "regional" or "sub-regional". The 1995 revisions developed the current language, with the exception of the minimum lot size criterion. The 1999 Code revisions reduced the minimum lot size from eight to four acres, which resulted in the language that exists today. The September 15, 1998 City Council work session staff report contains the following language: "Staff has reviewed the potential for this type of development and has determined that reducing the minimum acreage to four would provide more opportunities for this type of [retail] development along Hayward's freeway frontages in the Industrial District."

Summary of 2004 Action Regarding the Retail Center and Former Circuit City Building - On March 25, 2004, the Planning Commission unanimously approved a conditional use permit and adopted a related environmental document (Mitigated Negative Declaration) to accommodate construction of a retail center on the approximately five-acre site, to include a 34,000-square-foot regional retail building (Circuit City) with two retail shops buildings of 5,100 and 6,000 square feet. The staff report (Attachment I), meeting minutes (Attachment II), and Mitigated Negative Declaration/Initial Study (Attachment III), and are included as attachments to this report. A Union City resident of the adjacent mobilehome park who attended the 2004 Planning Commission hearing subsequently appealed the Planning Commission's approval of this project to the City Council, citing concerns with potential traffic impacts.

The City Council unanimously denied the appeal and approved the conditional use permit on April 20, 2004. The staff report (Attachment IV), meeting minutes (Attachment V), and associated City Council Resolution (Attachment VI) are attached to this report. The minutes reflect discussion that occurred during the meeting regarding traffic concerns. The conditions of approval associated with the City Council's approval of the conditional use permit are included as Attachment VII to this report, and relate primarily to construction and building/site design issues. Note especially condition #13 related to the accessory "shop" uses on the site, which will be discussed later in this report.

Proposed Walmart Market – The Circuit City store closed in approximately 2009. The space formerly occupied by Circuit City is the major tenant space at the center, and has been vacant since Circuit City left. Building permit applications and plans for tenant improvements at the former Circuit City building for a proposed, unidentified grocery store were submitted on March 23, 2011. In response, the City's Planning Director issued a letter on May 27, 2011 (Attachment VIII), requesting that the proposed grocery store proponent be identified, and that a business plan for the store be provided, which would allow a determination to be made regarding whether the proposed use would be consistent with the Zoning Ordinance land use provisions and existing conditional use permit. In response to the May 27, 2011 letter, a letter dated December 14, 2011 from Walmart's legal counsel was submitted (Attachment IX), as was a letter dated December 21, 2011 from the property owner's legal counsel (Attachment X), which requested issuance of the building permits and provided reasons for such request. The two attached letters describe the negative impacts on the retail center and accessory businesses in the center associated with the vacancy of the *Circuit City* building.

The Planning Director subsequently issued a letter dated January 19, 2012 (Attachment XI), approving the proposed Walmart market and determining that such use would serve a regional or sub-regional marketing base and would be consistent with the conditional use permit approved in 2004 for the center. This decision was appealed on February 3, 2012, by John Nunes of United

Food and Commercial Workers Local Union 5 and Desirae Schmidt, a resident of the unincorporated Cherryland area (Attachment XII). The appellants contend that the Director's approval "is not consistent with the original conditional use permit (Conditional Use Permit Number PL-2004-0039) or the City of Hayward Zoning Code/Ordinance for the former Circuit City building located at 2480 Whipple Road, and therefore not an allowed use."

The appeal is the subject of the scheduled public hearing before the Planning Commission.

DISCUSSION

Walmart Market Description – In line with growing trends that see an increase in the number of smaller markets, versus mega superstores, Walmart is expanding its smaller market concept into west coast territories. With markets averaging 42,000 square feet, this business model envisions stores that are about one-fifth the size of a Walmart Supercenter. First opened in 1998, there are now 168 Walmart Markets, each employing about 95 associates. There are no Walmart Markets currently on the west coast, though several are proposed, including stores in Pleasanton and Dublin in the Bay area. The Pleasanton Walmart store is proposed in a former Nob Hill market space and was recently approved by the Planning Director there. An appeal to that decision was denied by the Pleasanton Planning Commission on March 19, 2012. The first Walmart Markets along the west coast are anticipated to open this summer in Beaverton, Oregon, and in Bellevue, Washington.

As stated in Attachment IX, the proposed market at the Whipple Road center will sell approximately 24,000 different products, including a wide range of grocery, pharmaceuticals, health and wellness items, and frequently purchased general merchandise consumables. The products sold at a typical Walmart Market include fresh produce, deli foods, meat and dairy products, bakery items, frozen foods, canned and package goods, dry goods and staples, condiments and spices, health and beauty aids, pet supplies, stationery and paper goods, and household supplies. The market will also offer free "site to store" service where customers can order Walmart Market products, as well as Walmart general retail products, from their homes and pick up their items in the Walmart Market store (http://www.walmart.com/cp/Site-to-Store/538452?adid=15000000000000006858130). This service increases the market's retail base and range of services, which are not typically offered at a grocery store or supermarket.

The Planning Director determined that the proposed use is consistent with the previously-approved use permit for the retail center. In deciding whether to uphold the decision of the Planning Director, the Planning Commission should consider the following:

1. Does the proposed market meet the Zoning Ordinance criterion requiring "sale of retail goods with a regional or sub-regional marketing base"?
2. Is the proposed use consistent with Conditional Use Permit PL-2004-0039 that was approved in 2004 for the retail center?

Determination that the Proposed Market Would Serve a Regional or Sub-Regional Marketing Base – As indicated previously in this report and in Attachment XI, the Zoning Ordinance does not define regional or sub-regional serving uses. To determine whether the proposed use would be considered as serving a regional or sub-regional market, the Planning Director considered the following:

1. As indicated on pages 2 and 3 of Attachment IX, the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880. Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets.

2. The existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   > "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

Retail uses listed in Zoning Ordinance Section 10-1.1315(a)(5) (Central Business District) include antique store, appliance store, art and art supplies store, bakery, bicycle shop, bookstore, camera store, card shop, carpet/drapery store, clothing store, coffee/espresso shop, delicatessen, fabric store, floral shop, furniture store, garden supplies store, gift shop, hardware store, jewelry store, locksmith shop, music store, nursery (plant), paint/wallpaper store, pet grooming shop, pet store, plumbing and heating store, restaurant (where not abutting a residential district or property and no bar), sporting goods store, stationary store, **supermarket**, theater (Small Motion Picture or Live Performance only), toy store, variety store, and video sales and rental store.

Given that condition #13 identifies such listed uses, including supermarkets, by reference to the Central Business District, as being potentially considered to have a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base, especially given the "site to store" service offered.

Also, the California Planning Roundtable[1] defines regional as "[p]ertaining to activities or economics at a scale greater than that of a single jurisdiction, and affecting a broad geographic area." Given the site location, the size of the proposed store that is larger than a local

[1] The California Planning Roundtable (CPR) is an organization of experienced planning professionals who are members of the American Planning Association (APA). Membership is balanced between the public and private sectors, and between Northern and Southern California. The mission of the Roundtable is to provide a forum for prominent planners to exercise creativity and leadership in promoting understanding of California's critical public policy issues, and recommending action.

neighborhood convenience market (typically less than 2,000 square feet), and the "site to store" feature offered, staff is of the opinion that the use would meet the Zoning Ordinance criterion of serving a regional or sub-regional marketing base.

Determination that the Proposed Use is Consistent with the Existing Conditional Use Permit - Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies a space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, if the proposed expansion or remodeling are minor in nature and will not materially alter the character or appearance of the property or area, then further use permit approval is not required. The applicant's proposed tenant improvements meet both these criteria.

Also, the proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of the existing conditional use permit would still be valid and applicable (see discussion below regarding potential traffic impacts) without the need for further modification.

Environmental Review – There is no reasonable possibility that the proposed grocery store will have a significant effect on the environment; therefore, the project is exempt from California Environmental Quality Act (CEQA) review, pursuant to Section 15301 of the CEQA Guidelines (Existing Facilities).

Staff has analyzed the potential impacts associated with the proposed market, which includes tenant improvements to an existing building, and has determined that the Mitigated Negative Declaration (MND) adopted in 2004 by the City Council associated with the retail center and the former Circuit City store addresses such potential impacts (see Attachment III, Mitigated Negative Declaration, Initial Study, and Mitigation Monitoring and Reporting Program) without the need for further environmental review. The MND identified potential impacts and imposed mitigation measures related to air quality, geology/soils, and transportation/traffic. Regarding air quality, the proposed project does not trigger the Bay Area Air Quality Management District's 2011 Guidelines screening thresholds for air quality impact analysis. Geology/soils impacts were addressed with mitigation measures regarding constriction of the center's buildings.

Regarding traffic impacts, the City's Transportation Manager has analyzed the potential impacts of traffic associated with the market and determined that such impacts would be insignificant regarding levels of service of surrounding intersections and that the traffic study prepared for the 2004 Mitigated Negative Declaration is applicable to this project without the need for further traffic analysis or mitigation (see memo, Attachment XIII). The attached memo indicates that the proposed market would be expected to generate an additional 213 PM peak hour trips above the development with the *Circuit City* store. Such analysis indicates that the I-880/Industrial Parkway SW/Whipple Road intersection would experience an additional delay of 1.2 seconds in the PM peak hour (not 4.2 seconds (typo) as noted in the attached memo), the Whipple Road intersection at the entrances to Target and this center would experience a delay of 0.6 seconds, and the Wiegman Road intersection on Whipple Road would experience no additional delays, and that such delays would allow the intersections to continue to operate at level of service D or better. The memo further indicates that, "…none of the intersections fell below an LOS (level of service) D with the proposed grocery store so we can conclude that the grocery store, as

proposed, will not cause traffic to increase to any extent that would warrant an additional study. Hence, the previous traffic study is still valid." The 2004 traffic study is included as Attachment XIV to this report.

PUBLIC CONTACT

Staff sent 43 notices of the Planning Director's January 19, 2012 approval decision to the project proponents, interested parties, and property owners and tenants within 300 feet of the project parcel boundaries on January 20, 2012 (see Notice of Decision, Attachment XV). In response to the appeal of the Planning Director's decision filed on February 3, 2012, staff sent 51 notices of this public hearing to the appellants, project proponents, interested parties, and property owners and tenants within 300 feet of the project parcel boundaries on March 23, 2012 (see Notice of Hearing, Attachment XVI).

Additionally, staff has received a number of e-mails and correspondence regarding the proposed market. Attachment XVII includes copies of correspondence in support of the project, including correspondence from owners of businesses within the retail center and adjacent to it, and Attachment XVIII includes correspondence against the proposed market. Most correspondence in support of the proposed market cite the benefits the market would bring in terms of jobs and benefits of a market to the area, while those that express opposition indicate negative impacts of Walmart on other markets in the area.

NEXT STEPS

The Planning Commission's decision is subject to appeal by any interested party or call-up by a Council member to the City Council. Should the Commission render a decision on the appeal, such action will be subject to a 10-day appeal/call-up period. Should the Commission make a determination at this hearing, the appeal/call-up period will expire at 5:00 pm on Monday, April 16.

Prepared and Approved by:

_____

David Rizk, AICP, Development Services Director

Attachments

Attachment I:	March 25, 2004 Planning Commission staff report
Attachment II:	March 25, 2004 Planning Commission meeting minutes
Attachment III:	2004 Mitigated Negative Declaration/Initial Study/Mitigation Monitoring and Reporting Program for the Circuit City Retail Center
Attachment IV:	April 20, 2004 City Council staff report
Attachment V:	April 20, 2004 City Council meeting minutes
Attachment VI:	City Council Resolution 04-053
Attachment VII:	Conditional Use Permit No. 2004-0039 Conditions of Approval
Attachment VIII:	May 27, 2011 letter from Planning Director David Rizk to Daniel H. Temkin, Hayward 880, LLC
Attachment IX:	December 14, 2011 letter from Judy Davidoff of Sheppard, Mullin, Richter & Hampton, LLP, representing Wal-Mart Stores, Inc.
Attachment X:	December 21, 2011 letter from Kristina Lawson of Manatt, Phelps & Phillips, LLP, representing property owner Hayward 880, LLC
Attachment XI:	January 19, 2012 determination letter from Planning Director David Rizk to Daniel H. Temkin, Hayward 880, LLC
Attachment XII:	February 3, 2012 appeal letter from John Nunes and Desirae Schmidt
Attachment XIII:	January 6, 2012 memorandum from Hayward Transportation Manager Don Frascinella
Attachment XIV:	March 3, 2004 Revised Draft Traffic Impact Study by Kimley-Horn and Associates, Inc., titled, “Electronic Superstore and Retail Center City of Hayward, CA”
Attachment XV:	Notice of January 19, 2012 Planning Director decision
Attachment XVI:	Notice of April 5, 2012 Planning Commission public hearing
Attachment XVII:	Correspondence received from the public in support of the project
Attachment XVIII:	Correspondence received from the public in opposition to the project
Attachment XIX:	Zoning Area Map

RECEIVED

APR 1 3 2012

PLANNING DIVISION

April 16, 2012

Richard Patenaude
Planning Manager
City of Hayward
777 B Street
Hayward, CA 94541

Dear Mr. Patenaude,

Pursuant to sections 10-1.2845 and 10-1.3245 of the Hayward Municipal Code, and all applicable law, the community hereby appeals the April 5, 2012 decision of the City of Hayward Planning Commission that the proposed grocery/supermarket use at 2480 Whipple Road is inconsistent with the conditional use permit that was issued in 2004 and continues to govern the site. Accompanying this letter is the City's required appeal fee of $257.00.

In reaching its decision on April 5, 2012, the Planning Commission acted in excess of its jurisdiction, failed to proceed in the manner required by law, and abused its discretion. The Planning Commission ignored established precedent in the City of Hayward, and considered factors not permitted by law to be considered. The decision was arbitrary and capricious, is unsupported by any evidence, and unlawfully modifies the terms of the existing site entitlements. We further believe the decision unnecessarily exposes the City to costly litigation, and ignores the clear desires of the Hayward community.

The community seeks a reinstatement of the Planning Director's determination that the proposed grocery/supermarket use is consistent with the existing conditional use permit and applicable zoning regulations.

Very truly yours,

Jerry Higgins
Spanish Ranch I Mobile Home Park
28363 Murcia Street
Hayward, CA 94544
(510) 410 6893

cc: City Clerk

April 16, 2012

We, the undersigned members of the community of Hayward, hereby join Jerry Higgins' appeal of the Planning Commission's April 5, 2012 decision denying the community a much-needed grocery store at 2480 Whipple Road in Hayward

Phillip M. Lehrman
Eden Roc Mobile Home Park
28320 Armour Street
Hayward, CA 94545

Elenesh Berti
Quizno's Franchisee
363 Blossom Way
Hayward, CA 94541

Roxanne Stone
Wingstop Franchisee
2490 Whipple Road
Hayward, CA 94544

Roy Gordon
Roy Gordon
1269 Stanhope Lane
Hayward, CA 94545

Jodie Gordon
Jodie Gordon
1269 Stanhope Lane
Hayward, CA 94545

Barbara Sacks
Spanish Ranch I Mobile Home Park
1429 Almeria Drive
Hayward, CA 94544

Minh Hoang
Eden Shores
2863 Dune Circle
Hayward, CA 94545

Margie A. Sparaco
Eden Roc Mobile Home Park
28320 Armour Street
Hayward, CA 94545

Patricia Flusche
Secretary
Eden Roc Residents' Association
2827 Armour Street
Hayward, CA 94545

Erin Almond
Owner
Whipple 76
2492 Whipple Road
Hayward, CA 94544

April 16, 2012

We, the undersigned members of the community of Hayward, hereby join Jerry Higgins' appeal of the Planning Commission's April 5, 2012 decision denying the community a much-needed grocery store at 2480 Whipple Road in Hayward.

_____ Phillip M. Lehrman Eden Roc Mobile Home Park 28320 Armour Street Hayward, CA 94545	_____ Etenesh Benti Quizno's Franchisee 363 Blossom Way Hayward, CA 94541
_____ Roxanne Stone Wingstop Franchisee 2490 Whipple Road Hayward, CA 94544	_____ Roy Gordon 1269 Stanhope Lane Hayward, CA 94545
_____ Jodie Gordon 1269 Stanhope Lane Hayward, CA 94545	_____ Barbara Sacks Spanish Ranch I Mobile Home Park 1429 Almeria Drive Hayward, CA 94544
_____ Minh Hoang Eden Shores 2863 Dune Circle Hayward, CA 94545	_____ Margie A. Sparaco Eden Roc Mobile Home Park 28320 Armour Street Hayward, CA 94545
_____ Patricia Flusche Secretary Eden Roc Residents' Association 2827 Armour Street Hayward, CA 94545	_____ Erin Almond Owner Whipple 76 2492 Whipple Road Hayward, CA 94544
_____ Thomas M. Roberts President New England Village Residents' Association 940 New England Village Drive Hayward, CA 94545	_____ David Huang, AIA President Eden Shores Homeowners' Association 2746 Plover Court Hayward, CA 94545
_____ Joshua Liang Owner Ono Hawaiian Barbecue 2472 Whipple Road #4 Hayward, CA 94544	

April 16, 2012

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April 16, 2012

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Founder
Balch Enterprise
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Shirley Crawford Balch
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04/16/12

Tim Lan
Director, Business Development
Ono Hawaiian Barbecue
2472 Whipple Road #4
Hayward, CA 94544

April 16, 2012

Richard Patenaude
Planning Manager
City of Hayward
777 B Street
Hayward, CA 94541

Dear Richard,

As you know, Hayward 880, LLC is the owner of 2480 Whipple Road, and is the applicant for a building permit for a proposed grocery/supermarket at that location. I understand that a number of community leaders have submitted a timely appeal of the April 5, 2012 decision of the City of Hayward Planning Commission that the proposed grocery/supermarket use at 2480 Whipple Road is inconsistent with the conditional use permit that was issued in 2004 and continues to govern the site. Hayward 880, LLC joins the community in its appeal of the Planning Commission's erroneous and misguided decision, for all of the reasons set forth in the appeal letter submitted by Jerry Higgins (which is incorporated herein by reference), and for the reasons set forth below. If there is any additional documentation or information the City requires, please notify Hayward 880, LLC immediately.

According to its appeal, the community seeks a reinstatement of the Planning Director's determination that the proposed grocery/supermarket use is consistent with the existing conditional use permit and applicable zoning regulations. Hayward 880, LLC joins this request. The Planning Commission's determination unlawfully and unreasonably modified the conditional use permit granted for the site in 2004. Hayward 880, LLC and its tenants have relied on the conditional use permit for 8 years, and the Planning Commission's arbitrary and capricious action interferes with Hayward 880, LLC's fundamental vested property rights.

The Planning Commission's decision was <u>not</u> based on the application of the City's existing policies, laws or regulations. Rather, the decision was based on improperly considered concerns about the proposed tenant. Hayward 880, LLC reminds the City that it was the City that first suggested a grocery/supermarket tenant for the site, based on the City's longstanding interpretation of the relevant zoning provisions.

We look forward to discussing this matter in detail with the City Council.

Very truly yours,
Hayward 880, L.L.C.

Daniel H. Temkin

cc: City Clerk

PO Box 249 | Medina, WA 98039 | 425-451-8833 | Fax 425-429-3075

Revised Draft Traffic Impact Study

ELECTRONIC SUPERSTORE AND RETAIL CENTER – CITY OF HAYWARD, CA

3 March 2004

Prepared for:

Batavia Holdings, L.L.C.

Prepared by:

Kimley-Horn and Associates, Inc.

TABLE OF CONTENTS

TABLE OF CONTENTS i

INTRODUCTION 1
Study Methodology 1
Land Use, Site, and Study Area Boundaries 3
Existing and Proposed Site Uses 3
Existing and Proposed Uses in Vicinity of Site 3
Site Access 3
Intersections Included in Analysis 3

EXISTING CONDITIONS 6
Existing Lane Geometry and Traffic Control 6
Existing Traffic Turning Movement Volumes 6
Existing Pedestrian and Bicycle Facilities 6
Existing Transit Service 6

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES 9
Project Trip Generation 9
Project Trip Distribution and Assignment 10

NEAR-TERM CONDITIONS 16
Near-Term Lane Configurations and Traffic Control 16
Near-Term Existing Plus Project Traffic Volumes 16
Traffic Signal Warrant Analysis 16

NEAR-TERM LOS CONDITIONS AND IMPACTS 19
Existing Traffic Conditions 19
Existing Traffic Conditions With Project 19

LONG-TERM CONDITIONS 20
Long-Term Lane Geometry and Traffic Control 20
Long-Term Cumulative Forecast (No Project) 20
Long-Term Cumulative Forecast Plus Project Traffic Volumes 22
Traffic Signal Warrant Analysis 22

LONG-TERM LOS CONDITIONS AND IMPACTS 22
Long-Term Traffic Conditions Without Project 26
Long-Term Traffic Conditions With Project 26

SITE ACCESS AND ON-SITE CIRCULATION 27

VEHICLE QUEUING 27

TRAFFIC SIGNAL COORDINATION **29**

EVALUATION OF FINDINGS AND RECOMMENDED MITIGATION **29**
Near-Term 29
Long-Term 30

APPENDIX

INTRODUCTION

Kimley-Horn and Associates, Inc was retained by Batavia Holdings, L.L.C. to prepare a traffic impact study (TIS) for a retail shopping center development proposed to be located in Hayward, CA near the intersection of Whipple Road and Industrial Parkway SW. It is proposed that the site be developed with a single tenant retail building and two smaller retail stores. The single tenant building is anticipated for an electronics superstore and the two smaller buildings are planned for specialty retail uses.

The site is located on the present site of an intermodal trucking facility and adjacent to an existing Union 76 gas station and Shurgard mini-storage facility, and across the street from a Target store.

When constructed, the retail center will displace the trucking facility and improve the existing driveway access to Whipple Road. It is proposed that the access for this project be relocated directly across from the Target Driveway on Whipple Road.

This traffic study was prepared based on discussions with, and criteria set forth by, the City of Hayward and is consistent with the recently approved TIS for the Target Store (Hayward Retail Center). The purpose of this study is to address the traffic and transportation effects of the proposed retail development on the surrounding street system.

Study Methodology

Development Conditions

The traffic study was based on the following development conditions:

- Existing Conditions – Based on current traffic counts, existing roadway geometry, and existing development conditions.
- Existing Plus Project Traffic Conditions – Based on existing traffic volumes and traffic generated by the proposed project. Includes roadway improvements anticipated to be completed before or the same time as the project.
- Cumulative Long-Term Conditions Without Project – Based on 2025 traffic forecast data without the project. Includes roadway improvements anticipated to be completed by the year 2025.
- Cumulative Long-Term Conditions With Project – Based on 2025 traffic forecast data with the project. Includes roadway improvements anticipated to be completed by the year 2025 and any project-related improvements,

Operating Conditions and Criteria

Operating conditions experienced by drivers are described in terms of Level of Service (LOS), which is a qualitative measure of factors such as delay, speed, travel time, freedom to maneuver, and driving comfort and convenience. Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance. LOS D or better was used as the criteria for satisfactory operation at intersections within the study area; however, poorer levels of service may be permitted in locations due to costs of mitigations or other unacceptable impacts.[1]

Table 1 relates the operational characteristics associated with each level of service category for both signalized and unsignalized intersections. Table 1 delay thresholds are based on the 1994 Highway Capacity Manual methodology as per the City of Hayward's Requirements for Traffic Studies.

Table 1 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 5	≤ 5
B	Stable traffic. Traffic flows smoothly with few delays.	> 5– 15	> 5 – 10
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 15 – 25	> 10 – 20
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 25 – 40	> 20 – 30
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 40 – 60	> 30 – 45
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 60	> 45

Source: Transportation Research Board, *Highway Capacity Manual 1994*, National Research Council, 1994.

Traffic analyses were completed using Traffix and Synchro software. Traffix was used to determine intersection level of service at all intersections and Synchro was used to evaluate vehicle queuing and optimize traffic signal timing. Both software platforms are based on the methodology of the *Highway Capacity Manual*.

[1] City of Hayward Transportation/Development Section, Requirements for Traffic Studies, May 2003.

Land Use, Site, and Study Area Boundaries

The project is proposed to be located on approximately 4.9 acres in Hayward, CA. The area as shown in **Figure 1** is located south of Whipple Road and just east of the Interstate 880 freeway.

Existing and Proposed Site Uses

As noted previously, the site is currently used for a truck terminal that will be replaced by the proposed retail center. It is adjacent to an existing gas station, mini-storage facility and across the street from a Target store.

Figure 2 shows the proposed layout of the retail center project. As seen in the figure, Shops B (6,000 square feet) is located near the Whipple Road site frontage. Shops A (4,400 square feet) and the Major Retail building (33,862 square feet) are located near the rear of the property.

Existing and Proposed Uses in Vicinity of Site

Land areas adjacent to the site are identified in the Hayward General Plan as industrial; however, many of the nearest uses are currently used for retail and commercial purposes. Immediately west of I-880 is used for intense retail development.

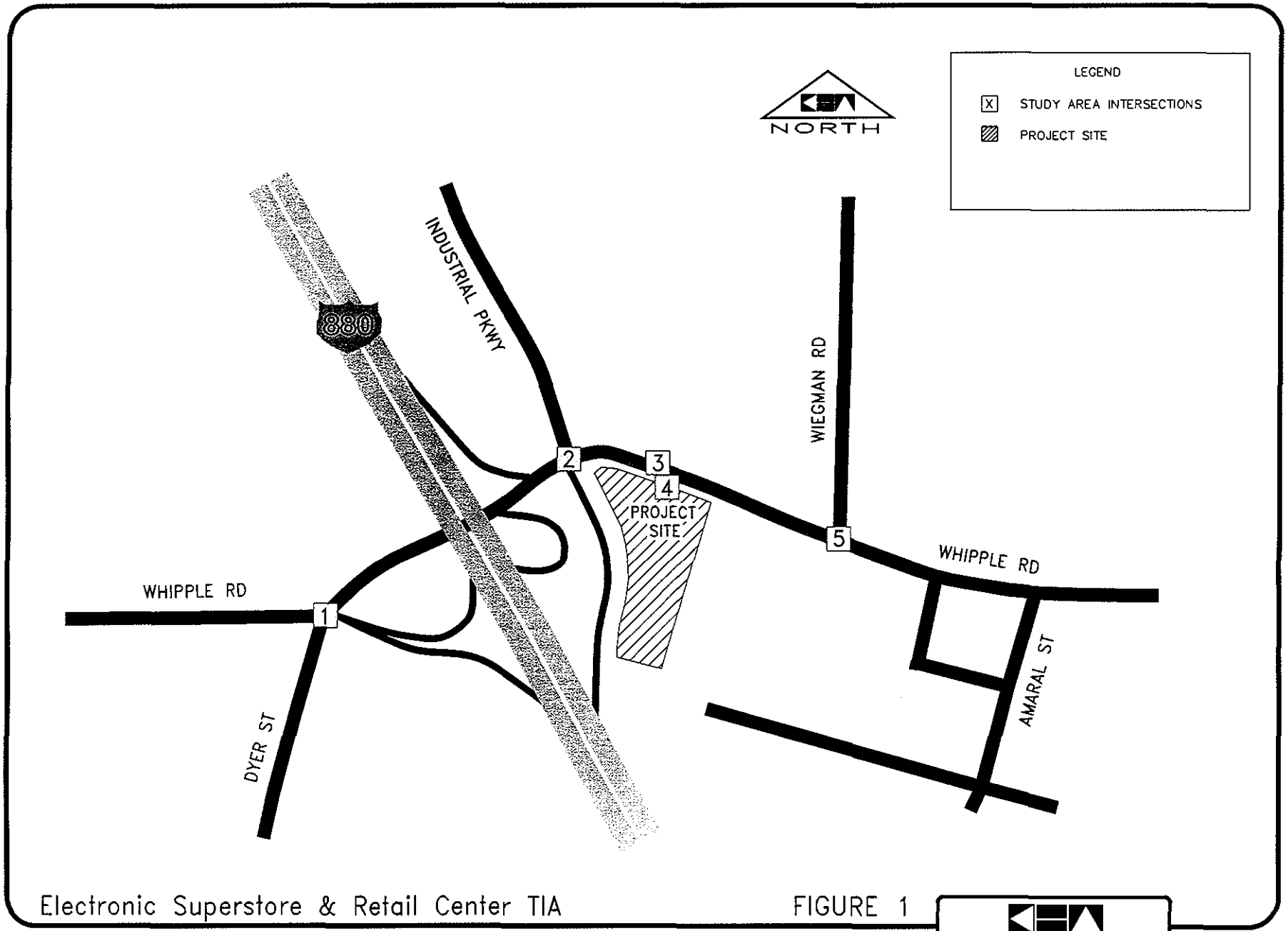
Site Access

Primary access to the site is proposed from a new driveway on Whipple Road across from the existing Target driveway. A secondary access is also proposed between an existing Union 76 driveway and the primary project driveway. The secondary driveway primarily serves the Shops B building and its small parking lot.

Intersections Included in Analysis

The proposed project will generate new vehicular trips that will impact the nearby street network. To assess changes in traffic conditions associated with the project, the following major intersections, illustrated in **Figure 1**, were evaluated in this traffic study:

1. Whipple Road/Dyer Street/SB I-880 Ramps
2. Whipple Road/Industrial Parkway SW/NB I-880 Ramps
3. Whipple Road/Target Driveway/Future Main Project
4. Whipple Road/Existing Shurgard Driveway
5. Whipple Road/Wiegman Road

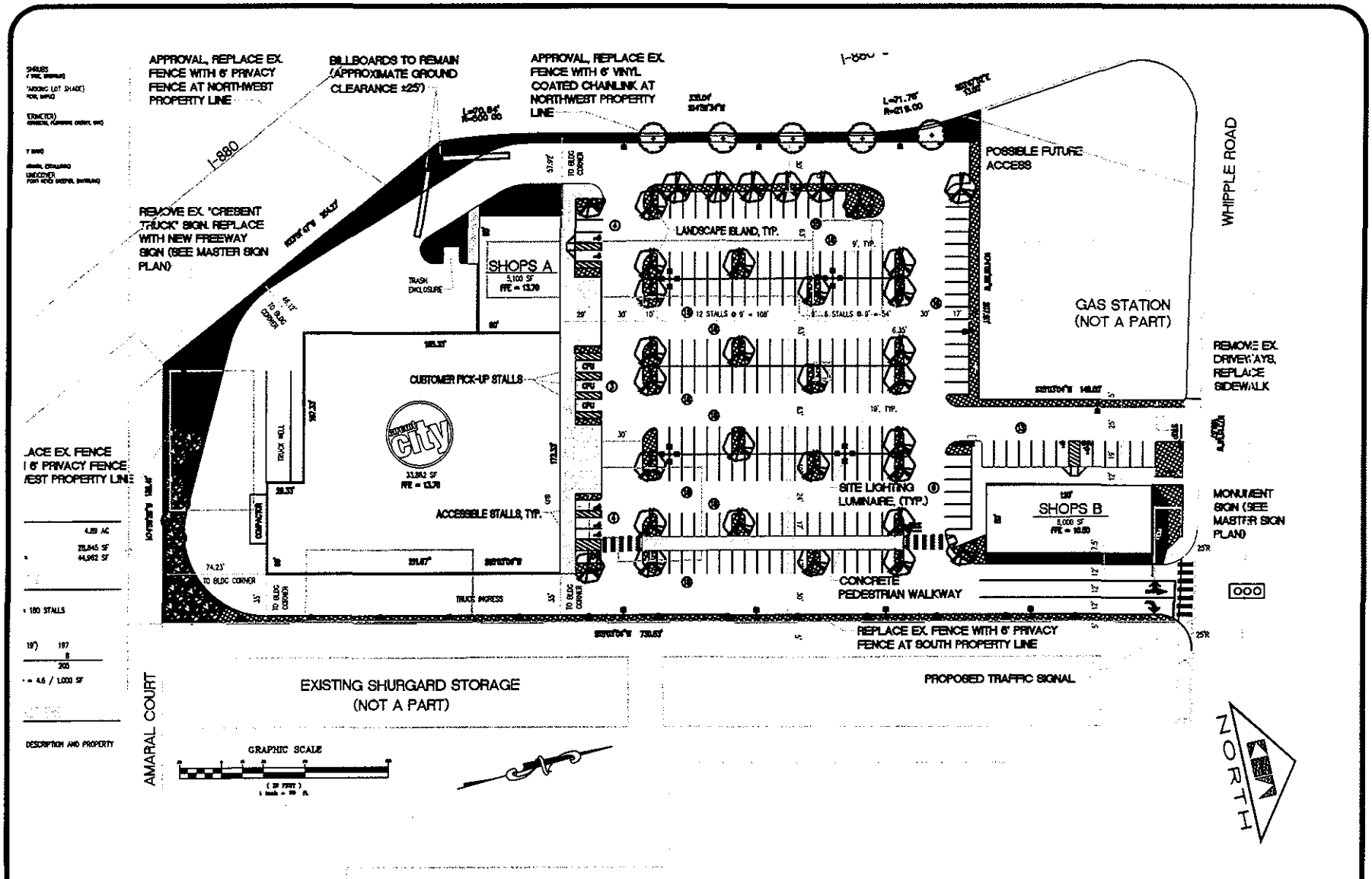


Electronic Superstore & Retail Center TIA

FIGURE 1

PROJECT LOCATION + STUDY INTERSECTIONS

Kimley-Horn and Associates, Inc.



Electronic Superstore & Retail Center TIA

FIGURE 2

PROPOSED PROJECT SITE PLAN

Kimley-Horn and Associates, Inc.

EXISTING CONDITIONS

Existing Lane Geometry and Traffic Control

Existing intersection lane configurations and traffic control at study intersections are illustrated in **Figure 3**. Traffic signals are located at:

- Whipple Road/Dyer Street/SB I-880 Ramps
- Whipple Road/Industrial Parkway SW/NB I-880 Ramps
- Whipple Road/Wiegman Road

Other intersections are controlled by stop signs on the minor street approaches.

Existing Traffic Turning Movement Volumes

Weekday intersection turning movement volumes were collected at project study area intersections on 15 January 2004 and are shown in **Figure 4**. Volumes were collected during the AM and PM peak periods of the day. Traffic volume data sheets are available in the **Appendix**.

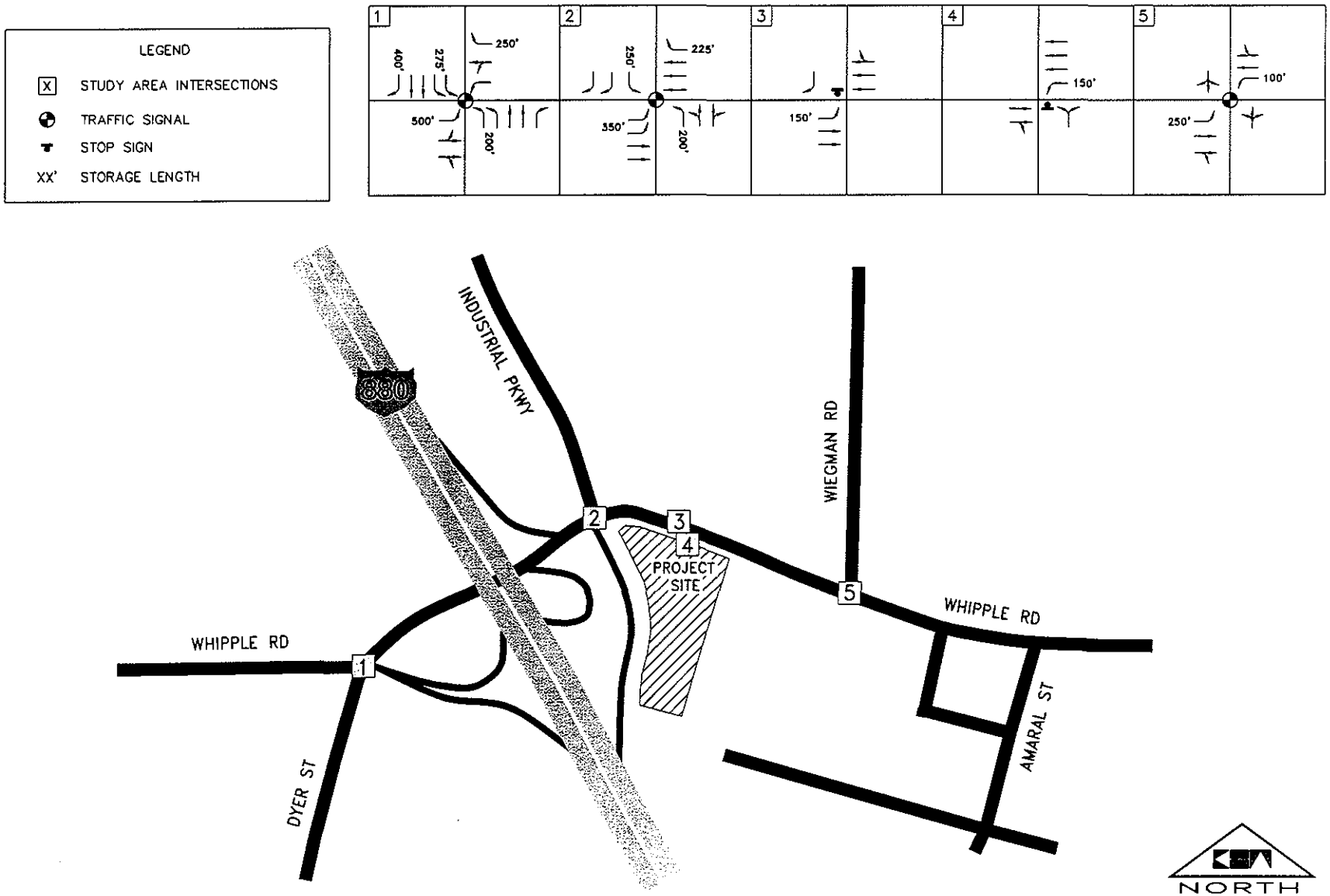
Existing Pedestrian and Bicycle Facilities

There are sidewalks on both sides of Whipple Road near the project site, including along the site frontage.

There are currently no bikeway facilities on Whipple Road at the study intersections and none are planned according to the Hayward Bicycle Master Plan; however, a Class II bike lane is planned for Industrial Parkway SW in the future.

Existing Transit Service

Union City Transit operates several bus routes along Whipple near the project site. Routes include Route 2, Route 3, and Route 5. Routes near the project site provide convenient transit connections to many areas of Union City. Union City Transit is Union City's own bus system operating within the city limits. Routes are coordinated with BART trains, AC Transit, and the Dumbarton Express to areas outside of the City. Main transfer points are at the Union City BART station and Alvarado & Dyer. In addition, Alameda County Transit operates Route 210 that provides a connection from the South Hayward BART station and travels along Fremont Boulevard to Ohlone College.

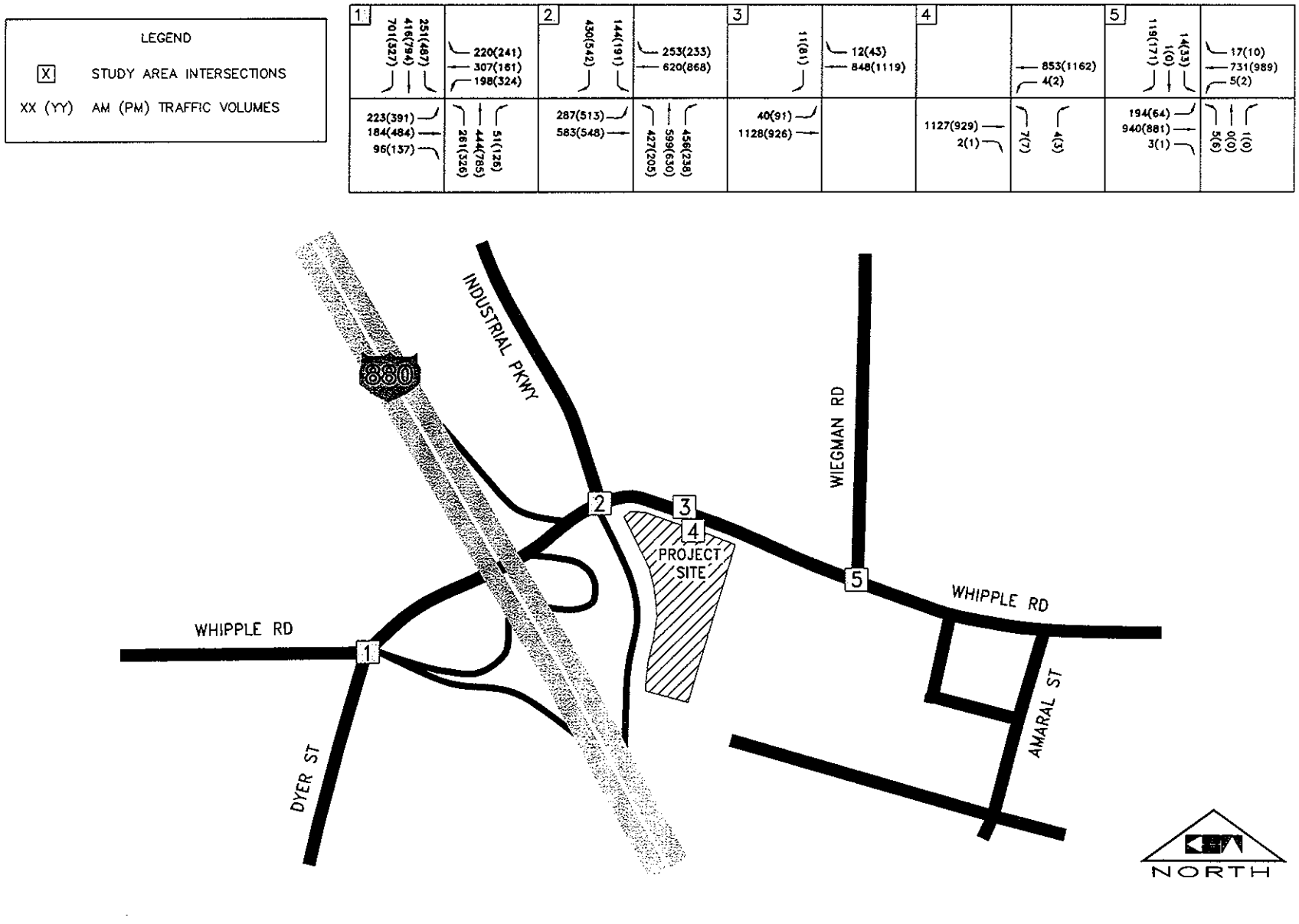


Electronic Superstore & Retail Center TIA

FIGURE 3

EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

Kimley-Horn and Associates, Inc.



Electronic Superstore & Retail Center TIA

FIGURE 4

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley-Horn and Associates, Inc.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

Trip generation for development projects is based on rates contained the Institute of Transportation Engineer's publication *Trip Generation, 7th Edition*. This manual is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations.

Project Trip Generation

Trip generation rates for the retail stores were based on square feet of gross floor area as the independent variable. The Major Retail building was evaluated as Electronic Superstore, ITE Land Use Code 863 and Shops A and Shops B were evaluated as Specialty Retail, ITE Land Use Code 814.

Although the retail uses are expected to create a specific number of vehicle trips, many of the trips will already be on the road and will likely stop as they pass by the site. Thus, a portion of the retail center trips will be attracted from Whipple Road as they pass from their origin to their ultimate destination. These will not be new vehicle trips but are considered to be pass-by trips.

A pass-by reduction was applied to the project trip generation to determine the net new trips expected to be produced by the retail center. Pass-by factors were derived from the Institute of Transportation Engineers *Trip Generation Handbook*. It should be noted that no pass-by rates are currently available for specialty retail uses and only one study detailing pass-by rates was available for electronics superstore. To be conservative, a pass-by rate was applied only to the electronics superstore use and was adjusted downward to 34 percent (instead of 40 percent) which is consistent with conventional shopping center pass-by rates. It is likely that pass-by traffic may also occur for the specialty retail uses; however, because no empirical data was readily available, no additional pass-by reductions were assumed to assure a reasonable yet conservative analysis of impacts.

Furthermore, because the project is proposed to displace an existing truck terminal, trips generated by the truck facility were calculated and removed from the background traffic volumes.

Table 2 summarizes the results of the trip generation analysis, and the pass-by and truck terminal reductions for the site. Additional trip generation calculations are included in the **Appendix**.

Table 2 – Site Trip Generation

LAND USE	Trips						
	Daily*	AM Peak Hour			PM Peak Hour		
	Total	Entering	Exiting	Total	Entering	Exiting	Total
Major Retail (33,862 s.f.)	1525	22	15	37	75	77	152
Shops A (4,400 s.f.)	195	3	2	~~5~~ 6	5	7	~~12~~ 14
Shops B (6,000 s.f.)	266	4	2	6	7	9	16
Subtotal	1986	29	19	48	87	93	180
Major Retail Pass-by Reduction	N/A	N/A	N/A	N/A	26	26	51
Trucking Company Reduction	412	15	23	38	15	18	34
Net New Vehicle Trips	1574	14	-4	10	46	49	95

* Note: Daily and AM pass-by reduction factors were not calculated for the project site; however, daily and AM trips for the site are expected to be lower.

As seen in **Table 2** the project will generate approximately 10 net new AM trips and 95 PM peak hour trips. The relatively low trip generation for the project site is a result of the removal of the existing trucking facility and the 34 percent pass-by trip assumption.

Project Trip Distribution and Assignment

A project distribution was developed based on existing traffic patterns, the distribution assumed in the previous Hayward Retail Center (Target) traffic impact study, and traffic forecast data from the city's traffic model. **Figure 5** shows the traffic distribution assumed in this traffic report.

Based on the assumed trip distribution, new vehicle trips generated by the retail center's traffic were assigned to the street network as shown in **Figure 6**. **Figure 7** shows the pass-by trips expected at the project driveways and **Figure 8** indicates the assumed trip reduction for displacement of the existing trucking facility on the project site. **Figure 9** shows the combined net new project trips associated with the retail center project.

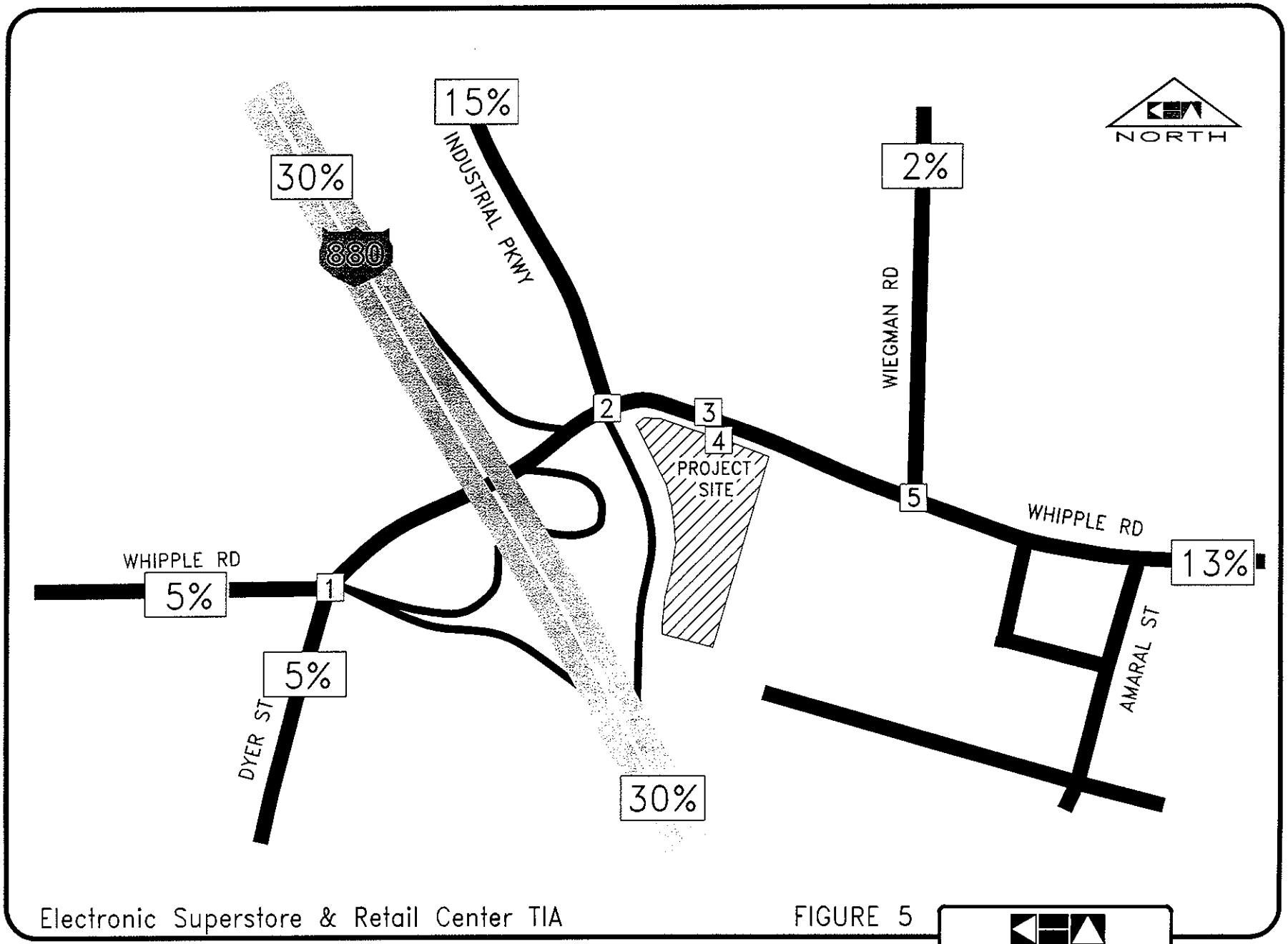


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FIGURE 5

Kimley-Horn and Associates, Inc.

PROJECT TRIP DISTRIBUTION

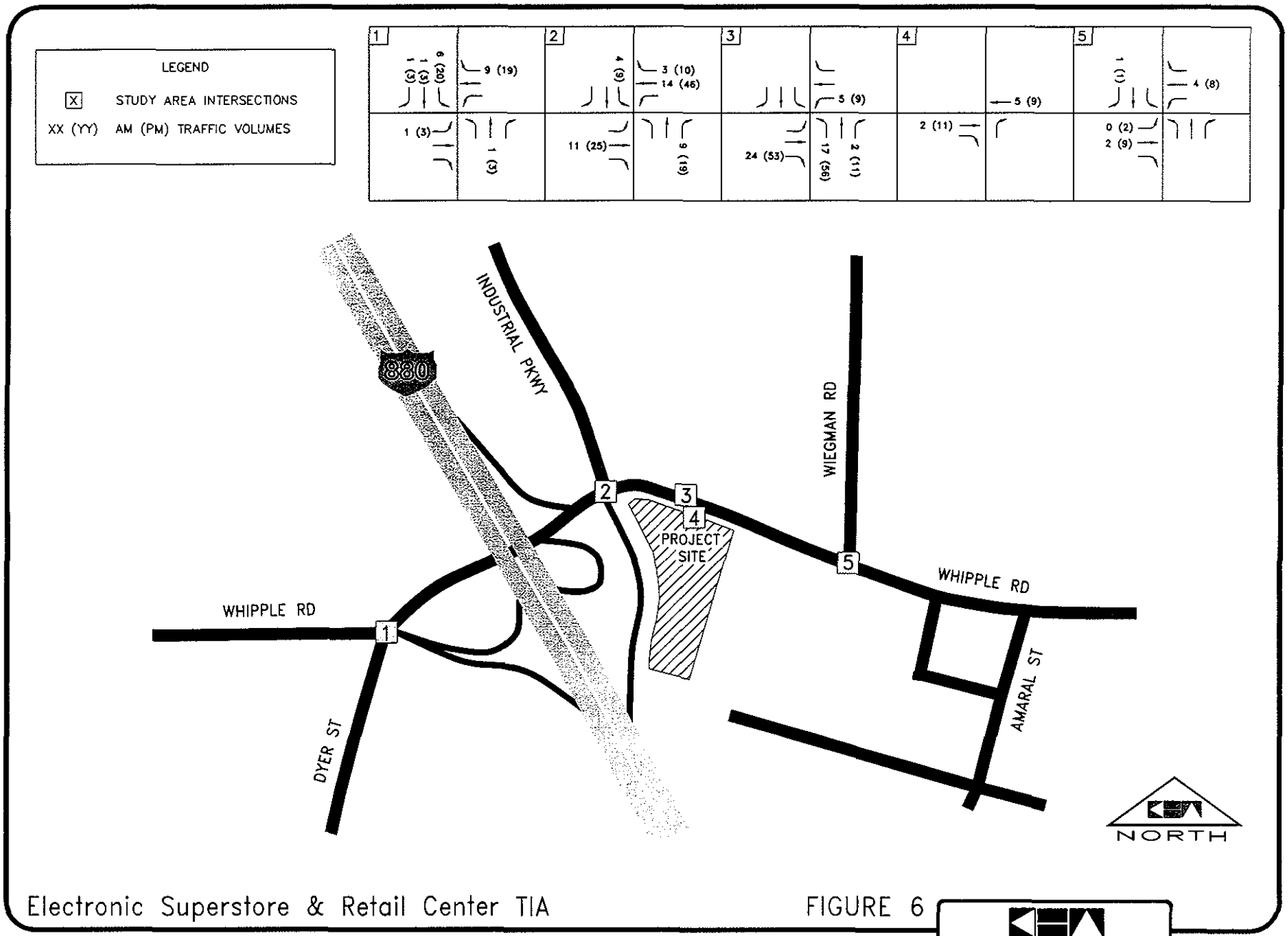

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FIGURE 6

PROJECT GENERATED TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

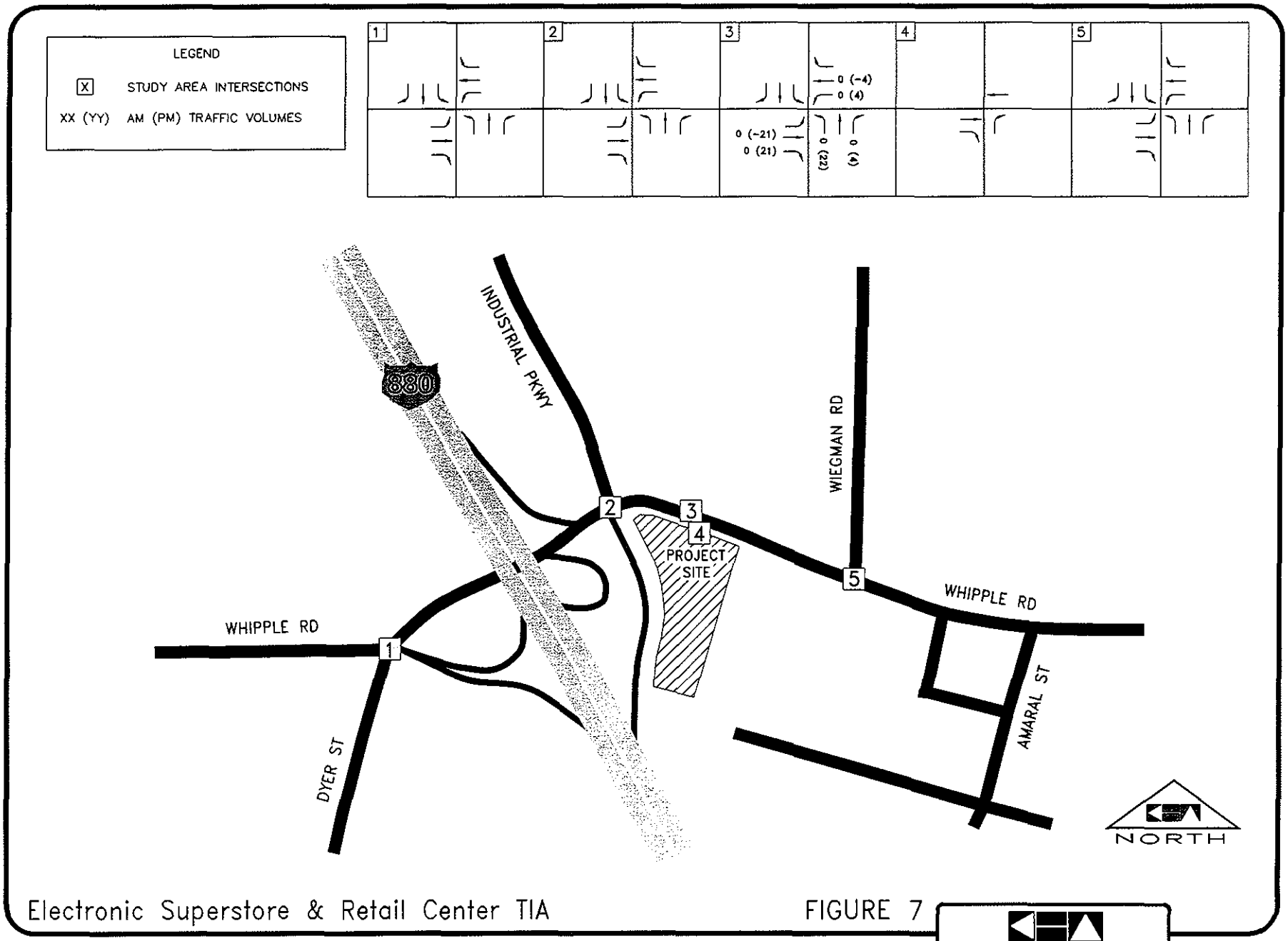

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FIGURE 7

PROJECT PASS-BY TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

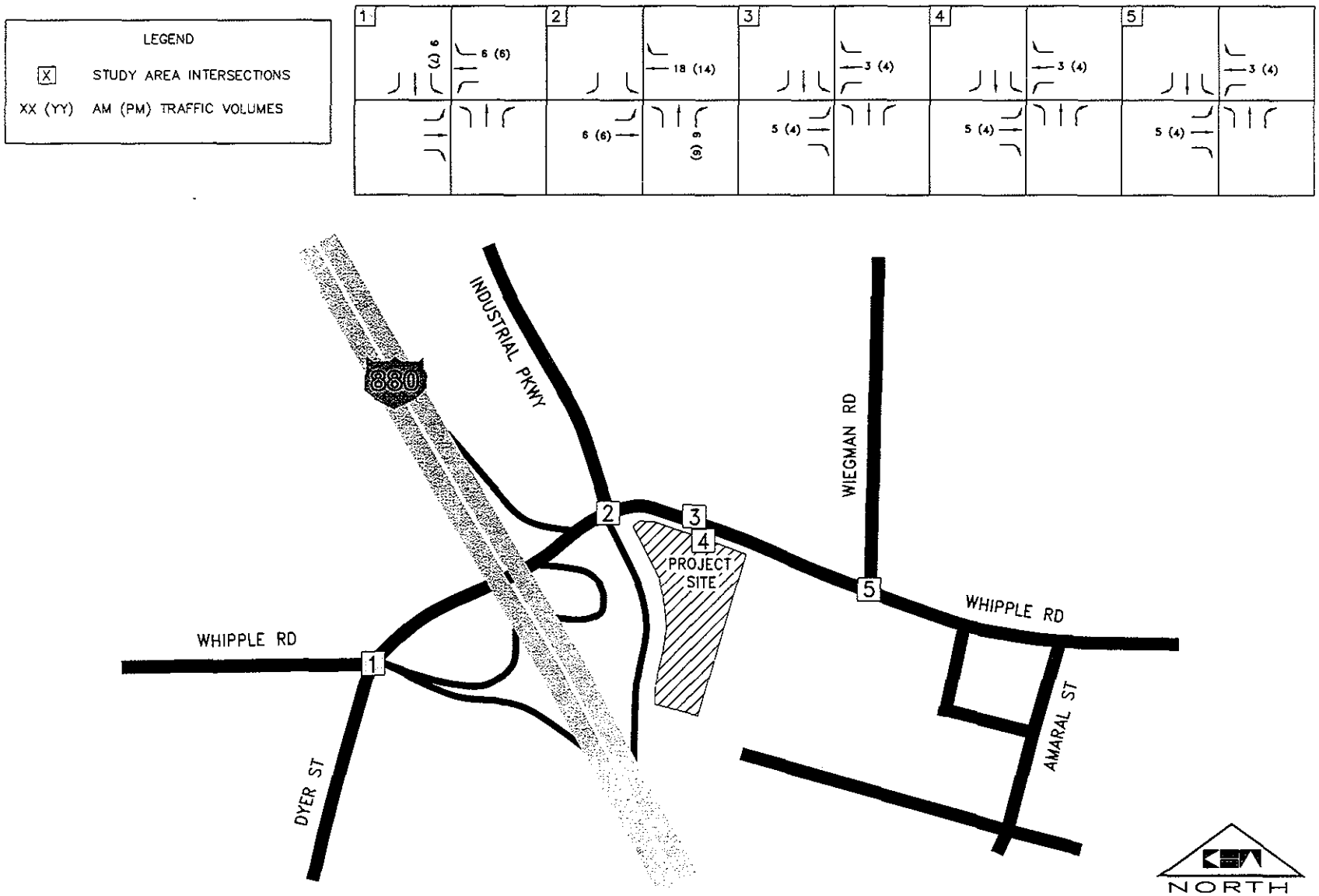

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FIGURE 8

TRUCK TERMINAL TRAFFIC

Kimley-Horn and Associates, Inc.

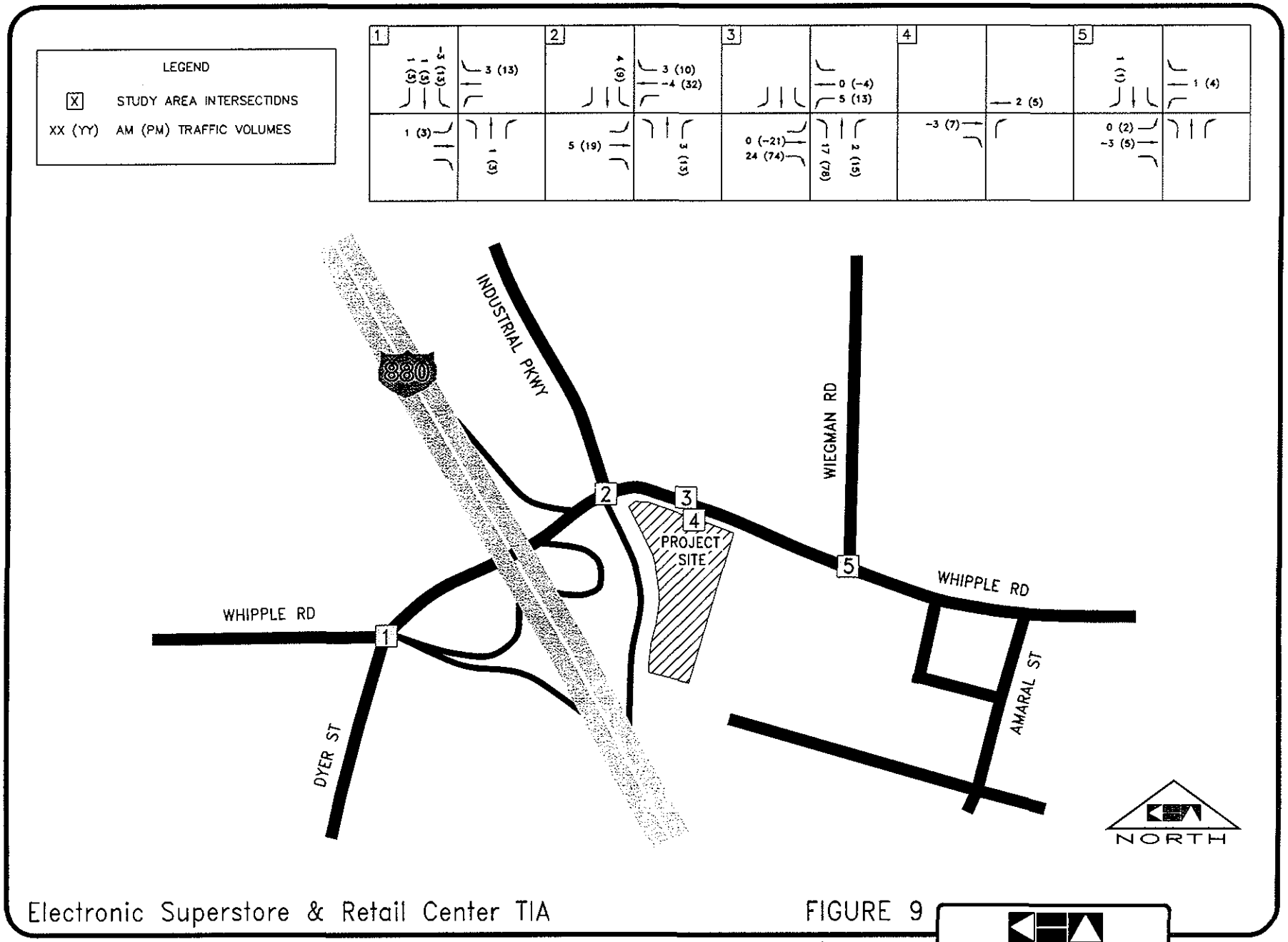

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FIGURE 9

NET NEW TRIPS (PROJECT + PASS-BY - TRUCK TERMINAL)

Kimley-Horn and Associates, Inc.

NEAR-TERM CONDITIONS

Near-Term Lane Configurations and Traffic Control

Figure 10 illustrates the roadway geometry and traffic control expected to be in place at the time that the retail center project is constructed. **Figure 10** assumes that the project access will be combined with the Target access and will function as a signalized intersection.

Near-Term Existing Plus Project Traffic Volumes

Near-term existing traffic volumes were combined with net new vehicle trips expected to be generated by the retail center project and are shown in **Figure 11**. To be conservative, all retail center project volumes were assigned to the main driveway for the analysis. Because a traffic signal at the project driveway could permit left turns from the Target site, new left turn Target volumes were estimated and added to the figure.

Traffic Signal Warrant Analysis

Kimley-Horn checked the Near-Term Existing Plus Project Traffic Volumes at the unsignalized Whipple Road/Target Driveway/Main Project/Shurgard access against the park hour warrant in the 1996 Caltrans Traffic Manual. Traffic signal Warrant #11 – Peak Hour Volume Warrant is satisfied when traffic volumes on the major and minor approaches exceed thresholds for one hour of the day. The warrant applies to traffic conditions during a one hour peak that are sufficiently high such that minor street traffic experiences excessive delay in entering and crossing the street.

Results of the analysis indicate that Warrant #11 will be satisfied at the time the retail center project is constructed.

Other warrants such as for minimum vehicle volumes, interruption of continuous traffic, accident history, school areas, and traffic progression were not evaluated due to insufficient data at the time this report was prepared. It is likely that other warrants are also satisfied. A copy of the warrant analysis summary is included in the **Appendix**.

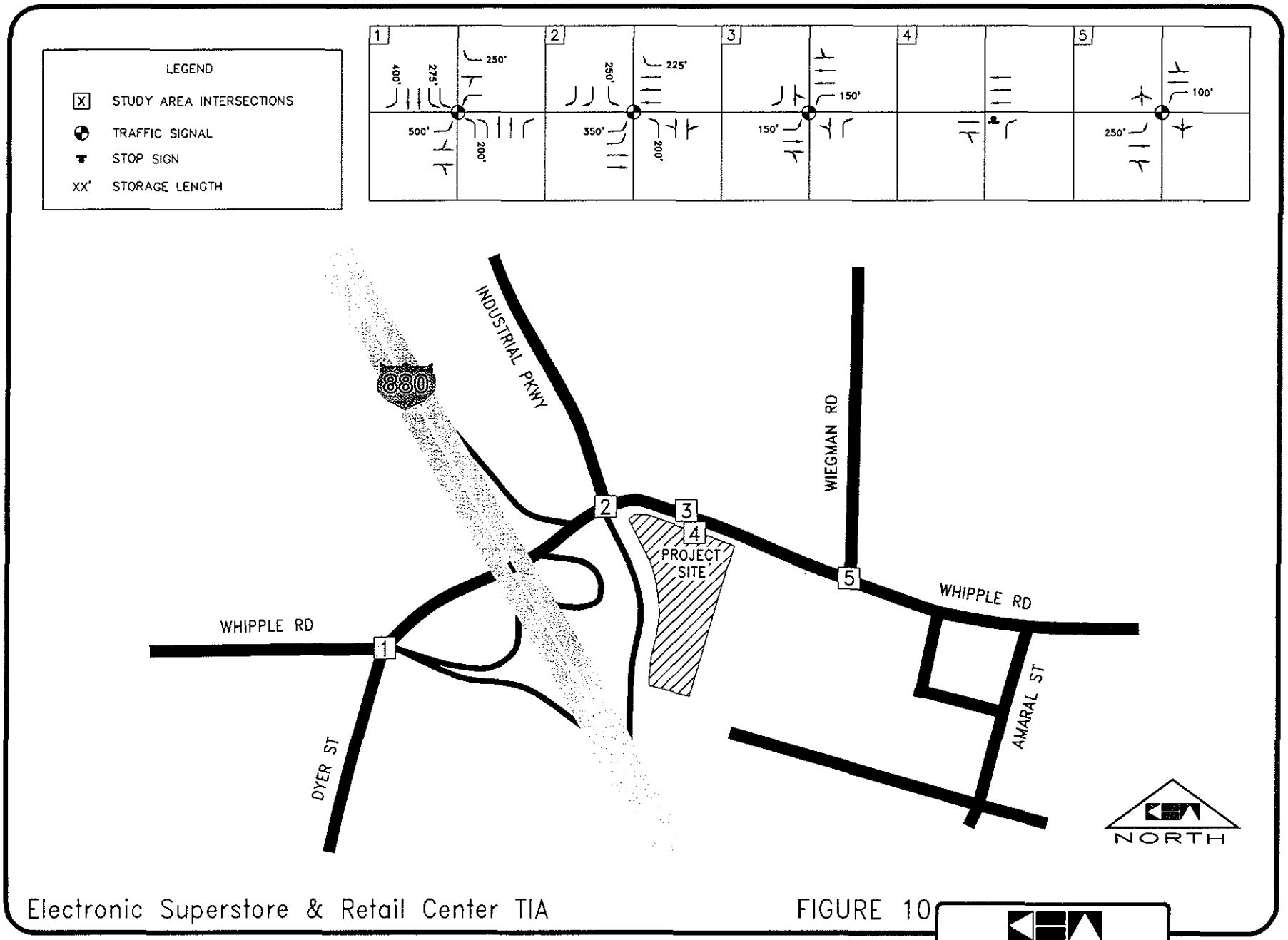

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FIGURE 10

NEAR-TERM LANE GEOMETRY AND TRAFFIC CONTROL

Kimley-Horn and Associates, Inc.

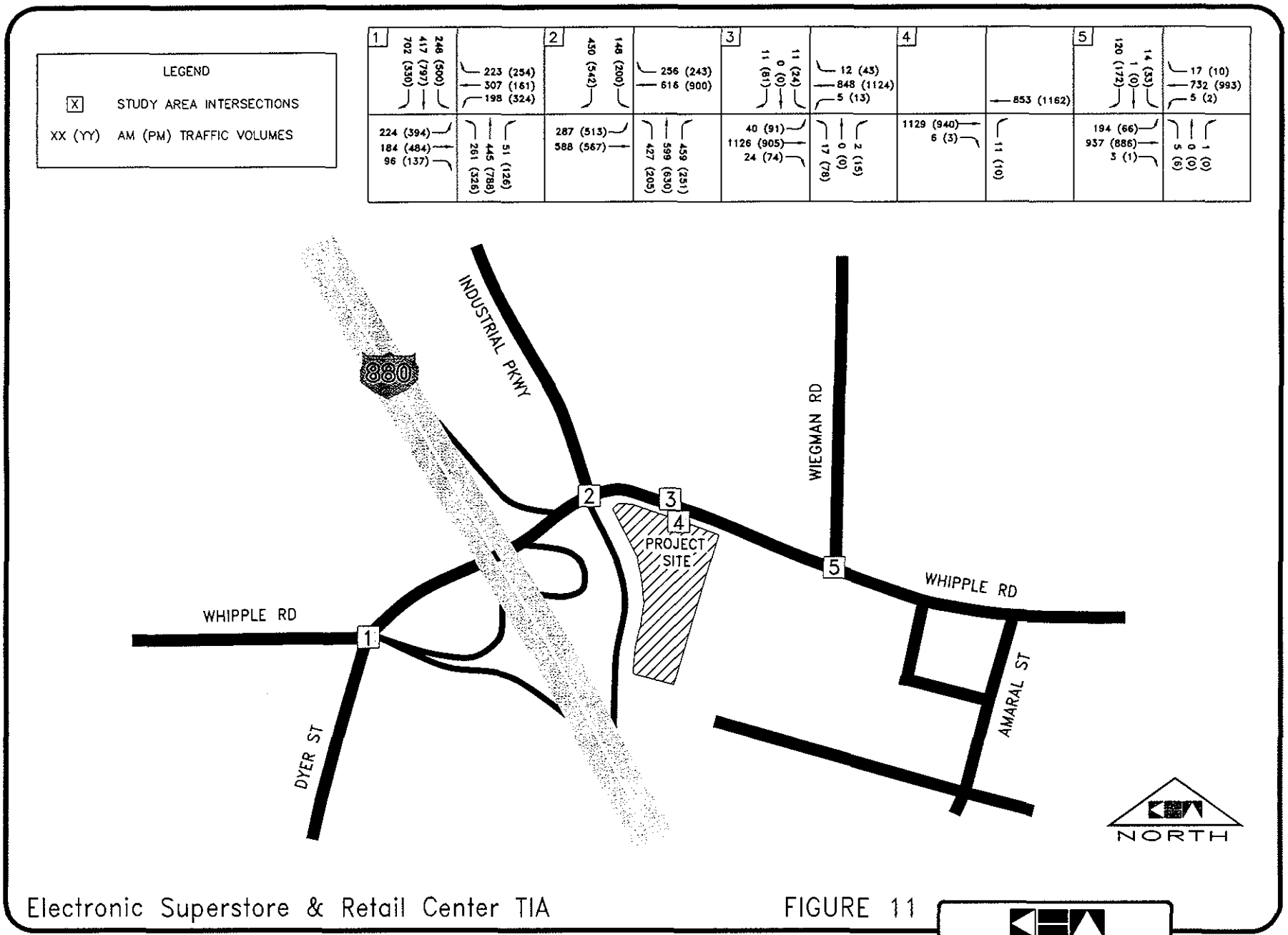

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FIGURE 11

EXISTING + PROJECT TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

NEAR-TERM LOS CONDITIONS AND IMPACTS

Traffic operations were evaluated under the following near-term development conditions:

- Existing traffic conditions
- Existing conditions plus project

Results of the analysis are presented in **Table 3**. Additional detail is provided in the **Appendix**.

Table 3 - Existing and Near-Term Level of Service Summary Table

	Scenario	**Existing**		**Existing + Project**	
	Peak Period	**AM**	**PM**	**AM**	**PM**
Signalized Intersections					
1	Whipple Road / Dyer St / SB I-880 Ramps	C	C	C	D
2	Whipple Road / Industrial Parkway / NB I-880 Ramps	C	C	C	C
3	Whipple Road / Target Driveway / Project Driveway	–	–	A	B
5	Whipple Road / Wiegman Road	B	B	B	B
Two-Way Stop Controlled Intersections					
3	Whipple Road / Target Driveway	C	C	–	–
4	Whipple Road / Shurgard Driveway	F	F	B	A

Existing Traffic Conditions

As seen in the table, existing study area intersections operate at Level of Service (LOS) C or better under existing conditions, with the exception of the Shurgard driveway, which operates at LOS F in the AM and PM peak hours. This is a very low volume approach, nevertheless left turns out of the site are unable to find sufficient gaps in the Whipple Road traffic flow and thus experience significant delay.

Existing Traffic Conditions With Project

Level of service under this condition represents the addition of the new retail center trips to existing traffic volumes. The results show that all intersections will operate at LOS D or better. It should be noted that level of service decreases from LOS C to LOS D (which is still considered acceptable) at the Whipple Road/Dyer St/SB I-880 Ramps intersection with the addition of project traffic. A review of the results from the Traffix

analysis indicates that increases in average delay at the study intersections is no greater than 0.5 seconds per vehicle.

In addition, it should be recognized that the retail site will displace the existing intermodal trucking facility that has AM trip generation similar to the AM trip generation of the proposed retail site. In effect, the trips roughly offset each other in the AM. This results in negligible increases in delay and at one intersection a small decrease in delay when comparing the existing with the existing plus project condition. Under the PM condition, the trucking facility trip generation is much lower that the retail site so the increase in delay between existing and existing plus project condition is greater.

Furthermore, it should be noted that the improved operation of the Shurgard access is a result of the assumption that this driveway will be effectively limited to a right in/out movements only, by the proximity of the new traffic signal. Left turning movements at this existing driveway would conflict with the queuing at the new traffic signal. We understand that the project proponents have been in contact w/ Shurgard about the possibility of sharing access onto Whipple Road. If a cross access can be negotiated between these private parties, the city should support it.

LONG-TERM CONDITIONS

Long-Term Lane Geometry and Traffic Control

No additional roadway improvements are currently identified in the Hayward General Plan within the project study area by the year 2025. **Figure 12** illustrates the intersection geometry and traffic control assumed in the long-term analysis with the project. Evaluation of long-term cumulative conditions without the project was analyzed assuming existing traffic control and lane geometry as shown in **Figure 3**.

Long-Term Cumulative Forecast (No Project)

Additional development in the vicinity of the project is expected to occur in the future and represents a cumulative growth in background traffic. The city instructed Kimley-Horn to generate a cumulative forecast by including anticipated traffic from approved nearby projects (that are not constructed and occupied) to existing traffic volumes. This methodology is the same as followed with the traffic study prepared for the Target store.

The Cities of Hayward and Union City were contacted to determine other development projects in the vicinity of the proposed project vicinity. Hayward did not have any projects but Union City identified several projects anticipated at Union Landing.

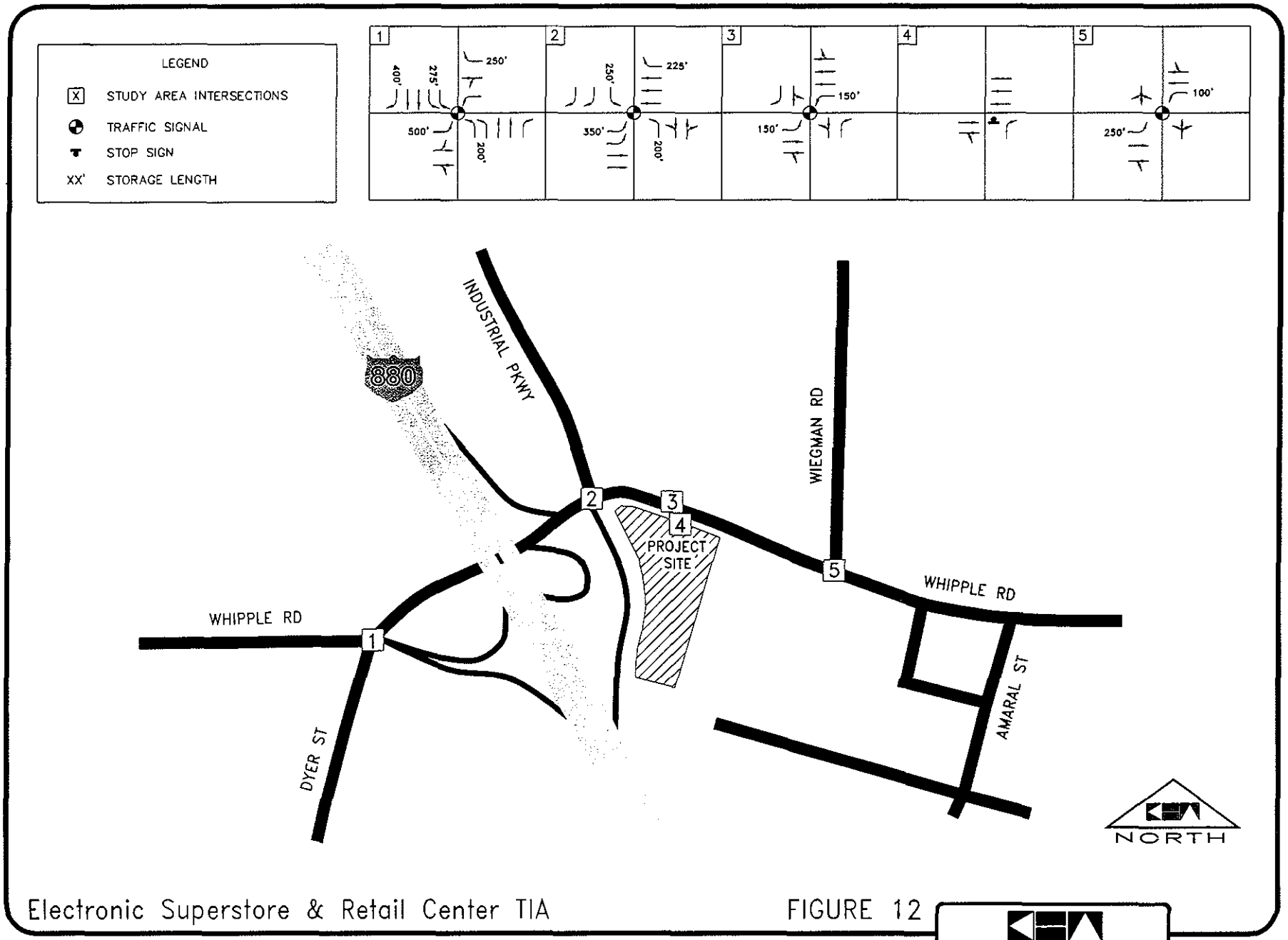

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FIGURE 12

LONG TERM LANE GEOMETRY AND TRAFFIC CONTROL

Kimley-Horn and Associates, Inc.

Union Landing is located in the southwest corner of the Whipple Road/Dyer Street/SB I-880 Ramps. Based on discussions with Union City staff there is a planned 30,000 square foot expansion of a Wal-Mart store and 64,980 for other undefined shopping center uses. All other development projects previously identified in the Target report have been completed. ITE Trip Generation was used to determine the traffic generated by the cumulative uses. Additional information is included in the **Appendix**. Trips were assigned using the same distribution as in the Target study. Trips from other development projects at Union Landing are shown in **Figure 13**.

Kimley-Horn combined trips from other development project with existing traffic volumes to generate the cumulative forecast for AM and PM (without the proposed project). **Figure 14** shows the cumulative intersection volumes as calculated by Kimley-Horn.

Long-Term Cumulative Forecast Plus Project Traffic Volumes

Net new project trips were added to the cumulative forecast to determine a cumulative plus project condition. **Figure 15** illustrates turning movement volumes at the study intersections under this development scenario.

Traffic Signal Warrant Analysis

No additional warrant analyses were prepared for the long-term conditions.

LONG-TERM LOS CONDITIONS AND IMPACTS

Traffic operations were evaluated under the following long-term development conditions.

- Cumulative long-term conditions without the project
- Cumulative long-term conditions plus the retail center project

Results of the analyses are summarized in **Table 4**. Additional detail is included in the **Appendix**.

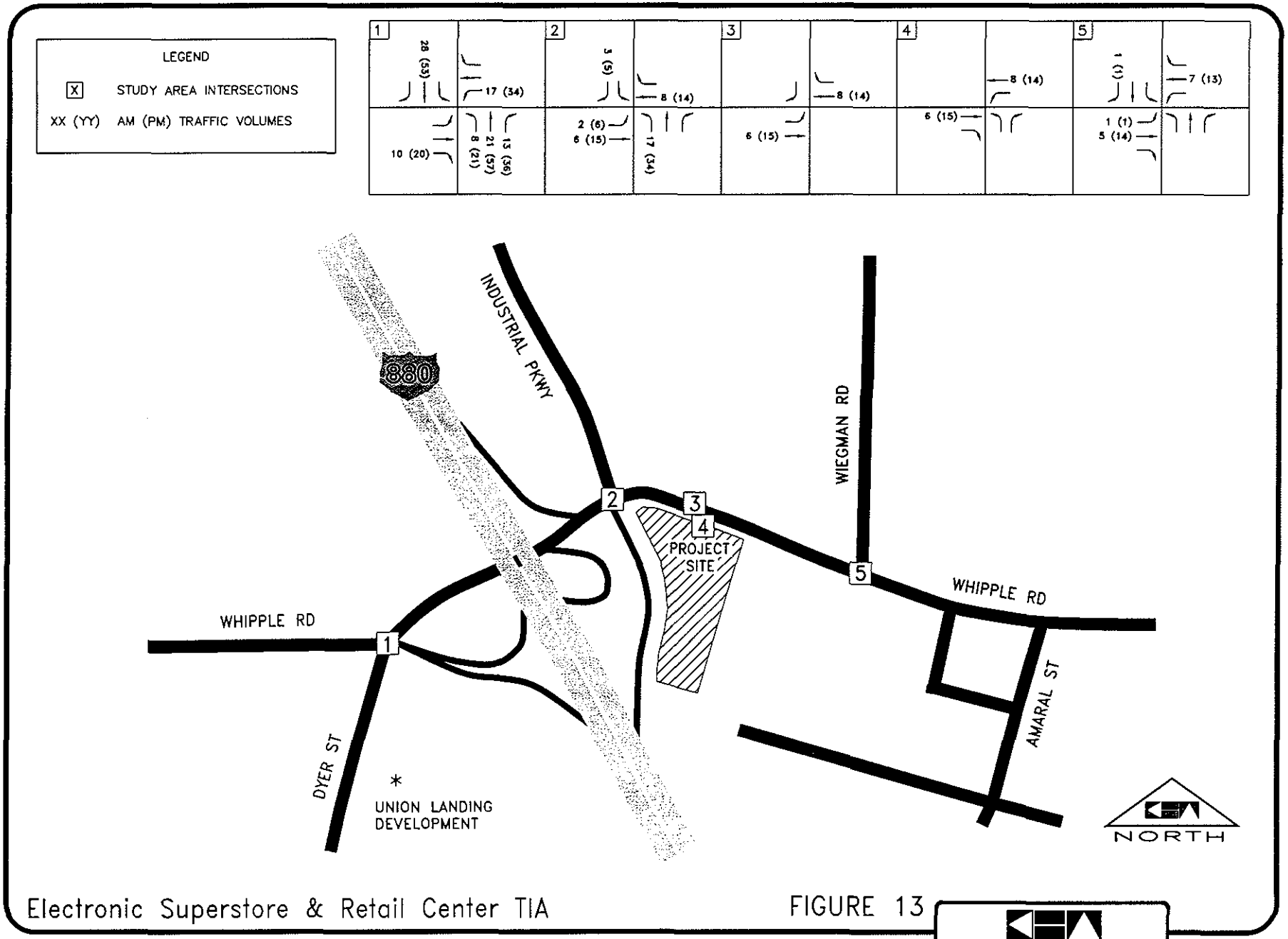

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FIGURE 13

UNION LANDING DEVELOPMENT TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

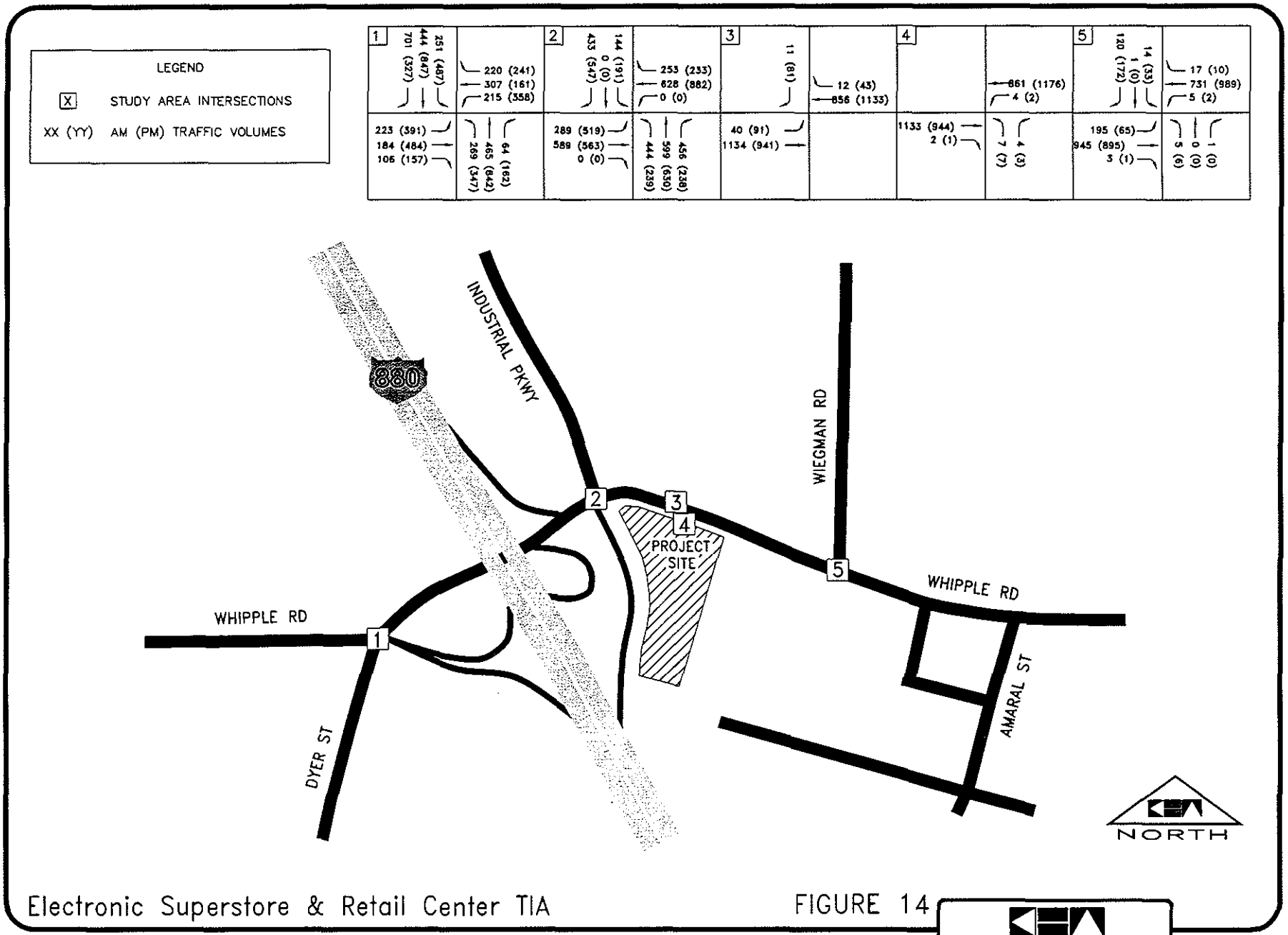

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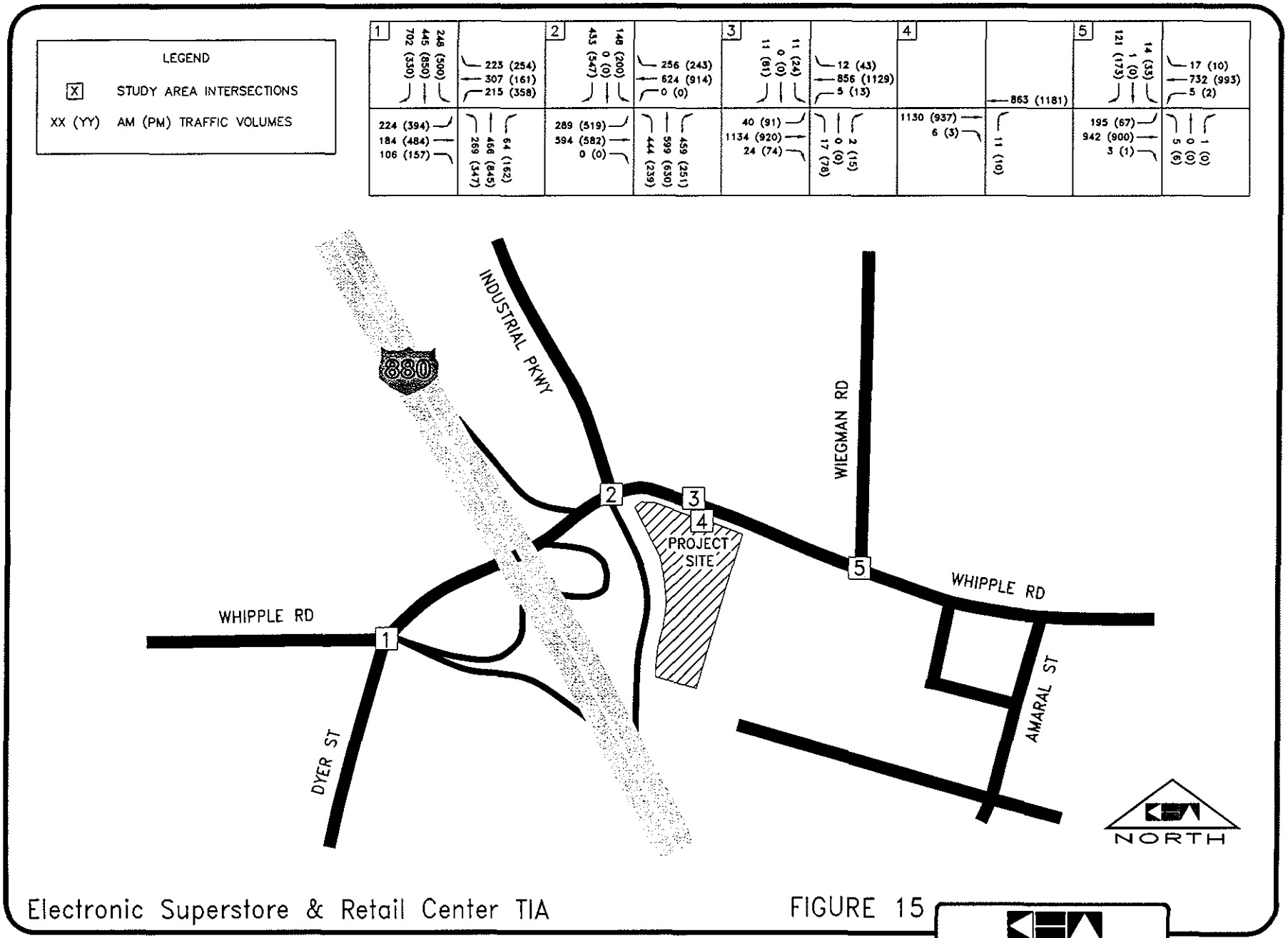
FIGURE 14

LONG-TERM CUMULATIVE TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.



Electronic Superstore & Retail Center TIA

FIGURE 15

LONG-TERM CUMULATIVE + PROJECT TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

Table 4 – Long-Term Level of Service Summary Table

	Scenario	Existing		Long-Term		Long-Term + Project	
	Peak Period	AM	PM	AM	PM	AM	PM
Signalized Intersections							
1	Whipple Road / Dyer St / SB I-880 Ramps	C	C	C	C	C	D
2	Whipple Road / Industrial Parkway / I-880 NB Off-Ramp	C	C	C	C	C	C
3	Whipple Road / Target Driveway / Project Driveway	–	–	–	–	A	B
5	Whipple Road / Wiegman Road	B	B	B	B	B	B
Two-Way Stop Controlled Intersections							
3	Whipple Road / Target Driveway	C	C	B	C	–	–
4	Whipple Road / Shurgard Driveway	F	F	F	F	B	A

Long-Term Traffic Conditions Without Project

Evaluation of long-term cumulative conditions without the project was analyzed as a no-build condition, assuming existing traffic control and lane geometry as shown in **Figure 3**. Long-term traffic condition results (without the project) as shown in **Table 4** indicate that all study intersections will operate at acceptable levels of service.

Long-Term Traffic Conditions With Project

Level of service under this condition represents the addition of the retail center traffic to the long-term cumulative traffic volumes. The results show no decreases in levels of service are anticipated except at the Whipple Road/Dyer St/SB I-880 Ramps. Delay at the target driveway and Shurgard driveway improve as a result of the traffic signal and changes in driveway operations. A comparison between the cumulative analyses (i.e. without and with the project) shows that increases in average delay at the study intersections are no greater than 1.5 seconds.

A summary of existing, near-term and long term levels of service and incremental delay is included in back of the **Appendix**.

SITE ACCESS AND ON-SITE CIRCULATION

Primary access to the site is located opposite the Target driveway and has a throat depth of approximately 150 feet to avoid potential conflicts with parking lot drive isles. With a traffic signal, maximum (95th percentile) queue length for vehicles exiting the site is approximately 54 feet or roughly equivalent to two vehicles, which is well within the allotted throat depth. Furthermore, results from the traffic analysis indicate efficient and safe operation of the access is expected as a result of the traffic signal.

A secondary driveway is proposed west of retail Shops B. This driveway is intended to serve as a convenience to the customers of the specialty retail users planned for Shops B. Since left turns would be difficult from this driveway during peak traffic times, it has been proposed for right in/out movements only. Left turning vehicles are assumed to use the new traffic signal for access. Nonetheless, this secondary driveway will offer enhanced customer convenience, especially during non-peak hours.

Parking stalls shown on the site plan are typically 9 feet wide which is the minimum recommended (by the Institute of Transportation Engineers) for parking by retail customers and other high turnover land uses. Typical combined width of the drive isles and opposing 90 degree stalls is 63 feet which is greater than the recommended minimum by ITE. In addition, drive isles on the perimeter are 30 feet wide and offer sufficient space for two-way traffic and truck circulation. Ends of the isles are oriented towards to the retail buildings and a dedicated pedestrian walking corridor is provided in the main lot between the Major Retail building and Shops B. Other than the deficiencies described above at the secondary access, the proposed site layout creates convenient site circulation and sufficient space in drive isles for parking maneuvers.

VEHICLE QUEUING

As congestion increases it is common for traffic at signals and stop signs to form lines of stopped (or queued) vehicles. Queue lengths were determined for each lane and indicate the distance that vehicles will backup in each direction approaching an intersection. The 95th percentile queue was calculated by using 95th percentile traffic to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes and related queuing will be at, or less, than determined by the analysis. Ninety-fifth percentile queuing was checked under the various development conditions. **Table 5** summarizes the results of left turn lanes where queuing may exceed their storage limits. Queuing results are based on the assumption that traffic signal progression will be provided in Whipple Road.

In the near-term as shown in the table, the northbound and southbound left turns on Industrial Parkway SW spill out into the through lanes; however, the signal has split phasing for the approaches and the excess queuing does not interfere with intersection operations. Furthermore, no interference with freeway operations is expected for the northbound approach due the long off-ramp length.

Table 5 - Vehicle Queuing

Scenarios Analyzed	Turning Movement	Whipple Road														
		Dyer Street			Industrial Parkway			Target Driveway			Shurguard Driveway			Wiegman Road		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Existing	EBL	500	152	403	350	171	298	150	6	18				250	150	51
	EBT	1000	119	341	1000	252	204	400	0	0	400	0	0	600	184	117
	EBR															
	WBL	500	194	310							340	1	0	100	10	6
	WBT	500	362	327	400	173	268	600	0	0	600	0	0	1000	137	186
	WBR	250	0	0	225	125	141	600	0	0						
	NBL	200	139	192	200	468	226				500	16	12	500	6	10
	NBT	1000	164	315	1000	503	406									
	NBR	1000	11	34							500	16	12			
	SBL	275	108	261	250	200	259							500	42	43
	SBT	1000	141	290												
	SBR	400	204	83	1000	72	35	500	6	28						
Near Term Existing + Project Traffic	EBL	500	163	471	350	150	288	150	54	114	Right in/ Right Out			250	150	103
	EBT	1000	131	403	1000	217	206	400	195	217				600	10	21
	EBR															
	WBL	500	212	353				150	20	30				100	16	10
	WBT	500	393	373	400	127	333	600	91	130				1000	223	259
	WBR	250	0	0	225	80	102									
	NBL	200	114	172	200	334	223	500	47	68				500	13	17
	NBT	1000	176	432	1000	535	484									
	NBR	1000	7	32				500	14	0						
	SBL	275	107	251	250	217	249	500	46	21				500	70	65
	SBT	1000	161	376												
	SBR	400	227	116	1000	7	35	500	3	0						
Long Term Cumulative Traffic	EBL	500	185	410	350	151	269	150	6	18				250	195	66
	EBT	1000	146	350	1000	218	144	400	0	0		0	0	600	73	81
	EBR															
	WBL	500	240	327								1	0	100	16	8
	WBT	500	369	344	400	152	146	600	0	0		0	0	1000	216	250
	WBR	250	0	0	225	42	46	600	0	0						
	NBL	200	159	197	200	591	224					16	13	500	13	13
	NBT	1000	214	388	1000	576	290									
	NBR	1000	13	45								16	13			
	SBL	275	131	261	250	169	246							500	70	38
	SBT	1000	192	326												
	SBR	400	282	84	1000	78	51	500	3	15						
Long Term Cumulative Traffic + Project Traffic	EBL	500	172	474	350	174	295	150	51	110	Right in/ Right Out			250	217	103
	EBT	1000	135	401	1000	215	203	400	100	351				600	75	103
	EBR															
	WBL	500	214	375				150	11	24				100	15	9
	WBT	500	332	393	400	100	186	600	78	61				1000	199	264
	WBR	250	0	0	225	69	40									
	NBL	200	140	212	200	510	253	500	34	108				500	12	16
	NBT	1000	187	456	1000	506	466									
	NBR	1000	11	53				500	7	21						
	SBL	275	117	307	250	161	243	500	42	49				500	66	63
	SBT	1000	171	396												
	SBR	400	260	102	1000	47	50	500	4	39						

In the cumulative and cumulative plus project conditions additional queuing deficiencies occur at the Whipple Road/Dyer St/SB I-880 Ramps intersection; however, extension of the bay lengths does not appear possible without extensive and costly reconstruction of the intersection approaches.

Under the long-term conditions, the northbound and southbound left turns on Industrial Parkway SW continue to exceed their storage; however, the signal has split phasing for the approaches and the excess queuing does not interfere with intersection operations.

TRAFFIC SIGNAL COORDINATION

This study evaluated the benefits of coordinating the following three traffic signals near the project site.

- Whipple Road/Industrial Parkway/I-880 NB Off-Ramp
- Whipple Road/Target Driveway/Project Driveway
- Whipple Road/Wiegman Road

Results of the analysis indicate that that signal progression is feasible and beneficial at managing intersection delay and queuing. Traffic volumes at the Whipple Road/Industrial Parkway/I-880 NB Off-Ramp intersection will control the coordination cycle length and permit the other intersections to use the same cycle length or operate on half cycles. Coordination analysis indicates that same cycle operation has a slightly better performance.

Implementation of signal coordination is consistent with city objectives for coordinated traffic signal timings on Whipple Road near the project study area.

Implementation of signal coordination will require connection to signal interconnect in the project vicinity.

EVALUATION OF FINDINGS AND RECOMMENDED MITIGATION

Near-Term

In the near-term, no intersections are anticipated to operate below level of service standards of the City of Hayward. However, acceptable operation is contingent on the installation of a traffic signal at the main project driveway that is aligned with the existing Target driveway. When constructed, off-set of the project and Target driveways should not be permitted. The signal should provide protected left turn movements for Whipple Road approaches and permitted movements on the driveway approaches. Pedestrian

signals should be included in the design. Construction of the signal should include widening of the Target approach to allow a shared left/through lane and a right only lane at the exit. The same lane configuration should be provided on the retail center approach. Traffic signals should be interconnected and coordinated signal plans prepared as part of the new signal installation.

Long-Term

In the long-term cumulative period all intersections operate at acceptable levels and the need for mitigation is not anticipated or recommended. As noted, acceptable operation is contingent on the installation of a traffic signal at the main project driveway that is aligned with the existing Target driveway.

APPENDIX

Traffic Volume Data

All Traffic Data
(916) 771-8700
Fax 786-2879

CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 1
Page : 1

Start Time	WHIPPLE ROAD Southbound Left	Thru	Rght	Totl	SR 880 SOUTH BOUND RAMPS Westbound Left	Thru	Rght	Totl	DYER STREET Northbound Left	Thru	Rght	Totl	WHIPPLE ROAD Eastbound Left	Thru	Rght	Totl	Total
7:00am	48	41	129	218	34	81	28	143	27	78	13	118	54	41	10	105	584
7:15	48	64	136	248	25	61	49	135	37	96	10	143	47	34	18	99	625
7:30	63	68	131	262	27	57	60	144	57	118	10	185	71	52	22	145	736
7:45	58	86	159	303	39	62	54	155	64	127	12	203	63	51	31	145	806
Hour Total	217	259	555	1031	125	261	191	577	185	419	45	649	235	178	81	494	2751
8:00am	56	102	174	332	48	72	42	162	72	96	13	181	52	42	29	123	798
8:15	75	109	173	357	40	88	76	204	74	119	10	203	61	49	24	134	898
8:30	65	105	178	348	47	65	54	166	55	104	12	171	59	42	20	121	806
8:45	55	100	176	331	63	82	48	193	60	125	16	201	51	51	23	125	850
Hour Total	251	416	701	1368	198	307	220	725	261	444	51	756	223	184	96	503	3352
Grand	468	675	1256	2399	323	568	411	1302	446	863	96	1405	458	362	177	997	6103
% of Total	7.7%	11.1%	20.6%		5.3%	9.3%	6.7%		7.3%	14.1%	1.6%		7.5%	5.9%	2.9%		
Apprch %				39.3%				21.3%				23.0%				16.3%	
% of Apprch	19.5%	28.1%	52.4%		24.8%	43.6%	31.6%		31.7%	61.4%	6.8%		45.9%	36.3%	17.8%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WHIPPLE ROAD	08:00am	.958	251	416	701	0	1368	18.3	30.4	51.2	.0
Westbound	SR 880 SOUTH BOUND RAMP		.888	198	307	220	0	725	27.3	42.3	30.3	.0
Northbound	DYER STREET		.931	261	444	51	0	756	34.5	58.7	6.7	.0
Eastbound	WHIPPLE ROAD		.938	223	184	96	0	503	44.3	36.5	19.0	.0

All Traffic Data
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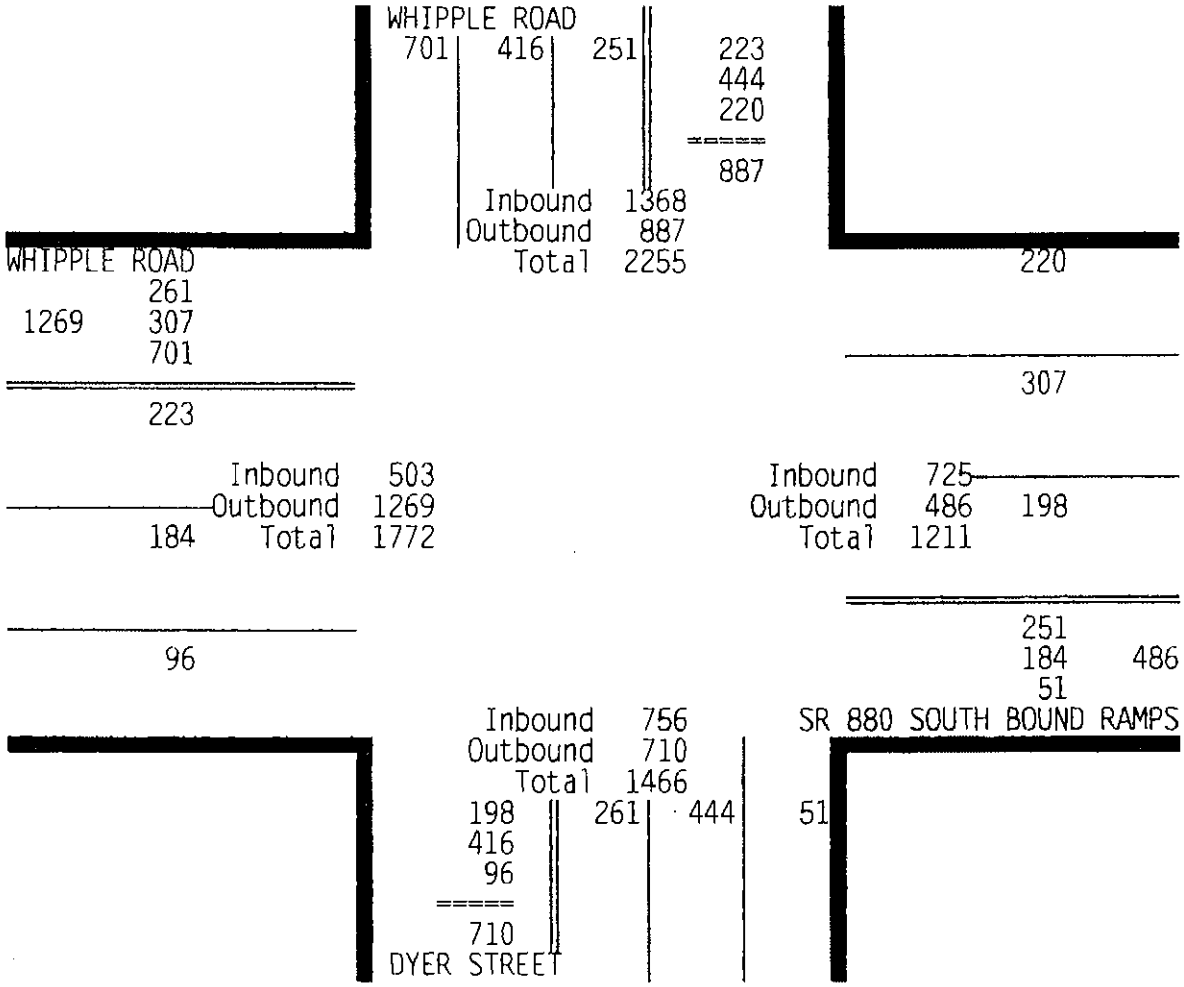
CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 1
Page : 2



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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 1
Page : 1

Start Time	WHIPPLE ROAD Southbound Left	Thru	Rght	Totl	SR 880 SOUTH BOUND RAMPS Westbound Left	Thru	Rght	Totl	DYER STREET Northbound Left	Thru	Rght	Totl	WHIPPLE ROAD Eastbound Left	Thru	Rght	Totl	Total
4:00pm	118	158	141	417	75	66	87	228	91	202	28	321	65	104	29	198	1164
4:15	92	158	102	352	81	36	78	195	62	203	32	297	81	116	36	233	1077
4:30	82	149	70	301	61	35	69	165	66	179	36	281	96	102	29	227	974
4:45	79	169	81	329	60	39	72	171	59	169	41	269	101	106	41	248	1017
Hour Total	371	634	394	1399	277	176	306	759	278	753	137	1168	343	428	135	906	4232
5:00pm	97	182	63	342	75	46	80	201	66	158	40	264	101	111	38	250	1057
5:15	144	185	83	412	90	42	64	196	81	194	31	306	107	149	32	288	1202
5:30	116	204	95	415	77	26	39	142	88	229	26	343	101	107	21	229	1129
5:45	130	223	86	439	82	47	58	187	91	204	29	324	82	117	46	245	1195
Hour Total	487	794	327	1608	324	161	241	726	326	785	126	1237	391	484	137	1012	4583
Grand	858	1428	721	3007	601	337	547	1485	604	1538	263	2405	734	912	272	1918	8815
% of Total	9.7%	16.2%	8.2%		6.8%	3.8%	6.2%		6.9%	17.4%	3.0%		8.3%	10.3%	3.1%		
Apprch %				34.1%				16.8%				27.3%				21.8%	
% of Apprch	28.5%	47.5%	24.0%		40.5%	22.7%	36.8%		25.1%	64.0%	10.9%		38.3%	47.5%	14.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WHIPPLE ROAD	05:00pm	.916	487	794	327	0	1608	30.2	49.3	20.3	.0
Westbound	SR 880 SOUTH BOUND RAMP		.903	324	161	241	0	726	44.6	22.1	33.1	.0
Northbound	DYER STREET		.902	326	785	126	0	1237	26.3	63.4	10.1	.0
Eastbound	WHIPPLE ROAD		.878	391	484	137	0	1012	38.6	47.8	13.5	.0

All Traffic Data
(916) 771-8700
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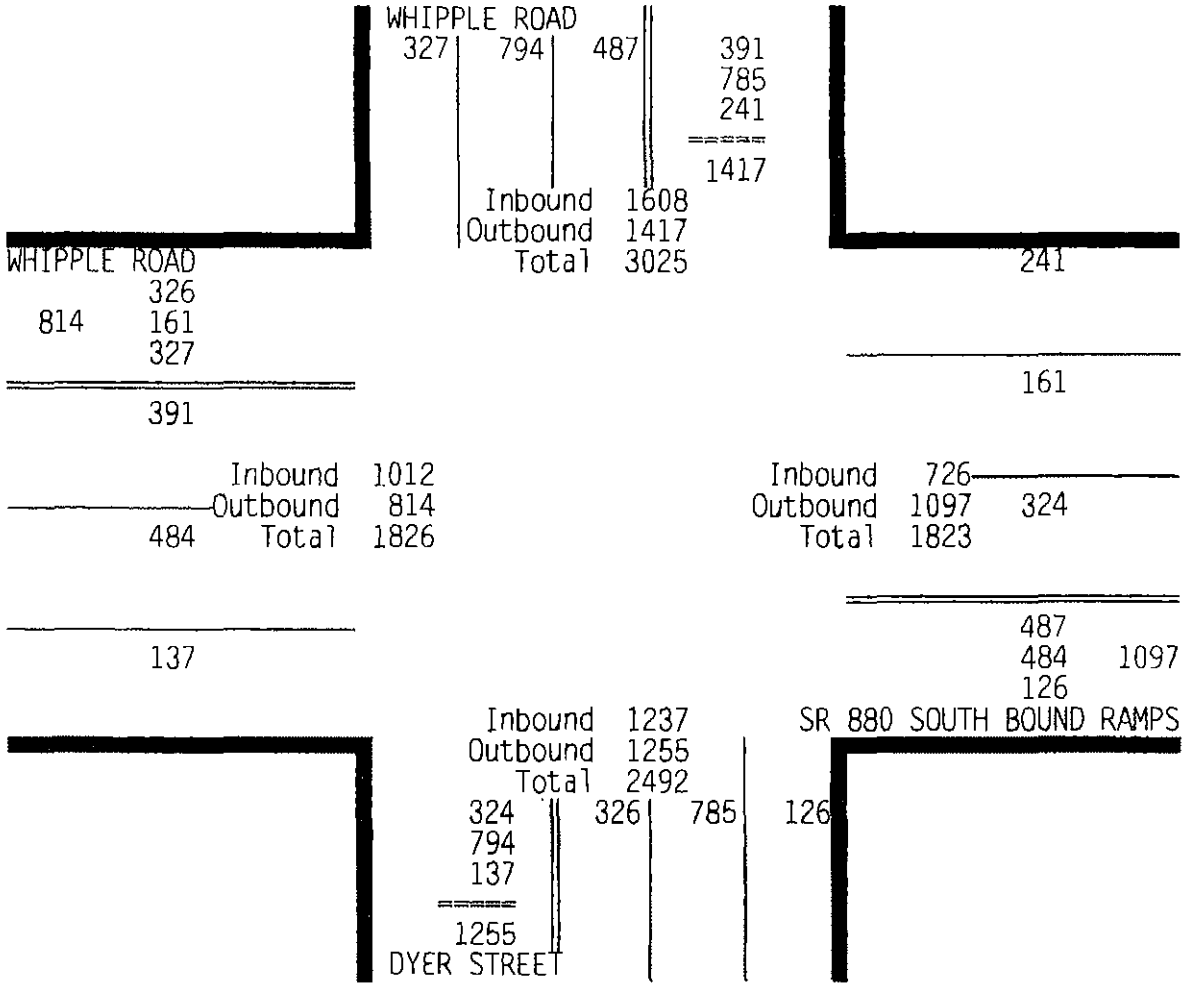
CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 1
Page : 2



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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 2
Page : 1

	INDUSTRIAL PARKWAY Southbound				WHIPPLE ROAD Westbound				SR 880 NORTH BOUND OFF RAM Northbound				WHIPPLE ROAD/SR 88 NB ON RAMPS Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
7:00am	25	0	57	82	0	169	31	200	114	94	119	327	55	111	0	166	775
7:15	15	0	84	99	0	176	29	205	92	156	97	345	42	85	0	127	776
7:30	25	0	83	108	0	148	44	192	91	164	89	344	66	146	0	212	856
7:45	42	0	89	131	0	160	65	225	121	156	148	425	85	177	0	262	1043
Hour Total	107	0	313	420	0	653	169	822	418	570	453	1441	248	519	0	767	3450
8:00am	39	0	135	174	0	172	86	258	100	154	123	377	56	153	0	209	1018
8:15	38	0	123	161	0	140	58	198	115	125	96	336	80	107	0	187	882
8:30	29	0	96	125	0	161	45	206	105	91	89	285	59	113	0	172	788
8:45	26	0	104	130	0	161	38	199	99	89	90	278	55	105	0	160	767
Hour Total	132	0	458	590	0	634	227	861	419	459	398	1276	250	478	0	728	3455
Grand	239	0	771	1010	0	1287	396	1683	837	1029	851	2717	498	997	0	1495	6905
% of Total	3.5%	0.0%	11.2%		0.0%	18.6%	5.7%		12.1%	14.9%	12.3%		7.2%	14.4%	0.0%		
Apprch %				14.6%				24.4%				39.3%				21.7%	
% of Apprch	23.7%	0.0%	76.3%		0.0%	76.5%	23.5%		30.8%	37.9%	31.3%		33.3%	66.7%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	INDUSTRIAL PARKWAY	07:30am	.825	144	0	430	0	574	25.0	.0	74.9	.0
Westbound	WHIPPLE ROAD		.846	0	620	253	0	873	.0	71.0	28.9	.0
Northbound	SR 880 NORTH BOUND OFF		.872	427	599	456	0	1482	28.8	40.4	30.7	.0
Eastbound	WHIPPLE ROAD/SR 88 NB O		.830	287	583	0	0	870	32.9	67.0	.0	.0

All Traffic Data
(916) 771-8700
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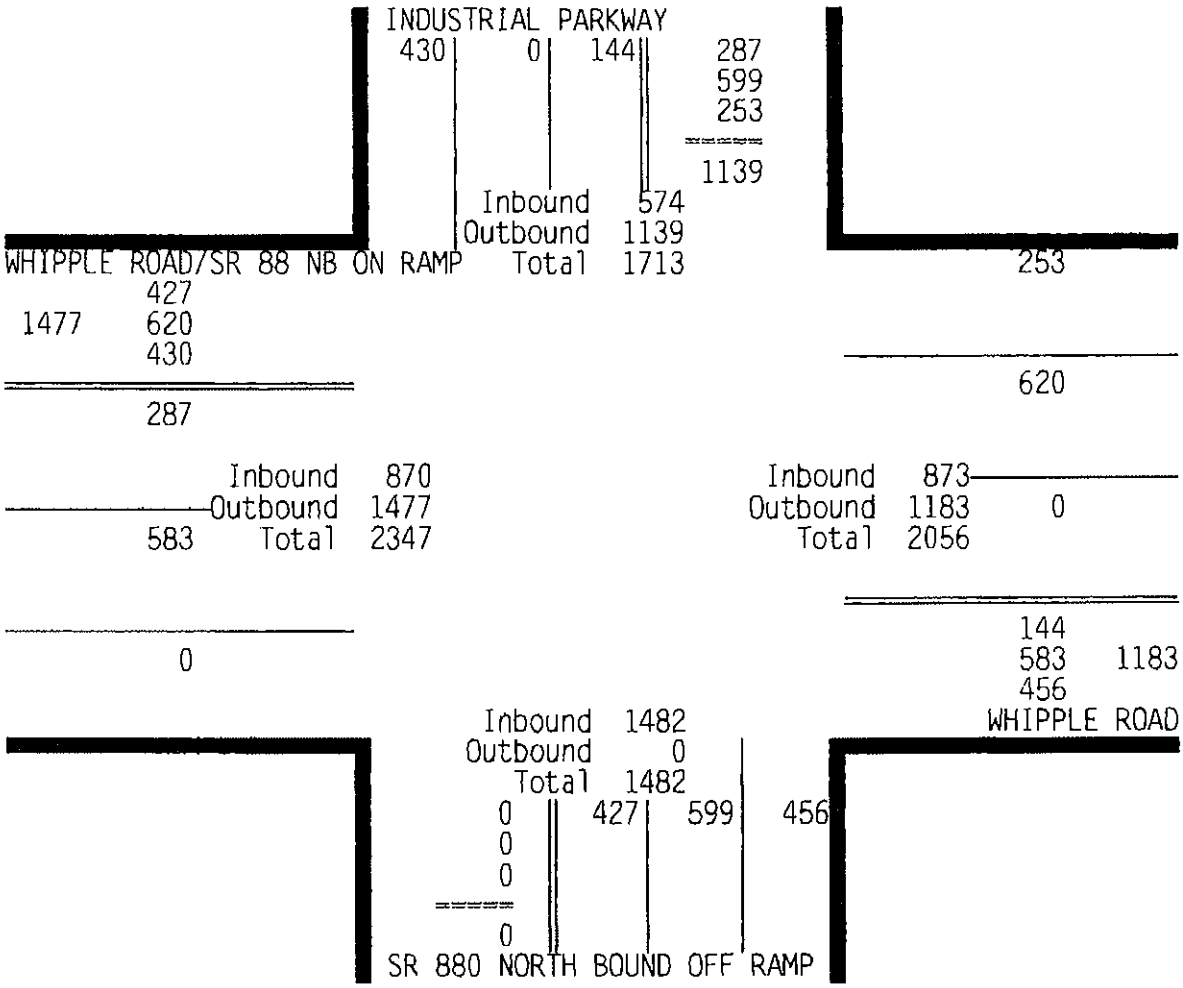
CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 2
Page : 2



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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 2
Page : 1

Start Time	INDUSTRIAL PARKWAY Southbound Left	Thru	Rght	Totl	WHIPPLE ROAD Westbound Left	Thru	Rght	Totl	SR 880 NORTH BOUND OFF RAMP Northbound Left	Thru	Rght	Totl	WHIPPLE ROAD/SR 88 NB ON RAMPS Eastbound Left	Thru	Rght	Totl	Total
4:00pm	47	0	133	180	0	227	65	292	41	143	62	246	135	125	0	260	978
4:15	56	0	130	186	0	201	58	259	68	171	64	303	148	138	0	286	1034
4:30	48	0	137	185	0	237	65	302	31	126	58	215	120	150	0	270	972
4:45	40	0	142	182	0	203	45	248	65	190	54	309	110	135	0	245	984
Hour Total	191	0	542	733	0	868	233	1101	205	630	238	1073	513	548	0	1061	3968
5:00pm	41	0	112	153	0	253	56	309	49	143	36	228	105	176	0	281	971
5:15	61	0	118	179	0	197	74	271	52	125	61	238	105	186	0	291	979
5:30	55	0	113	168	0	241	67	308	51	128	21	200	118	148	0	266	942
5:45	52	0	132	184	0	247	60	307	60	201	46	307	103	126	0	229	1027
Hour Total	209	0	475	684	0	938	257	1195	212	597	164	973	431	636	0	1067	3919
Grand	400	0	1017	1417	0	1806	490	2296	417	1227	402	2046	944	1184	0	2128	7887
% of Total	5.1%	0.0%	12.9%		0.0%	22.9%	6.2%		5.3%	15.6%	5.1%		12.0%	15.0%	0.0%		
Apprch %				18.0%				29.1%				25.9%				27.0%	
% of Apprch	28.2%	0.0%	71.8%		0.0%	78.7%	21.3%		20.4%	60.0%	19.6%		44.4%	55.6%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	INDUSTRIAL PARKWAY	04:00pm	.985	191	0	542	0	733	26.0	.0	73.9	.0
Westbound	WHIPPLE ROAD		.911	0	868	233	0	1101	.0	78.8	21.1	.0
Northbound	SR 880 NORTH BOUND OFF		.868	205	630	238	0	1073	19.1	58.7	22.1	.0
Eastbound	WHIPPLE ROAD/SR 88 NB O		.927	513	548	0	0	1061	48.3	51.6	.0	.0

All Traffic Data
(916) 771-8700
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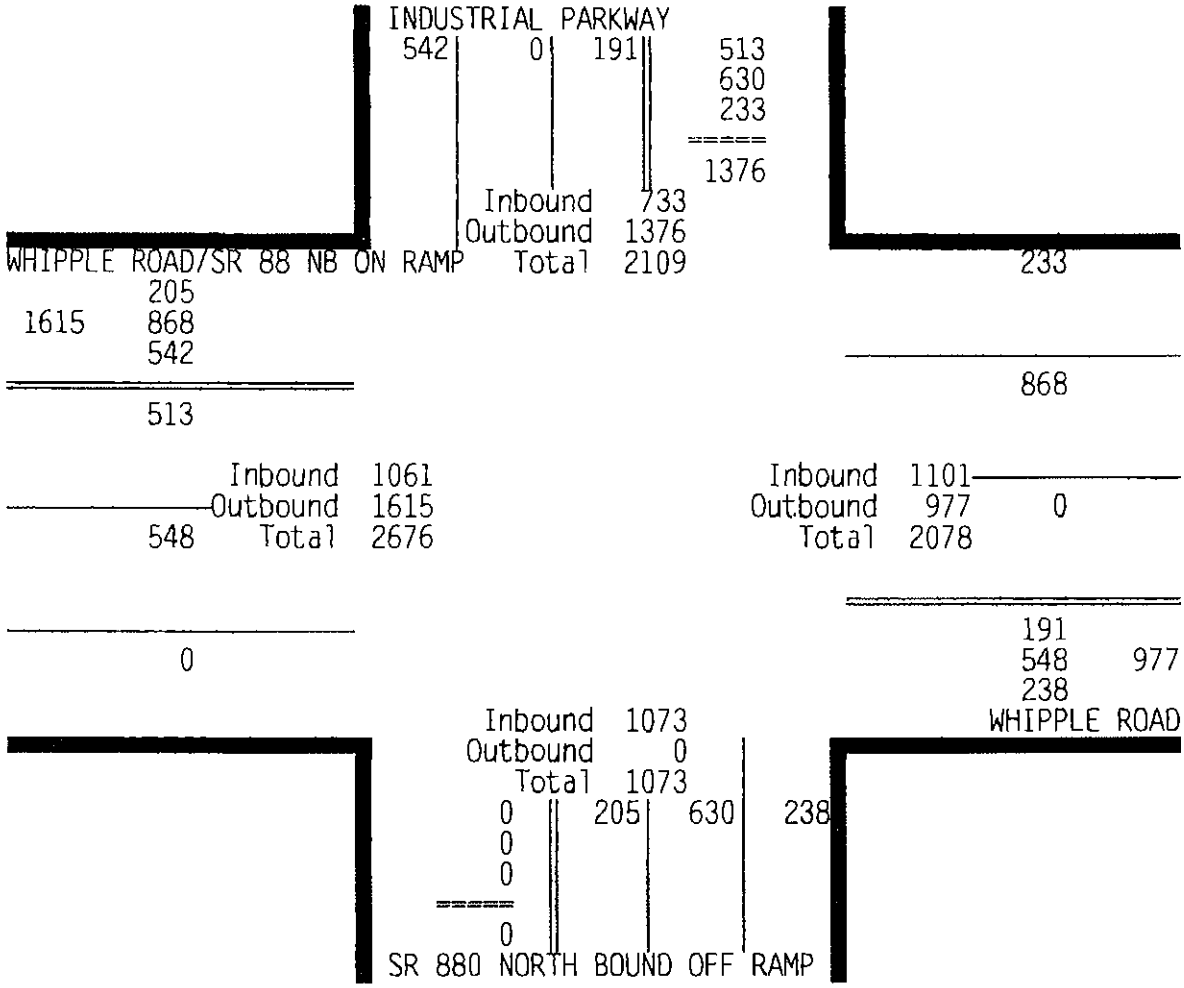
CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 2
Page : 2



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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 4
Page : 1

Start Time	TARGET DRIVEWAY Southbound Left	Thru	Rght	Totl	WHIPPLE ROAD Westbound Left	Thru	Rght	Totl	SHURGARD DRIVEWAY Northbound Left	Thru	Rght	Totl	Eastbound Left	Thru	Rght	Totl	Total
7:00am	0	0	4	4	3	194	1	198	1	0	1	2	7	243	1	251	455
7:15	0	0	1	1	2	202	1	205	3	0	6	9	6	192	3	201	416
7:30	0	0	1	1	2	194	0	196	1	0	2	3	2	267	1	270	470
7:45	0	0	1	1	2	220	5	227	1	0	1	2	10	355	0	365	595
Hour Total	0	0	7	7	9	810	7	826	6	0	10	16	25	1057	5	1087	1936
8:00am	1	0	6	7	0	232	5	237	4	0	1	5	14	288	1	303	552
8:15	0	0	3	3	0	195	2	197	1	0	0	1	14	216	0	230	431
8:30	1	0	3	4	0	202	3	205	0	0	0	0	14	204	2	220	429
8:45	0	0	5	5	1	192	4	197	0	0	0	0	11	222	0	233	435
Hour Total	2	0	17	19	1	821	14	836	5	0	1	6	53	930	3	986	1847
Grand	2	0	24	26	10	1631	21	1662	11	0	11	22	78	1987	8	2073	3783
% of Total	.1%	0.0%	.6%		.3%	43.1%	.6%		.3%	0.0%	.3%		2.1%	52.5%	.2%		
Apprch %				.7%				43.9%				.6%				54.8%	
% of Apprch	7.7%	0.0%	92.3%		.6%	98.1%	1.3%		50.0%	0.0%	50.0%		3.8%	95.9%	.4%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	TARGET DRIVEWAY	07:30am	.429	1	0	11	0	12	8.3	.0	91.6	.0
Westbound	WHIPPLE ROAD		.904	4	841	12	0	857	.4	98.1	1.4	.0
Northbound	SHURGARD DRIVEWAY		.550	7	0	4	0	11	63.6	.0	36.3	.0
Eastbound			.800	40	1126	2	0	1168	3.4	96.4	.1	.0

All Traffic Data
(916) 771-8700
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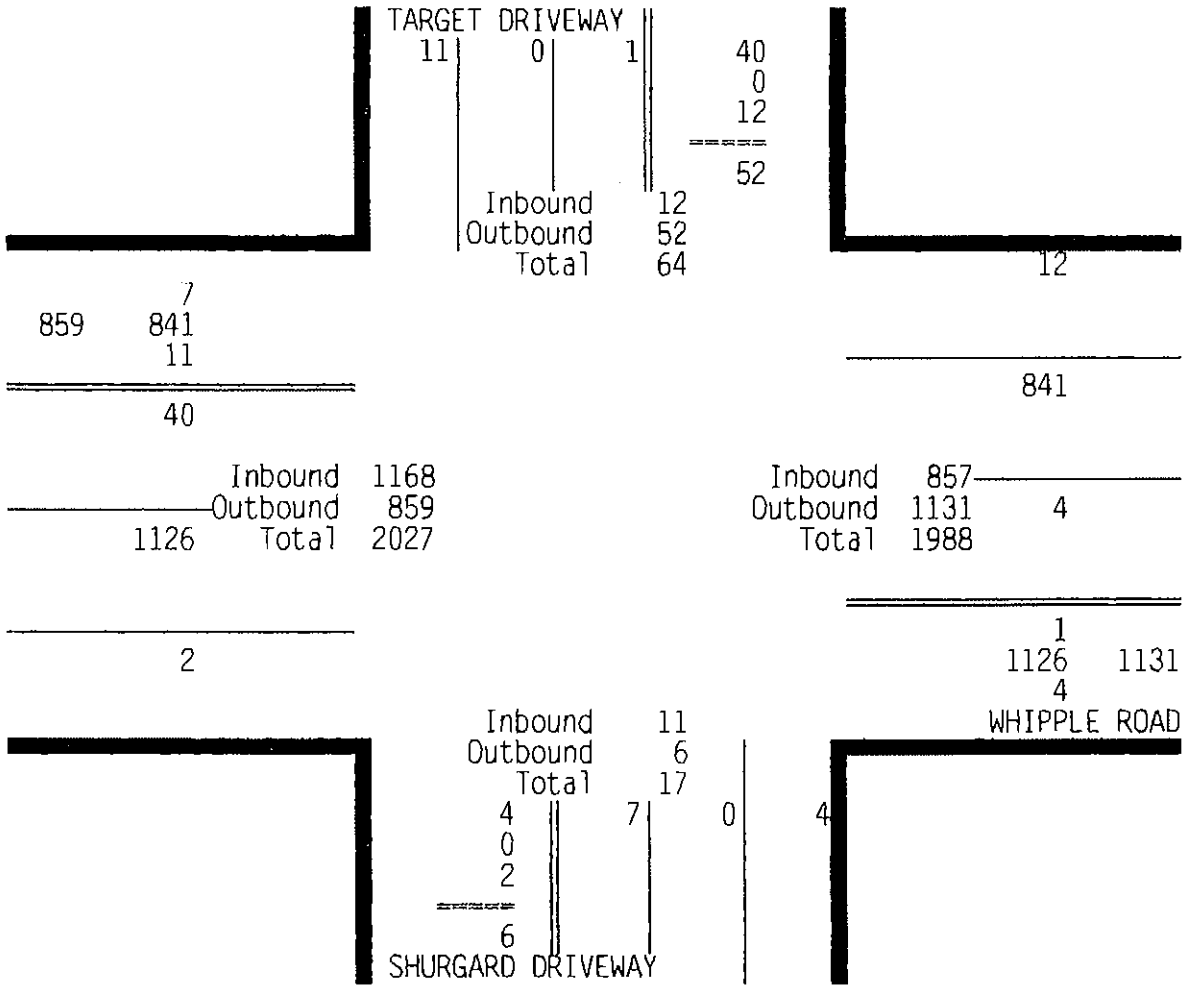
CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 4
Page : 2



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(916) 771-8700
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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 4
Page : 1

Start Time	TARGET DRIVEWAY Southbound Left	Thru	Rght	Totl	WHIPPLE ROAD Westbound Left	Thru	Rght	Totl	SHURGARD DRIVEWAY Northbound Left	Thru	Rght	Totl	Eastbound Left	Thru	Rght	Totl	Total
4:00pm	1	0	19	20	0	270	12	282	0	0	0	0	27	202	1	230	532
4:15	1	0	15	16	0	244	10	254	1	0	0	1	32	226	0	258	529
4:30	1	0	25	26	0	273	7	280	1	0	1	2	20	229	3	252	560
4:45	0	0	17	17	0	232	5	237	2	0	0	2	24	200	0	224	480
Hour Total	3	0	76	79	0	1019	34	1053	4	0	1	5	103	857	4	964	2101
5:00pm	2	0	21	23	1	298	8	307	0	0	0	0	22	238	0	260	590
5:15	1	0	20	21	1	255	8	264	0	0	1	1	29	275	1	305	591
5:30	1	0	25	26	0	276	15	291	3	0	1	4	20	204	0	224	545
5:45	0	0	15	15	0	290	12	302	4	0	1	5	20	208	0	228	550
Hour Total	4	0	81	85	2	1119	43	1164	7	0	3	10	91	925	1	1017	2276
Grand	7	0	157	164	2	2138	77	2217	11	0	4	15	194	1782	5	1981	4377
% of Total	.2%	0.0%	3.6%		0.0%	48.8%	1.8%		.3%	0.0%	.1%		4.4%	40.7%	.1%		
Apprch %				3.7%				50.7%				.3%				45.3%	
% of Apprch	4.3%	0.0%	95.7%		.1%	96.4%	3.5%		73.3%	0.0%	26.7%		9.8%	90.0%	.3%		

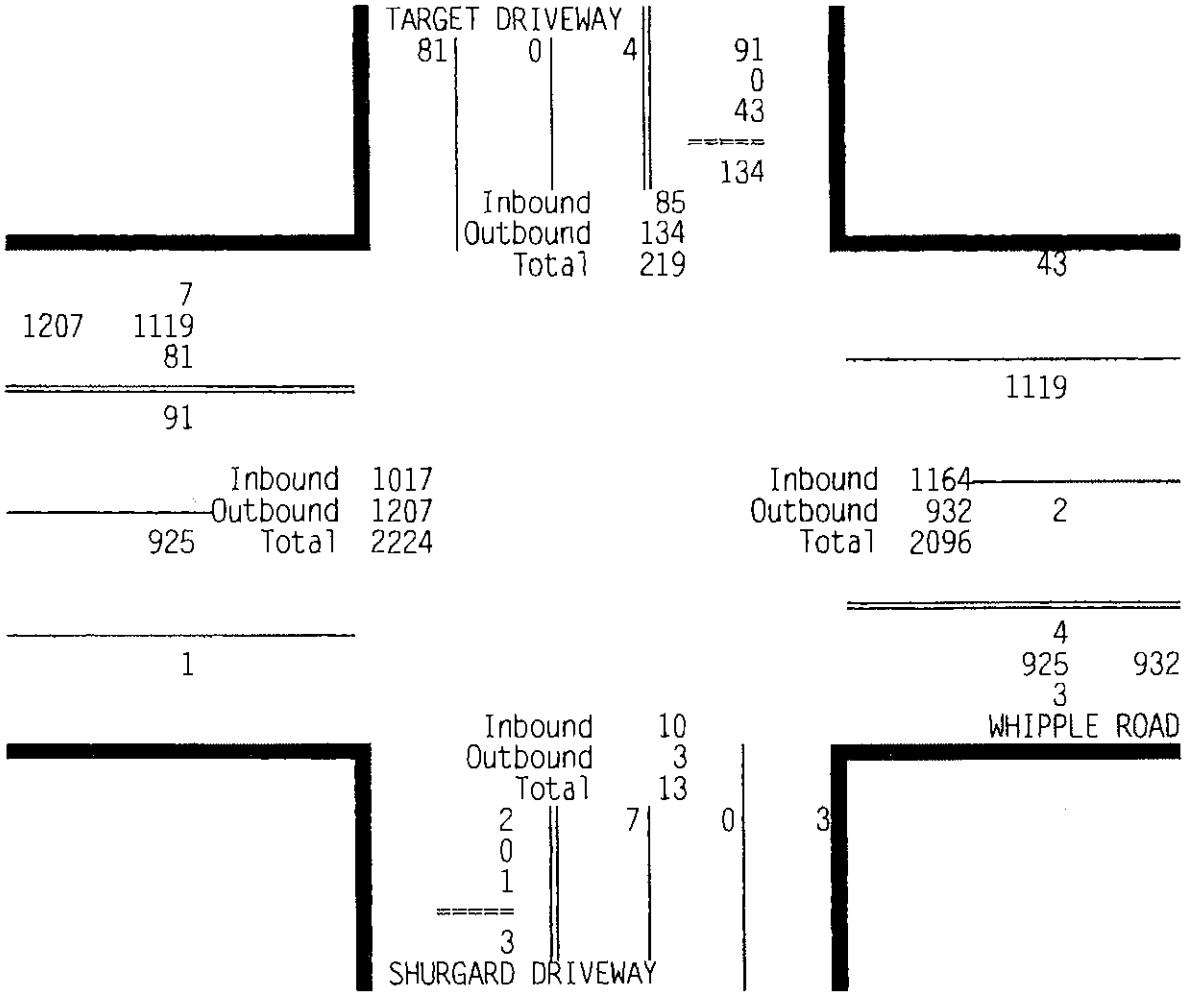
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	TARGET DRIVEWAY	05:00pm	.817	4	0	81	0	85	4.7	.0	95.2	.0
Westbound	WHIPPLE ROAD		.948	2	1119	43	0	1164	.1	96.1	3.6	.0
Northbound	SHURGARD DRIVEWAY		.500	7	0	3	0	10	70.0	.0	30.0	.0
Eastbound			.834	91	925	1	0	1017	8.9	90.9	.0	.0

CITY OF HAYWARD

All Traffic Data
(916) 771-8700
Fax 786-2879

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 4
Page : 2



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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 3
Page : 1

Start Time	WIEGMAN ROAD Southbound Left	Thru	Rght	Totl	WHIPPLE ROAD Westbound Left	Thru	Rght	Totl	CHP Northbound Left	Thru	Rght	Totl	Eastbound Left	Thru	Rght	Totl	Total
7:00am	1	0	34	35	0	165	3	168	3	0	0	3	55	180	0	235	441
7:15	4	2	25	31	0	178	8	186	4	0	0	4	46	155	1	202	423
7:30	2	1	23	26	2	162	3	167	1	0	0	1	39	236	0	275	469
7:45	6	0	29	35	0	202	6	208	1	0	0	1	62	290	0	352	596
Hour Total	13	3	111	127	2	707	20	729	9	0	0	9	202	861	1	1064	1929
8:00am	5	0	31	36	2	203	3	208	2	0	1	3	56	235	3	294	541
8:15	1	0	36	37	1	164	5	170	1	0	0	1	37	179	0	216	424
8:30	0	0	30	30	0	189	5	194	0	0	0	0	45	158	1	204	428
8:45	3	0	22	25	0	167	5	172	2	0	0	2	37	186	0	223	422
Hour Total	9	0	119	128	3	723	18	744	5	0	1	6	175	758	4	937	1815
Grand	22	3	230	255	5	1430	38	1473	14	0	1	15	377	1619	5	2001	3744
% of Total	.6%	.1%	6.1%		.1%	38.2%	1.0%		.4%	0.0%	0.0%		10.1%	43.2%	.1%		
Apprch %				6.8%				39.3%				.4%				53.4%	
% of Apprch	8.6%	1.2%	90.2%		.3%	97.1%	2.6%		93.3%	0.0%	6.7%		18.8%	80.9%	.2%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WIEGMAN ROAD	07:30am	.905	14	1	119	0	134	10.4	.7	88.8	.0
Westbound	WHIPPLE ROAD		.905	5	731	17	0	753	.6	97.0	2.2	.0
Northbound	CHP		.500	5	0	1	0	6	83.3	.0	16.6	.0
Eastbound			.808	194	940	3	0	1137	17.0	82.6	.2	.0

All Traffic Data
(916) 771-8700
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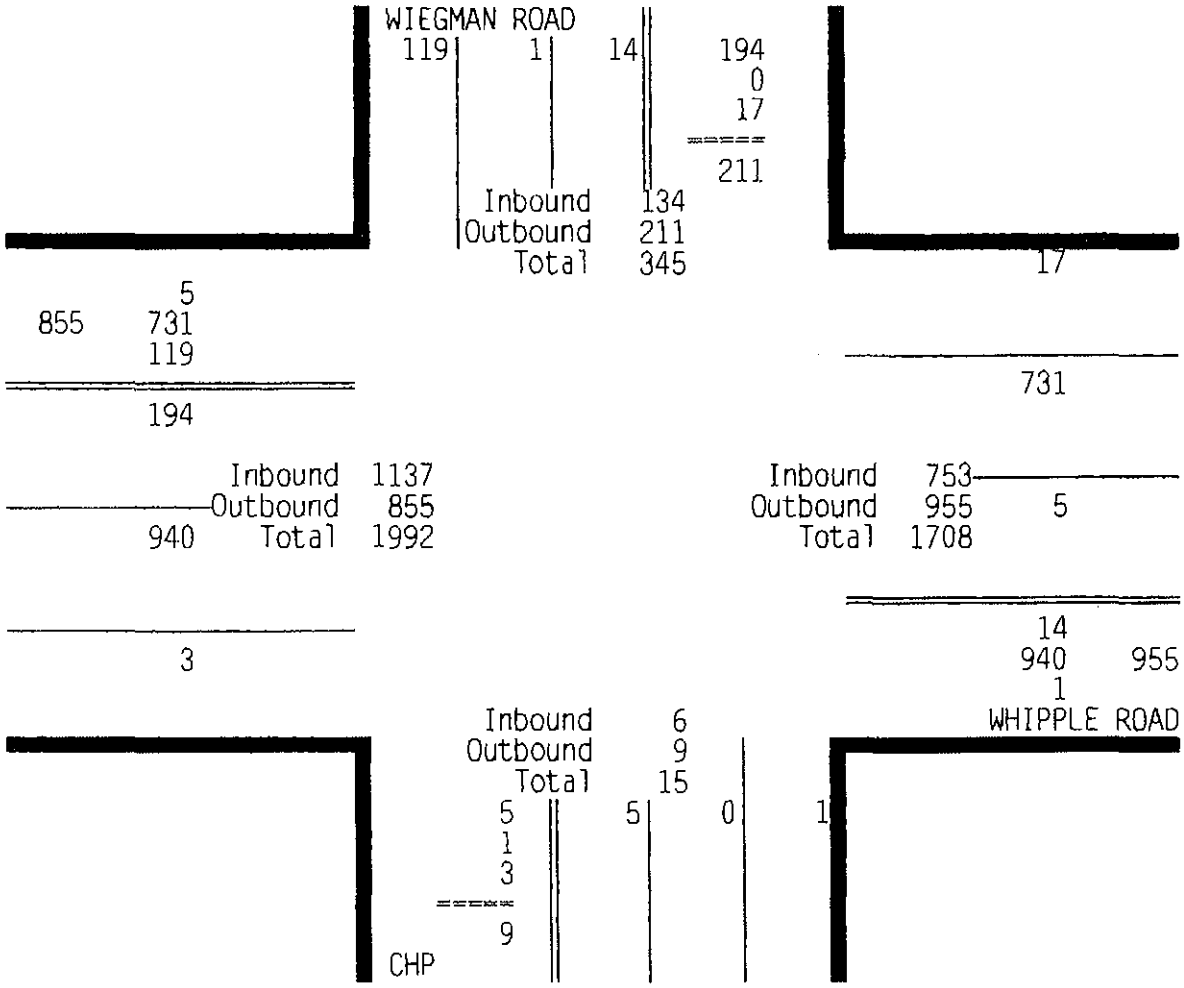
CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 3
Page : 2



All Traffic Data
(916) 771-8700
Fax 786-2879

CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 3
Page : 1

Start Time	WIEGMAN ROAD Southbound Left	Thru	Rght	Totl	WHIPPLE ROAD Westbound Left	Thru	Rght	Totl	CHP Northbound Left	Thru	Rght	Totl	Eastbound Left	Thru	Rght	Totl	Total
4:00pm	6	0	53	59	0	232	2	234	0	0	1	1	17	190	0	207	501
4:15	6	0	29	35	2	221	1	224	3	0	3	6	31	200	1	232	497
4:30	10	0	62	72	0	218	3	221	3	0	2	5	22	214	0	236	534
4:45	7	0	42	49	0	200	2	202	1	0	0	1	19	196	1	216	468
Hour Total	29	0	186	215	2	871	8	881	7	0	6	13	89	800	2	891	2000
5:00pm	6	0	60	66	2	247	1	250	2	0	0	2	19	227	1	247	565
5:15	9	0	40	49	0	221	2	223	2	0	0	2	19	252	0	271	545
5:30	8	0	43	51	0	248	3	251	0	0	0	0	14	198	0	212	514
5:45	10	0	28	38	0	273	4	277	2	0	0	2	12	204	0	216	533
Hour Total	33	0	171	204	2	989	10	1001	6	0	0	6	64	881	1	946	2157
Grand	62	0	357	419	4	1860	18	1882	13	0	6	19	153	1681	3	1837	4157
% of Total	1.5%	0.0%	8.6%		.1%	44.7%	.4%		.3%	0.0%	.1%		3.7%	40.4%	.1%		
Apprch %				10.1%				45.3%				.5%				44.2%	
% of Apprch	14.8%	0.0%	85.2%		.2%	98.8%	1.0%		68.4%	0.0%	31.6%		8.3%	91.5%	.2%		

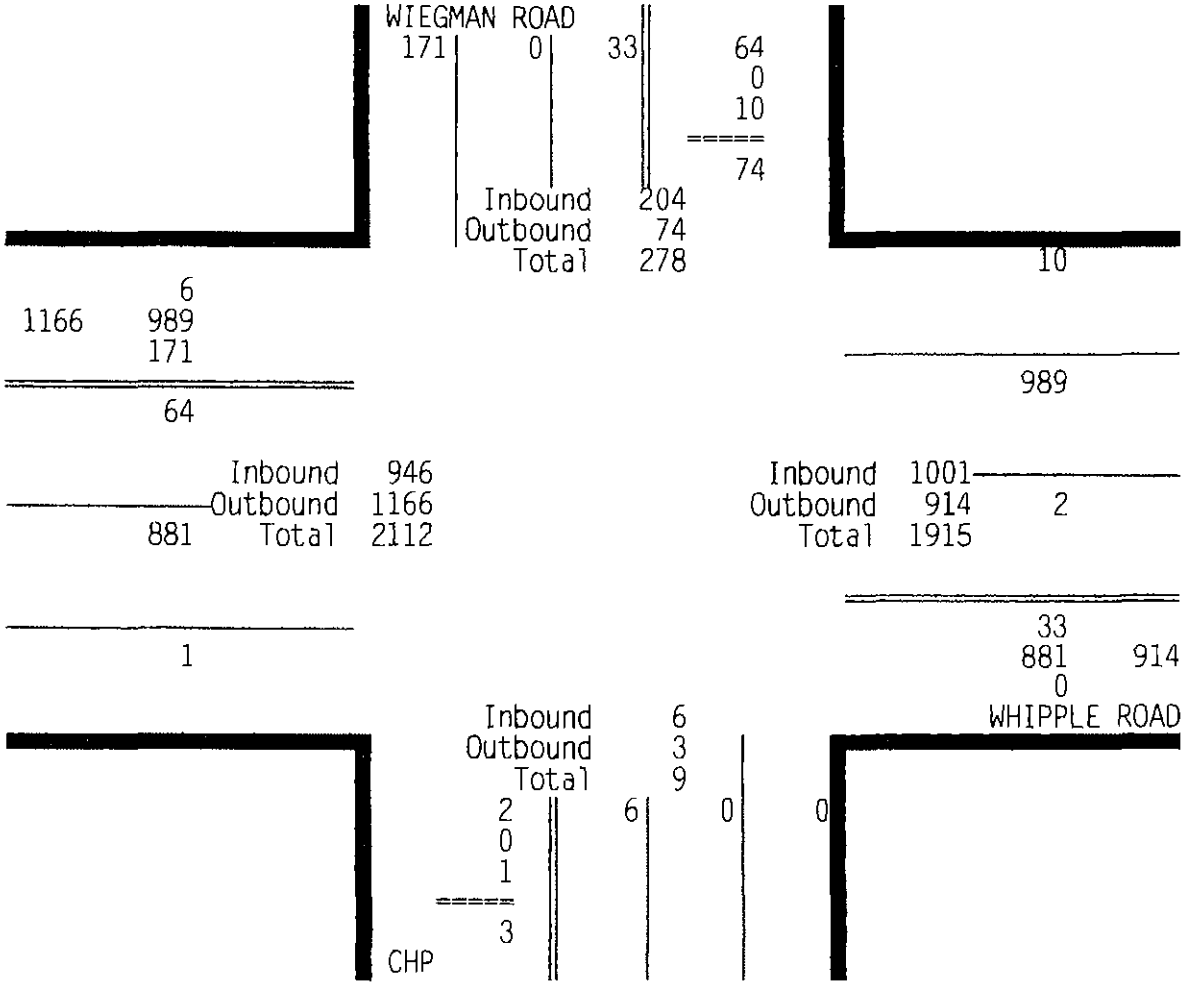
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WIEGMAN ROAD	05:00pm	.773	33	0	171	0	204	16.1	.0	83.8	.0
Westbound	WHIPPLE ROAD		.903	2	989	10	0	1001	.1	98.8	.9	.0
Northbound	CHP		.750	6	0	0	0	6	100.0	.0	.0	.0
Eastbound			.873	64	881	1	0	946	6.7	93.1	.1	.0

CITY OF HAYWARD

All Traffic Data
(916) 771-8700
Fax 786-2879

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 3
Page : 2



Trip Generation Calculations

Electronic Superstore and Retail Center TIA
Trip Generation

ITE Code	Land Use Description	Independent Variable	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
863	Electronic Superstore	1,000 Sq Ft	33.862	45.04	1.08	4.50	1525	37	22	15	152	75	77
814	Specialty Retail Center	1,000 Sq Ft	10.4	44.32	1.06	2.71	461	11	7	4	28	12	16
						Total	**1986**	**48**	**29**	**19**	**180**	**87**	**93**
		Reductions											
		Electronic Superstore											
		Pass-By (34%)					(519)	0	0	0	(51)	(25)	(26)
		Total Electronic Superstore Reduction					**(519)**	**0**	**0**	**0**	**(51)**	**(25)**	**(26)**
		Total Non-Pass-by					**1468**	**48**	**29**	**19**	**129**	**62**	**67**
		Total Pass-by						**0**	**0**	**0**	**51**	**25**	**26**

Notes:

1. Trip Generation Data from ITE Trip Generation, 7th Edition
2. AM/PM rates correspond to peak of adjacent street traffic if data available
3. Includes weekday rates only
4. AM rates were derived to be 5% higher than Shopping Center (820) AM rates

Kimley-Horn and Associates, Inc.

Project Electronic Superstore and Retail Center TIA
Trip generation for Truck Terminal
Designed by M Mowery *Date* *Job No.*
Checked by J West *Date* *Sheet No.* 1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 6th Edition, Average Rate Equations

Land Use Code - 030

Independent Variable - 1,000 Sq Ft

Number of Units (X) - 41.8

T = Trip Ends

Peak Hour Adjacent Street Traffic

AM Peak

				Directional Distribution:	
T =	(X) *	0.90	Trip Ends Per 1,000 Sq Ft	40% Entering	60% Exiting
T =	38		Trip Ends	15 Entering	23 Exiting

Peak Hour Adjacent Street Traffic

PM Peak

				Directional Distribution:	
T =	(X) *	0.82	Trip Ends Per 1,000 Sq Ft	47% Entering	53% Exiting
T =	34		Trip Ends	16 Entering	18 Exiting

Weekday

Daily Weekday

				Directional Distribution:	
T =	(X) *	9.85	Trip Ends Per 1,000 Sq Ft	50% Entering	50% Exiting
T =	412		Trip Ends	206 Entering	206 Exiting

Non-Pass-By Trip Percentage

AM	100%
PM	100%

Non-Pass-By Trip Volumes

AM Peak	15 Entering	23 Exiting
PM Peak	16 Entering	18 Exiting

Note: Rounding may occur in calculations

Existing
(TRAFFIX and Synchro Software)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.8	0.908	C	24.8	0.908	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.4	0.755	C	20.4	0.755	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	0.2	0.000	C	0.2	0.000	+ 0.000 V/C
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	11.7	0.414	B	11.7	0.414	+ 0.000 D/V

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Hayward Existing-AM Tue Jan 27, 2004 15:16:39 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: AM												
Base Vol:	261	444	51	251	416	701	223	184	96	198	307	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	444	51	251	416	701	223	184	96	198	307	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	467	54	264	438	738	235	194	101	208	323	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	467	54	264	438	738	235	194	101	208	323	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	283	491	54	272	460	738	258	213	111	219	339	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.33	1.10	0.57	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2184	1802	940	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.04	0.08	0.13	0.50	0.12	0.12	0.12	0.13	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.41	0.41	0.24	0.55	0.55	0.13	0.17	0.17	0.18	0.22	0.22
Volume/Cap:	0.91	0.35	0.09	0.35	0.24	0.91	0.91	0.70	0.70	0.70	0.91	0.71
Uniform Del:	34.1	15.4	13.7	24.0	8.7	15.2	32.6	29.8	29.8	29.1	28.8	27.4
IncremntDel:	20.3	0.1	0.0	0.1	0.0	10.0	12.0	1.9	1.9	2.0	12.4	4.9
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	49.2	13.2	11.7	20.5	7.4	22.9	39.7	27.3	27.3	26.7	36.9	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	13.2	11.7	20.5	7.4	22.9	39.7	27.3	27.3	26.7	36.9	28.2
DesignQueue:	15	17	2	12	12	20	13	10	5	10	15	10

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Hayward Existing-AM        Tue Jan 27, 2004 15:16:39                Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR   LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.98 0.98 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Existing-AM Tue Jan 27, 2004 15:16:39 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 93 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: AM												
Base Vol:	427	599	456	144	0	430	287	583	0	0	620	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	599	456	144	0	430	287	583	0	0	620	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	449	631	480	152	0	453	302	614	0	0	653	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	631	480	152	0	453	302	614	0	0	653	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	494	694	528	152	0	511	311	644	0	0	718	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.14	0.86	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1845	1404	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.30	0.38	0.38	0.09	0.00	0.17	0.09	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.40	0.51	0.51	0.13	0.00	0.23	0.13	0.37	0.00	0.00	0.24	0.24
Volume/Cap:	0.75	0.74	0.74	0.74	0.00	0.75	0.75	0.51	0.00	0.00	0.58	0.75
Uniform Del:	19.5	14.7	14.7	32.1	0.0	27.2	32.1	18.8	0.0	0.0	25.5	26.8
IncremntDel:	1.0	0.9	0.9	8.8	0.0	3.3	5.3	0.3	0.0	0.0	0.5	6.1
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	17.6	13.4	13.4	36.1	0.0	26.5	32.6	16.3	0.0	0.0	22.1	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	13.4	13.4	36.1	0.0	26.5	32.6	16.3	0.0	0.0	22.1	28.9
DesignQueue:	18	21	16	8	0	23	15	24	0	0	31	12

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Hayward Existing-AM        Tue Jan 27, 2004 15:16:39                Page 6-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:        10                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:     5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
*******************************************************************************
```

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Hayward Existing-AM        Tue Jan 27, 2004 15:16:39                  Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway
*******************************************************************************
Average Delay (sec/veh):       0.2           Worst Case Level Of Service:       C
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:            Include          Include          Include          Include
Lanes:         0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:        0    0    0     1    0   11    40 1128    0     0  848   12
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0    0    0     1    0   11    40 1128    0     0  848   12
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:      0    0    0     1    0   12    42 1187    0     0  893   13
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:      0    0    0     1    0   12    42 1187    0     0  893   13
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:      1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:        0    0    0     1    0   13    46 1187    0     0  893   13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx   3.4 xxxx   2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx   7.0 xxxx   5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2128 xxxx   304   905 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    46 xxxx   971   560 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  0.92 xxxx  1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    42 xxxx   971   560 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx  87.3 xxxx   3.8   7.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     B    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  343 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    C    *     *    *    *     *    *    *
ApproachDel:       0.0              10.9              0.3              0.0
ApproachLOS:        *                C                *                *


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Hayward Existing-AM        Tue Jan 27, 2004 15:16:39                Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:       F
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       7    0     4     0    0     0     0 1127     2     4  853     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7    0     4     0    0     0     0 1127     2     4  853     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     7    0     4     0    0     0     0 1186     2     4  898     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     7    0     4     0    0     0     0 1186     2     4  898     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       8    0     5     0    0     0     0 1186     2     5  898     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4 xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.1 xxxx xxxxx
Critical Gp:  7.0 xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   5.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2089 xxxx   594  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1188 xxxx xxxxx
Potent Cap.:   49 xxxx   692  xxxx xxxx xxxxx  xxxx xxxx xxxxx   395 xxxx xxxxx
Adj Cap:     0.99 xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1.00 xxxx xxxxx
Move Cap.:     48 xxxx   692  xxxx xxxx xxxxx  xxxx xxxx xxxxx   395 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 87.9 xxxx   5.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   73 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 58.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:       58.6              0.0              0.0              0.0
ApproachLOS:         F                *                *                *


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Hayward Existing-AM Tue Jan 27, 2004 15:16:39 Page 9-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: AM												
Base Vol:	5	0	1	14	1	119	194	940	3	5	731	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	14	1	119	194	940	3	5	731	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	1	15	1	125	204	989	3	5	769	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	15	1	125	204	989	3	5	769	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	5	0	1	15	1	125	204	1039	3	5	808	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.71	0.71	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	0.83	0.00	0.17	0.10	0.01	0.89	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1216	0	243	141	10	1196	1641	3444	11	1641	3376	79
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.12	0.30	0.30	0.00	0.24	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.00	0.10	0.21	0.24	0.24	0.23	0.62	0.62	0.07	0.45	0.45
Volume/Cap:	0.06	0.00	0.04	0.49	0.43	0.43	0.53	0.49	0.49	0.05	0.53	0.53
Uniform Del:	33.0	0.0	30.9	26.2	24.3	24.3	25.4	8.0	8.0	33.0	15.0	15.0
IncremntDel:	0.0	0.0	0.0	1.1	0.6	0.6	1.1	0.1	0.1	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.1	0.0	26.3	23.4	21.2	21.2	22.7	7.0	7.0	28.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	0.0	26.3	23.4	21.2	21.2	22.7	7.0	7.0	28.0	13.1	13.1
DesignQueue:	0	0	0	1	0	5	9	24	0	0	26	1

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Hayward Existing-AM        Tue Jan 27, 2004 15:16:39                Page 10-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:   LTR  LTR   LTR   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    1     1     1    1     1     1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:     7 xxxx     7     7    7     7  xxxx    5     5  xxxx    5     5
f(lt) Case:     4 xxxx     4     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Hayward Existing-PM Tue Jan 27, 2004 15:19:20 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.9	0.820	C	24.9	0.820	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.2	0.789	C	22.2	0.789	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	1.1	0.000	C	1.1	0.000	+ 0.000 V/C
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	10.5	0.523	B	10.5	0.523	+ 0.000 D/V

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Hayward Existing-PM Tue Jan 27, 2004 15:19:20 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 127 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: PM												
Base Vol:	326	785	126	487	794	327	391	484	137	324	161	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	785	126	487	794	327	391	484	137	324	161	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	343	826	133	513	836	344	412	509	144	341	169	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	826	133	513	836	344	412	509	144	341	169	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	353	868	133	528	878	344	453	560	159	358	178	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.16	1.43	0.41	1.34	0.66	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	1923	2380	674	2239	1112	1468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.09	0.16	0.25	0.23	0.24	0.24	0.24	0.16	0.16	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.31	0.31	0.20	0.35	0.35	0.29	0.30	0.30	0.20	0.21	0.21
Volume/Cap:	0.72	0.82	0.30	0.82	0.72	0.66	0.82	0.79	0.79	0.79	0.76	0.82
Uniform Del:	30.8	24.4	20.1	29.3	21.3	20.8	25.3	24.6	24.6	28.9	28.2	28.6
IncremntDel:	3.5	3.7	0.1	5.8	1.5	2.2	2.8	2.2	2.2	4.5	3.3	10.9
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	29.7	24.5	17.2	30.7	19.6	19.9	24.3	23.1	23.1	29.1	27.3	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	24.5	17.2	30.7	19.6	19.9	24.3	23.1	23.1	29.1	27.3	35.2
DesignQueue:	17	36	5	24	34	13	19	23	7	17	8	12

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Hayward Existing-PM        Tue Jan 27, 2004 15:19:20                Page 4-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:    L     T     R     L     T     R    LTR   LTR   LTR   LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.98 0.98  0.98  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.97 0.97 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Existing-PM Tue Jan 27, 2004 15:19:20 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: PM												
Base Vol:	205	630	238	191	0	542	513	548	0	0	868	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	630	238	191	0	542	513	548	0	0	868	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	663	251	201	0	571	540	577	0	0	914	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	663	251	201	0	571	540	577	0	0	914	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	237	729	276	201	0	645	556	606	0	0	1005	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.45	0.55	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1659	2408	910	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.12	0.00	0.22	0.17	0.18	0.00	0.00	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.38	0.38	0.16	0.00	0.33	0.21	0.46	0.00	0.00	0.25	0.25
Volume/Cap:	0.67	0.79	0.79	0.79	0.00	0.67	0.79	0.38	0.00	0.00	0.79	0.68
Uniform Del:	27.5	20.7	20.7	30.9	0.0	22.1	28.2	13.4	0.0	0.0	26.8	25.9
IncremntDel:	0.7	2.0	2.0	10.3	0.0	1.3	4.2	0.1	0.0	0.0	2.4	3.5
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	24.0	19.5	19.5	36.6	0.0	20.1	28.2	11.5	0.0	0.0	25.2	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	19.5	19.5	36.6	0.0	20.1	28.2	11.5	0.0	0.0	25.2	25.6
DesignQueue:	11	27	10	10	0	25	25	19	0	0	44	11

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Hayward Existing-PM        Tue Jan 27, 2004 15:19:20                Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway
*******************************************************************************
Average Delay (sec/veh):      1.1           Worst Case Level Of Service:       C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0    0    0     4    0   81    91  926    0     0 1119   43
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     4    0   81    91  926    0     0 1119   43
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     0    0    0     4    0   85    96  975    0     0 1178   45
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0    0    0     4    0   85    96  975    0     0 1178   45
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0    0    0     5    0   94   105  975    0     0 1178   45
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx   3.4 xxxx   2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx   7.0 xxxx   5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2271 xxxx   415  1223 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    37 xxxx   853   378 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  0.72 xxxx  1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    27 xxxx   853   378 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 157.8 xxxx   4.7  12.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *     *    *    *     C    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  349 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 13.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    C    *     *    *    *     *    *    *
ApproachDel:        0.0              13.8              1.2              0.0
ApproachLOS:         *                C                *                *


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Hayward Existing-PM        Tue Jan 27, 2004 15:19:20                Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:       F
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       7    0     3     0    0     0     0  929     1     2 1162     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7    0     3     0    0     0     0  929     1     2 1162     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     7    0     3     0    0     0     0  978     1     2 1223     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     7    0     3     0    0     0     0  978     1     2 1223     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       8    0     3     0    0     0     0  978     1     2 1223     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4 xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.1 xxxx xxxxx
Critical Gp:  7.0 xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   5.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2204 xxxx   489  xxxx xxxx xxxxx  xxxx xxxx xxxxx   979 xxxx xxxxx
Potent Cap.:   41 xxxx   782  xxxx xxxx xxxxx  xxxx xxxx xxxxx   511 xxxx xxxxx
Adj Cap:     1.00 xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1.00 xxxx xxxxx
Move Cap.:     41 xxxx   782  xxxx xxxx xxxxx  xxxx xxxx xxxxx   511 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:106.5 xxxx   4.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.1 xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 76.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:       76.6              0.0              0.0              0.0
ApproachLOS:        F                 *                *                *


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Hayward Existing-PM Tue Jan 27, 2004 15:19:20 Page 9-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 0 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module: PM												
Base Vol:	6	0	0	33	0	171	64	881	1	2	989	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	33	0	171	64	881	1	2	989	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	0	35	0	180	67	927	1	2	1041	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	35	0	180	67	927	1	2	1041	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	6	0	0	35	0	180	67	974	1	2	1093	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.71	1.00	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	1.00	0.00	0.00	0.16	0.00	0.84	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1641	0	0	219	0	1132	1641	3451	4	1641	3420	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.04	0.28	0.28	0.00	0.32	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.35	0.00	0.28	0.07	0.58	0.58	0.07	0.57	0.57
Volume/Cap:	0.05	0.00	0.00	0.45	0.00	0.56	0.56	0.49	0.49	0.02	0.56	0.56
Uniform Del:	33.0	0.0	0.0	18.8	0.0	23.1	34.0	9.5	9.5	32.9	10.2	10.2
IncremntDel:	0.0	0.0	0.0	0.5	0.0	1.4	4.2	0.2	0.2	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.0	0.0	0.0	16.5	0.0	21.0	33.1	8.3	8.3	28.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	0.0	0.0	16.5	0.0	21.0	33.1	8.3	8.3	28.0	9.0	9.0
DesignQueue:	0	0	0	1	0	7	4	25	0	0	28	0

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Hayward Existing-PM        Tue Jan 27, 2004 15:19:20                Page 10-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    L  xxxx  xxxx   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    0     0     1    1     1    1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:     1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Hayward Shopping Center TIA — Existing

1: Whipple Rd. & SB SR 880 Ramps — Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.991		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		56				247			55			83
Volume (vph)	223	184	96	198	307	220	261	444	51	251	416	701
Lane Group Flow (vph)	172	363	0	222	345	247	281	477	55	261	433	730
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	21.0	21.0	0.0	12.0	29.0	21.0	15.0	32.0	25.0
Act Effct Green (s)	18.9	18.9		18.2	18.2	77.0	9.1	16.6	34.7	11.1	18.5	40.5
Actuated g/C Ratio	0.25	0.25		0.24	0.24	1.00	0.12	0.22	0.45	0.14	0.24	0.53
v/c Ratio	0.44	0.44		0.56	0.83	0.16	0.69	0.63	0.07	0.53	0.51	0.84
Uniform Delay, d1	24.4	20.4		25.7	27.7	0.0	32.4	27.3	0.0	30.3	25.2	13.4
Delay	25.8	21.2		29.1	46.6	0.0	40.5	27.9	2.1	32.4	25.4	13.6
LOS	C	C		C	D	A	D	C	A	C	C	B
Approach Delay		22.7			27.7			30.5			20.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	78	68		106	178	0	72	116	0	63	99	124
Queue Length 95th (ft)	152	119		194	#362	0	#139	164	11	108	141	204
Internal Link Dist (ft)		962			480			980			161	
50th Up Block Time (%)												2%
95th Up Block Time (%)												10%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					33%							
Queuing Penalty (veh)					40							37

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 77
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 24.8 — Intersection LOS: C
Intersection Capacity Utilization 81.4% — ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

ø1	ø2	ø4	ø8
15 s	29 s	25 s	21 s

ø5	ø6
12 s	32 s

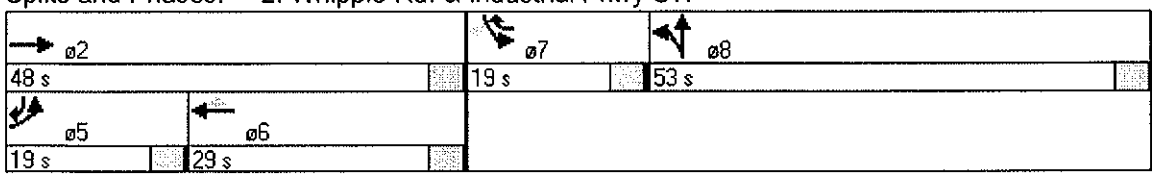
Electronic Superstore and Retail Center TIA — Existing
2: Whipple Rd. & Industrial Pkwy SW — Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						102		120				280
Volume (vph)	287	583	0	0	620	253	427	599	456	144	0	430
Lane Group Flow (vph)	346	702	0	0	729	298	491	1213	0	173	0	518
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	19.0	48.0	0.0	0.0	29.0	19.0	53.0	53.0	0.0	19.0	0.0	19.0
Act Effct Green (s)	15.3	48.1			29.8	47.6	48.2	48.2		14.8		30.1
Actuated g/C Ratio	0.13	0.40			0.25	0.40	0.40	0.40		0.12		0.25
v/c Ratio	0.79	0.50			0.58	0.43	0.76	0.90		0.79		0.57
Uniform Delay, d1	50.8	26.8			39.5	16.5	31.0	30.2		51.1		8.9
Delay	52.5	27.9			35.5	15.1	31.3	32.1		56.6		9.1
LOS	D	C			D	B	C	C		E		A
Approach Delay		36.1			29.6			31.9				
Approach LOS		D			C			C				
Queue Length 50th (ft)	135	221			150	87	345	428		131		51
Queue Length 95th (ft)	171	252			173	125	468	503		#200		72
Internal Link Dist (ft)		860			400			994			920	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							24%	30%				
95th Bay Block Time %							33%	34%				
Queuing Penalty (veh)							174	155				

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 60 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.6 — Intersection LOS: C
Intersection Capacity Utilization 80.3% — ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW



Hayward Shopping Center TIA
5: Whipple Rd. & Wiegman Rd.

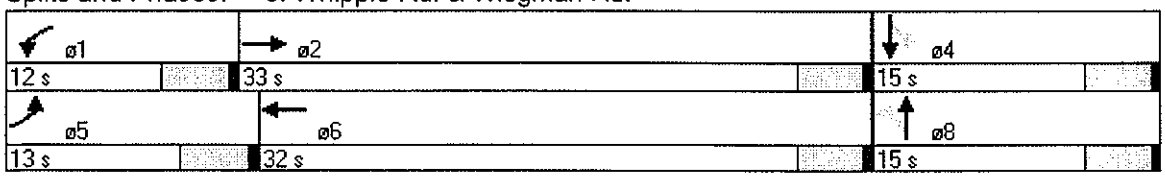
Existing
Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1631	0
Flt Permitted	0.950			0.950				0.813			0.976	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1481	0	0	1600	0
Satd. Flow (RTOR)		1			5			2			131	
Volume (vph)	194	940	3	5	731	17	5	0	1	14	1	119
Lane Group Flow (vph)	240	1164	0	5	822	0	0	12	0	0	147	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	13.0	33.0	0.0	12.0	32.0	0.0	15.0	15.0	0.0	15.0	15.0	0.0
Act Effct Green (s)	9.9	46.5		5.7	34.9			8.1			8.1	
Actuated g/C Ratio	0.17	0.78		0.10	0.58			0.14			0.14	
v/c Ratio	0.82	0.42		0.03	0.40			0.06			0.45	
Uniform Delay, d1	24.2	4.1		28.0	7.2			19.6			2.6	
Delay	31.8	5.7		24.6	8.0			19.7			6.5	
LOS	C	A		C	A			B			A	
Approach Delay		10.1			8.1			19.7			6.5	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	116	143		2	77			3			4	
Queue Length 95th (ft)	m#150	184		10	137			6			42	
Internal Link Dist (ft)		600			1343			446			963	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %	6%	9%										
95th Bay Block Time %	17%	15%			20%							
Queuing Penalty (veh)	65	28										

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 45 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 57.0% ICU Level of Service A
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.



Electronic Superstore and Retail Center TIA — Existing
1: Whipple Rd. & SB SR 880 Ramps — Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.995		0.950	0.983		0.950			0.950		
Satd. Flow (perm)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		30				268			41			169
Volume (vph)	391	484	137	324	161	241	326	785	126	487	794	327
Lane Group Flow (vph)	372	778	0	262	277	268	362	872	140	529	863	355
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	18.0	18.0	0.0	13.0	30.0	18.0	17.0	34.0	25.0
Act Effct Green (s)	22.0	22.0		15.0	15.0	88.9	10.0	25.9	40.9	14.0	29.9	54.9
Actuated g/C Ratio	0.25	0.25		0.17	0.17	1.00	0.11	0.29	0.46	0.16	0.34	0.62
v/c Ratio	0.93	0.94		0.92	0.94	0.17	0.94	0.85	0.19	0.98	0.73	0.34
Uniform Delay, d1	32.7	31.4		36.4	36.5	0.0	39.1	29.6	5.0	37.3	25.9	3.9
Delay	57.5	45.7		66.1	69.5	0.0	65.2	31.4	5.1	66.2	26.2	4.1
LOS	E	D		E	E	A	E	C	A	E	C	A
Approach Delay		49.5			45.3			37.6			33.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	228	231		156	166	0	107	241	16	156	221	36
Queue Length 95th (ft)	#403	#341		#310	#327	0	#192	315	34	#261	290	83
Internal Link Dist (ft)		899			480			929			161	
50th Up Block Time (%)										2%	20%	
95th Up Block Time (%)										39%	31%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								15%				
95th Bay Block Time %					25%			28%			7%	
Queuing Penalty (veh)					34			76		102	239	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 88.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.2 — Intersection LOS: D
Intersection Capacity Utilization 89.3% — ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

ø1	ø2	ø4	ø8
17 s	30 s	25 s	18 s

ø5	ø6
13 s	34 s

Electronic Superstore and Retail Center TIA
2: Whipple Rd. & Industrial Pkwy SW

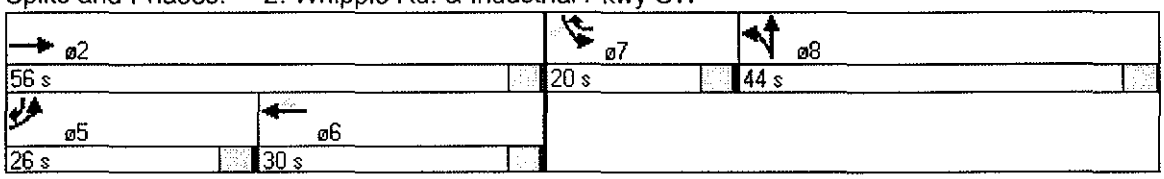
Existing
Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Satd. Flow (RTOR)						49		46				480
Volume (vph)	513	548	0	0	868	233	205	630	238	191	0	542
Lane Group Flow (vph)	552	589	0	0	954	256	236	998	0	193	0	547
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	26.0	56.0	0.0	0.0	30.0	20.0	44.0	44.0	0.0	20.0	0.0	26.0
Act Effct Green (s)	22.2	55.4			30.2	49.1	39.7	39.7		15.9		38.1
Actuated g/C Ratio	0.19	0.46			0.25	0.41	0.33	0.33		0.13		0.32
v/c Ratio	0.87	0.36			0.75	0.38	0.44	0.90		0.82		0.45
Uniform Delay, d1	47.5	20.8			41.3	19.6	31.4	36.4		50.7		1.8
Delay	51.1	21.6			39.6	18.2	31.6	39.2		58.0		2.3
LOS	D	C			D	B	C	D		E		A
Approach Delay		35.9			35.1			37.7				
Approach LOS		D			D			D				
Queue Length 50th (ft)	214	157			235	88	153	342		146		11
Queue Length 95th (ft)	#298	204			268	141	226	406		#259		35
Internal Link Dist (ft)		860			400			924			894	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %					4%			24%				
95th Bay Block Time %					14%		7%	30%		8%		
Queuing Penalty (veh)					23		17	63		11		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 75 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 81.9% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW

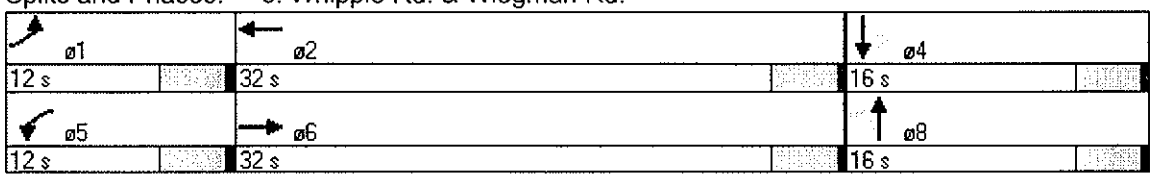


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.394			0.954	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	734	0	0	1576	0
Satd. Flow (RTOR)					2						222	
Volume (vph)	64	881	1	2	989	10	6	0	0	33	0	171
Lane Group Flow (vph)	74	1014	0	2	1110	0	0	8	0	0	265	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	12.0	32.0	0.0	12.0	32.0	0.0	16.0	16.0	0.0	16.0	16.0	0.0
Act Effct Green (s)	7.6	43.2		5.6	38.0			9.0			9.0	
Actuated g/C Ratio	0.13	0.72		0.09	0.63			0.15			0.15	
v/c Ratio	0.33	0.40		0.01	0.50			0.07			0.62	
Uniform Delay, d1	25.7	4.7		28.0	6.7			21.9			3.6	
Delay	23.8	3.3		24.5	8.0			20.2			5.9	
LOS	C	A		C	A			C			A	
Approach Delay		4.7			8.0			20.2			5.9	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	32	25		1	112			3			13	
Queue Length 95th (ft)	m51	117		6	186			10			43	
Internal Link Dist (ft)		600			1343			351			892	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %					12%							
95th Bay Block Time %		4%			26%							
Queuing Penalty (veh)		1										

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 67.6% ICU Level of Service B
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.



Traffic Signal Warrant Analysis

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

01/27/04

MAJOR STREET: Whipple Road # OF APPROACH LANES: 2

MINOR STREET: Target Dwy & Electronic Superstore Dwy # OF APPROACH LANES: 1

CITY, STATE: Hayward, CA

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1			WARRANT 2			WARRANT 9	WARRANT 11
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	2,061	30	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	2,252	103	Y			Y	Y	Y	Y	Y
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	4,313	133	2	0	0	2	1	1	1	1
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			4 HRS NEEDED NOT SATISFIED	1 HR NEEDED SATISFIED

WARRANT 1 – Minimum Vehicular Volume Warrant (8 hours)

WARRANT 2 – Interruption to Continuous Traffic (8 hours)

WARRANT 9 – Four Hour Volume Warrant - Figure 4-7

WARRANT 11 – Peak Hour Volume Warrant - Figure 4-5

Conditions: Based on 1996 Caltrans Traffic Manual, Updated 11/02

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Existing + Project
(TRAFFIX and Synchro Software)

Hayward Exist + Proj - AM Thu Feb 12, 2004 13:50:43 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	23.9	0.908	C	23.9	0.908	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.5	0.757	C	20.5	0.757	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	A	3.7	0.401	A	3.7	0.401	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	B	0.0	0.000	B	0.0	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	11.8	0.414	B	11.8	0.414	+ 0.000 D/V

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Hayward Exist + Proj - AM Thu Feb 12, 2004 13:50:43 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

****

Cycle (sec): 95 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: AM												
Base Vol:	261	445	51	248	417	702	224	184	96	198	307	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	445	51	248	417	702	224	184	96	198	307	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	468	54	261	439	739	236	194	101	208	323	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	468	54	261	439	739	236	194	101	208	323	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	283	492	54	269	461	739	259	213	111	219	339	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.33	1.10	0.57	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2189	1798	938	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.04	0.08	0.13	0.50	0.12	0.12	0.12	0.13	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.41	0.41	0.24	0.55	0.55	0.13	0.17	0.17	0.18	0.22	0.22
Volume/Cap:	0.91	0.35	0.09	0.35	0.24	0.91	0.91	0.71	0.71	0.71	0.91	0.72
Uniform Del:	32.4	14.6	13.0	22.9	8.3	14.5	31.0	28.4	28.4	27.7	27.4	26.1
IncremntDel:	20.4	0.1	0.0	0.1	0.0	10.1	12.1	1.9	1.9	2.0	12.5	5.3
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	47.9	12.4	11.0	19.6	7.1	22.4	38.4	26.0	26.0	25.5	35.8	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	12.4	11.0	19.6	7.1	22.4	38.4	26.0	26.0	25.5	35.8	27.5
DesignQueue:	14	16	2	11	11	19	12	10	5	10	15	10

****

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Hayward Exist + Proj - AM  Thu Feb 12, 2004 13:50:43                    Page 4-1
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------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:    L     T     R     L     T     R    LTR   LTR   LTR   LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.98 0.98 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
```

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Hayward Exist + Proj - AM Thu Feb 12, 2004 13:50:43 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 94 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: AM												
Base Vol:	427	599	459	148	0	430	287	588	0	0	616	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	599	459	148	0	430	287	588	0	0	616	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	449	631	483	156	0	453	302	619	0	0	648	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	631	483	156	0	453	302	619	0	0	648	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	494	694	531	156	0	511	311	650	0	0	713	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.13	0.87	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1839	1410	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.30	0.38	0.38	0.09	0.00	0.17	0.09	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.40	0.51	0.51	0.13	0.00	0.23	0.13	0.37	0.00	0.00	0.24	0.24
Volume/Cap:	0.76	0.75	0.75	0.75	0.00	0.76	0.76	0.51	0.00	0.00	0.57	0.76
Uniform Del:	19.5	14.9	14.9	32.0	0.0	27.3	32.1	18.7	0.0	0.0	25.3	26.7
IncremntDel:	1.1	1.0	1.0	9.2	0.0	3.4	5.4	0.3	0.0	0.0	0.5	6.1
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	17.7	13.7	13.7	36.4	0.0	26.6	32.7	16.2	0.0	0.0	22.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	13.7	13.7	36.4	0.0	26.6	32.7	16.2	0.0	0.0	22.0	28.9
DesignQueue:	18	21	16	8	0	23	15	24	0	0	31	12

****

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Hayward Exist + Proj - AM  Thu Feb 12, 2004 13:50:43                    Page 6-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:    LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:      3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:           10               10               10               10
Grade:               0%               0%               0%               0%
Parking/Hr:          No               No               No               No
Bus Stp/Hr:           0                0                0                0
Area Type:     < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                0                0               10
ExclusiveRT:      Include          Include          Include          Include
% RT Prtct:           0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
******************************************************************************
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Hayward Exist + Proj - AM Mon Feb 23, 2004 14:12:02 Page 7-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Whipple Road / Target Driveway & Project Driveway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	2 1	0
Volume Module: AM												
Base Vol:	17	0	2	11	0	11	40	1126	24	5	848	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	2	11	0	11	40	1126	24	5	848	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	0	2	12	0	12	42	1185	25	5	893	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	2	12	0	12	42	1185	25	5	893	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.10	1.10
Final Vol.:	18	0	2	12	0	12	42	1245	27	5	982	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.77	0.86	1.00	0.77	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.96	0.04	1.00	2.96	0.04
Final Sat.:	1641	0	1468	1641	0	1468	1641	3382	72	1641	5110	72
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.00	0.01	0.03	0.37	0.37	0.00	0.19	0.19
Crit Moves:	****					****		****		****		
Green/Cycle:	0.07	0.00	0.10	0.07	0.00	0.10	0.07	0.76	0.76	0.07	0.76	0.76
Volume/Cap:	0.16	0.00	0.01	0.10	0.00	0.08	0.37	0.48	0.48	0.05	0.25	0.25
Uniform Del:	33.2	0.0	30.8	33.1	0.0	31.0	33.7	3.5	3.5	33.0	2.7	2.7
IncremntDel:	0.1	0.0	0.0	0.0	0.0	0.0	0.9	0.1	0.1	0.0	0.0	0.0
Delay Adj:	0.85	0.00	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.3	0.0	26.2	28.1	0.0	26.4	29.6	3.1	3.1	28.0	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	26.2	28.1	0.0	26.4	29.6	3.1	3.1	28.0	2.3	2.3
DesignQueue:	1	0	0	1	0	1	2	18	0	0	14	0

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Hayward Exist + Proj - AM  Mon Feb 23, 2004 14:12:02                Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  2  1  0
Lane Group:   LT   LT     R    LT   LT     R     L   RT     RT    L   RT     RT
#LnsInGrps:     1    1     1     1    1     1     1    2     2     1    3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2  xxxx    5     5  xxxx    5     5
f(lt) Case:     4 xxxx  xxxx     4 xxxx  xxxx     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Hayward Exist + Proj - AM  Thu Feb 12, 2004 13:50:43                    Page 9-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):       0.0           Worst Case Level Of Service:       B
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       0    0   11     0    0    0     0 1129    6     0  853    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0   11     0    0    0     0 1129    6     0  853    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     0    0   12     0    0    0     0 1188    6     0  898    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0    0   12     0    0    0     0 1188    6     0  898    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0    0   13     0    0    0     0 1188    6     0  898    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   597  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   690  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   690  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   5.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *    *     *    *    *     *    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *    *     *    *    *     *    *    *
ApproachDel:        5.3              0.0              0.0              0.0
ApproachLOS:         B                *                *                *


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Hayward Exist + Proj - AM Thu Feb 12, 2004 13:50:43 Page 10-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #5 Whipple Road / Wiegman Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 39 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: AM												
Base Vol:	5	0	1	14	1	120	194	937	3	5	732	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	14	1	120	194	937	3	5	732	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	1	15	1	126	204	986	3	5	771	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	15	1	126	204	986	3	5	771	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	5	0	1	15	1	126	204	1036	3	5	809	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.71	0.71	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	0.83	0.00	0.17	0.10	0.01	0.89	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1216	0	243	140	10	1198	1641	3444	11	1641	3376	78
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.12	0.30	0.30	0.00	0.24	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.00	0.10	0.22	0.25	0.25	0.23	0.61	0.61	0.07	0.45	0.45
Volume/Cap:	0.06	0.00	0.04	0.49	0.43	0.43	0.53	0.49	0.49	0.05	0.53	0.53
Uniform Del:	33.0	0.0	30.9	26.1	24.2	24.2	25.5	8.1	8.1	33.0	15.1	15.1
IncremntDel:	0.0	0.0	0.0	1.1	0.6	0.6	1.1	0.1	0.1	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.1	0.0	26.3	23.3	21.1	21.1	22.8	7.0	7.0	28.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	0.0	26.3	23.3	21.1	21.1	22.8	7.0	7.0	28.0	13.1	13.1
DesignQueue:	0	0	0	1	0	5	9	24	0	0	26	1

****

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Hayward Exist + Proj - AM  Thu Feb 12, 2004 13:50:43                Page 11-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    LTR  LTR   LTR   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:      1    1     1     1    1     1    1    2     2    1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12   12    12    12   12    12   12   12    12   12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx    7     7    7     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx    4     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:   < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:   < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	D	25.3	0.836	D	25.3	0.836	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.7	0.810	C	22.7	0.810	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	16.9	0.797	C	16.9	0.797	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	10.5	0.527	B	10.5	0.527	+ 0.000 D/V

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Hayward Existing + Project Tue Jan 27, 2004 15:47:32 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 139 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: PM												
Base Vol:	326	788	126	500	797	330	394	484	137	324	161	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	788	126	500	797	330	394	484	137	324	161	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	343	829	133	526	839	347	415	509	144	341	169	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	829	133	526	839	347	415	509	144	341	169	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	353	871	133	542	881	347	456	560	159	358	178	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.16	1.44	0.40	1.34	0.66	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	1932	2373	672	2239	1112	1468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.09	0.17	0.25	0.24	0.24	0.24	0.24	0.16	0.16	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.30	0.30	0.20	0.35	0.35	0.28	0.30	0.30	0.20	0.22	0.22
Volume/Cap:	0.73	0.84	0.30	0.84	0.73	0.67	0.84	0.79	0.79	0.79	0.73	0.84
Uniform Del:	30.9	24.8	20.4	29.3	21.5	21.0	25.6	24.5	24.5	28.8	27.7	28.4
IncremntDel:	3.7	4.3	0.1	6.5	1.5	2.4	3.2	2.1	2.1	4.4	2.7	11.8
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	30.0	25.3	17.4	31.4	19.8	20.2	25.0	22.9	22.9	28.9	26.2	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	25.3	17.4	31.4	19.8	20.2	25.0	22.9	22.9	28.9	26.2	36.0
DesignQueue:	17	36	5	25	34	13	19	23	7	16	8	12

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Hayward Existing + Project Tue Jan 27, 2004 15:47:32                    Page 4-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:    L     T     R     L     T     R    LTR   LTR   LTR   LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.98 0.98  0.98  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.97 0.97 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Hayward Existing + Project Tue Jan 27, 2004 15:47:32 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.810
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	120	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: PM												
Base Vol:	205	630	251	200	0	542	513	567	0	0	900	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	630	251	200	0	542	513	567	0	0	900	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	663	264	211	0	571	540	597	0	0	947	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	663	264	211	0	571	540	597	0	0	947	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	237	729	291	211	0	645	556	627	0	0	1042	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.43	0.57	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1642	2348	935	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.13	0.00	0.22	0.17	0.18	0.00	0.00	0.20	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.38	0.38	0.16	0.00	0.33	0.21	0.46	0.00	0.00	0.25	0.25
Volume/Cap:	0.67	0.81	0.81	0.81	0.00	0.67	0.81	0.40	0.00	0.00	0.81	0.70
Uniform Del:	27.4	20.9	20.9	30.9	0.0	22.1	28.6	13.6	0.0	0.0	26.9	26.0
IncremntDel:	0.7	2.4	2.4	11.7	0.0	1.3	5.0	0.1	0.0	0.0	2.8	4.1
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	23.9	20.1	20.1	37.9	0.0	20.0	29.3	11.7	0.0	0.0	25.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	20.1	20.1	37.9	0.0	20.0	29.3	11.7	0.0	0.0	25.7	26.2
DesignQueue:	11	27	11	10	0	25	25	20	0	0	46	11

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Hayward Existing + Project Tue Jan 27, 2004 15:47:32                    Page 6-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:    LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:      3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:           10               10               10               10
Grade:               0%               0%               0%               0%
Parking/Hr:          No               No               No               No
Bus Stp/Hr:           0                0                0                0
Area Type:     < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                0                0               10
ExclusiveRT:      Include          Include          Include          Include
% RT Prtct:           0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.96 0.96  0.96  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.86 0.86  0.86  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.86  0.86  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
*******************************************************************************
```

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Hayward Exist + Proj - PM Mon Feb 23, 2004 14:15:19 Page 7-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #3 Whipple Road / Target Driveway & Project Driveway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 87 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	0 1	1 1	0
Volume Module: PM												
Base Vol:	78	0	15	24	0	81	91	905	74	13	1124	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	15	24	0	81	91	905	74	13	1124	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	0	16	25	0	85	96	953	78	14	1183	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	16	25	0	85	96	953	78	14	1183	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.10	1.10	1.10
Final Vol.:	82	0	16	25	0	85	96	1000	82	15	1301	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.77	0.47	1.00	0.42	0.86	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.85	0.15	0.03	2.86	0.11
Final Sat.:	1641	0	1468	898	0	803	1641	3161	259	57	4887	187
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.03	0.00	0.11	0.06	0.32	0.32	0.27	0.27	0.27
Crit Moves:	****					****		****		****		
Green/Cycle:	0.07	0.00	0.14	0.07	0.00	0.14	0.07	0.43	0.43	0.36	0.72	0.72
Volume/Cap:	0.71	0.00	0.08	0.40	0.00	0.74	0.83	0.74	0.74	0.74	0.37	0.37
Uniform Del:	34.6	0.0	28.2	33.8	0.0	31.2	34.9	18.2	18.2	21.2	4.2	4.2
IncremntDel:	12.4	0.0	0.0	2.2	0.0	14.5	25.6	1.4	1.4	1.1	0.0	0.0
Delay Adj:	0.85	0.00	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	41.8	0.0	24.0	31.0	0.0	41.1	55.3	16.9	16.9	19.2	3.6	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	0.0	24.0	31.0	0.0	41.1	55.3	16.9	16.9	19.2	3.6	3.6
DesignQueue:	4	0	1	1	0	4	5	34	3	1	22	1

****

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Hayward Exist + Proj - PM  Mon Feb 23, 2004 14:15:19                    Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    0  1  1  1  0
Lane Group:   LT   LT     R    LT   LT     R     L   RT     RT   LTR  LTR   LTR
#LnsInGrps:     1    1     1     1    1     1     1    2     2     3    3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10               101                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2  xxxx    5     5     5    5     5
f(lt) Case:     4 xxxx  xxxx     4 xxxx  xxxx     1 xxxx  xxxx     4    4     4
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.50 xxxx  0.50  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  1.00 1.00  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  1.00 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 0.99  0.99  0.99 0.99  0.99
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  1.00 1.00  1.00
HCM Sat Adj: 0.86 1.00  0.77  0.47 1.00  0.42  0.86 0.90  0.90  0.90 0.90  0.90
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  0.77  0.47 1.00  0.42  0.86 0.90  0.90  0.90 0.90  0.90
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Exist + Proj - PM  Thu Feb 12, 2004 13:56:16                    Page 9-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):       0.0           Worst Case Level Of Service:       A
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0     0    10      0     0     0      0   940     3      0 1162     0
Growth Adj:  1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:    0     0    10      0     0     0      0   940     3      0 1162     0
User Adj:    1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:     0.95  0.95  0.95   0.95  0.95  0.95   0.95  0.95  0.95   0.95  0.95  0.95
PHF Volume:     0     0    11      0     0     0      0   989     3      0 1223     0
Reduct Vol:     0     0     0      0     0     0      0     0     0      0     0     0
Final Vol.:     0     0    11      0     0     0      0   989     3      0 1223     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10  1.10  1.10   1.10  1.10  1.10   1.10  1.00  1.00   1.10  1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0     0    12      0     0     0      0   989     3      0 1223     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   496  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   776  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   776  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   4.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *     *     A     *     *     *     *     *     *     *     *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:        4.7              0.0              0.0              0.0
ApproachLOS:         A                *                *                *


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Hayward Existing + Project Tue Jan 27, 2004 15:47:32 Page 9-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: PM												
Base Vol:	6	0	0	33	0	172	66	886	1	2	993	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	33	0	172	66	886	1	2	993	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	0	35	0	181	69	933	1	2	1045	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	35	0	181	69	933	1	2	1045	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	6	0	0	35	0	181	69	979	1	2	1098	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.71	1.00	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	1.00	0.00	0.00	0.16	0.00	0.84	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1641	0	0	217	0	1133	1641	3451	4	1641	3420	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.04	0.28	0.28	0.00	0.32	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.35	0.00	0.28	0.08	0.58	0.58	0.07	0.57	0.57
Volume/Cap:	0.05	0.00	0.00	0.45	0.00	0.56	0.56	0.49	0.49	0.02	0.56	0.56
Uniform Del:	33.0	0.0	0.0	18.9	0.0	23.2	33.9	9.5	9.5	32.9	10.3	10.3
IncremntDel:	0.0	0.0	0.0	0.5	0.0	1.4	4.2	0.2	0.2	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.0	0.0	0.0	16.5	0.0	21.1	33.0	8.3	8.3	28.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	0.0	0.0	16.5	0.0	21.1	33.0	8.3	8.3	28.0	9.1	9.1
DesignQueue:	0	0	0	1	0	7	4	25	0	0	28	0

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Hayward Existing + Project Tue Jan 27, 2004 15:47:32                    Page 10-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    L  xxxx  xxxx   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    0     0     1    1     1     1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:     1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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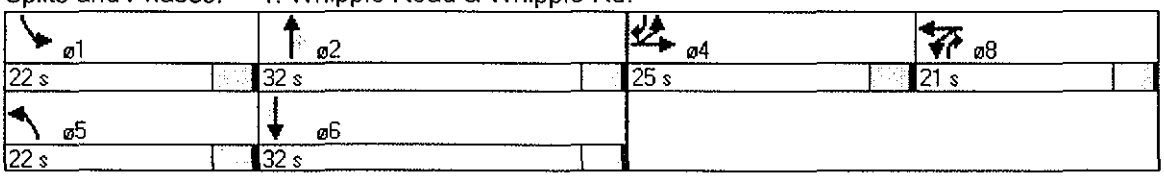
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.991		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		48				251			55			122
Volume (vph)	224	184	96	198	307	223	261	445	51	248	417	702
Lane Group Flow (vph)	172	364	0	222	345	251	281	478	55	258	434	731
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	21.0	21.0	0.0	22.0	32.0	21.0	22.0	32.0	25.0
Act Effct Green (s)	19.2	19.2		18.4	18.4	79.0	12.8	16.8	35.2	12.4	16.4	38.6
Actuated g/C Ratio	0.24	0.24		0.23	0.23	1.00	0.16	0.21	0.45	0.16	0.21	0.49
v/c Ratio	0.44	0.44		0.57	0.84	0.16	0.50	0.63	0.07	0.48	0.59	0.87
Uniform Delay, d1	25.2	21.7		26.6	28.7	0.0	30.1	28.2	0.0	30.2	28.2	14.6
Delay	27.2	22.8		31.6	51.5	0.0	31.6	29.0	2.2	31.9	29.1	16.3
LOS	C	C		C	D	A	C	C	A	C	C	B
Approach Delay		24.2			30.3			28.1			23.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	79	71		107	180	0	68	117	0	62	106	257
Queue Length 95th (ft)	163	131		#212	#393	0	114	176	7	107	161	#227
Internal Link Dist (ft)		940			480			843			161	
50th Up Block Time (%)												20%
95th Up Block Time (%)											3%	11%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					38%							
Queuing Penalty (veh)					48							113

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 79
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 26.0 Intersection LOS: C
Intersection Capacity Utilization 81.4% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Road & Whipple Rd.

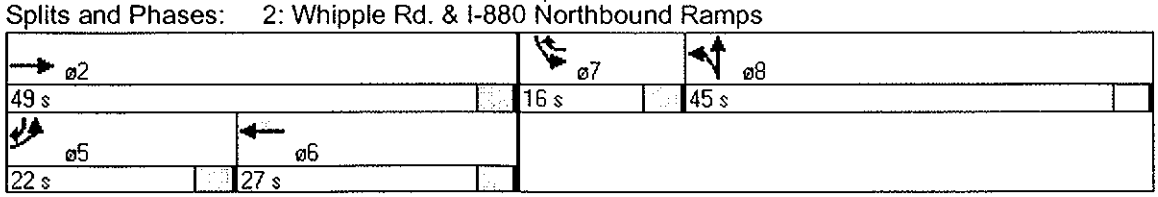


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						92		124				236
Volume (vph)	287	588	0	0	616	256	427	599	459	148	0	430
Lane Group Flow (vph)	346	708	0	0	725	301	491	1217	0	178	0	518
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	22.0	49.0	0.0	0.0	27.0	16.0	45.0	45.0	0.0	16.0	0.0	22.0
Act Effct Green (s)	16.3	46.4			27.1	42.9	41.9	41.9		12.8		29.0
Actuated g/C Ratio	0.15	0.42			0.25	0.39	0.38	0.38		0.12		0.26
v/c Ratio	0.68	0.47			0.58	0.45	0.80	0.95		0.87		0.57
Uniform Delay, d1	44.5	23.0			36.4	16.5	30.3	29.5		47.7		9.4
Delay	44.1	23.4			27.8	9.9	33.5	38.6		67.4		9.4
LOS	D	C			C	A	C	D		E		A
Approach Delay		30.2			22.5			37.1				
Approach LOS		C			C			D				
Queue Length 50th (ft)	119	187			169	127	334	415		125		52
Queue Length 95th (ft)	150	217			127	80	463	#535		#217		71
Internal Link Dist (ft)		860			400			959			903	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							25%	25%				
95th Bay Block Time %							35%	34%				
Queuing Penalty (veh)							181	145				

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 80.5% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & I-880 Northbound Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		2			2				2			26
Volume (vph)	40	1126	24	5	848	12	17	0	2	11	0	11
Lane Group Flow (vph)	50	1435	0	6	955	0	0	19	2	0	26	26
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	23.0	23.0	23.0	23.0	23.0	23.0
Act Effct Green (s)	7.8	90.6		6.0	83.5			6.6	6.6		7.1	7.1
Actuated g/C Ratio	0.07	0.82		0.05	0.76			0.06	0.06		0.06	0.06
v/c Ratio	0.40	0.49		0.06	0.25			0.18	0.02		0.23	0.21
Uniform Delay, d1	49.7	4.8		53.0	4.9			51.9	0.0		48.8	0.0
Delay	51.0	2.8		42.4	4.8			48.7	33.0		48.5	17.5
LOS	D	A		D	A			D	C		D	B
Approach Delay		4.4			5.1			47.2			33.0	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	33	0		4	53			13	0		18	0
Queue Length 95th (ft)	m53	190		m12	105			37	7		46	3
Internal Link Dist (ft)		400			1			101			104	
50th Up Block Time (%)				69%	22%							
95th Up Block Time (%)				85%	34%							
Turn Bay Length (ft)	150			150								
50th Bay Block Time %												
95th Bay Block Time %		9%										
Queuing Penalty (veh)		2		4	267							

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 84 (76%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 5.6 — Intersection LOS: A
Intersection Capacity Utilization 56.4% — ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway

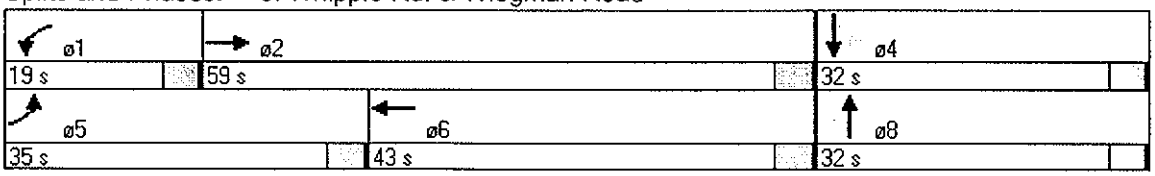
ø1	ø2	ø4	ø8
12 s	52 s	23 s	23 s
ø5	ø6		
12 s	52 s		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1631	0
Flt Permitted	0.950			0.950				0.845			0.980	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1539	0	0	1606	0
Satd. Flow (RTOR)					2			2			132	
Volume (vph)	194	937	3	5	732	17	5	0	1	14	1	120
Lane Group Flow (vph)	240	1161	0	5	823	0	0	12	0	0	148	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	35.0	59.0	0.0	19.0	43.0	0.0	32.0	32.0	0.0	32.0	32.0	0.0
Act Effct Green (s)	19.8	93.2		5.9	72.4			8.8			8.8	
Actuated g/C Ratio	0.18	0.85		0.05	0.66			0.08			0.08	
v/c Ratio	0.75	0.39		0.05	0.35			0.10			0.59	
Uniform Delay, d1	42.8	2.7		53.0	8.4			39.0			5.1	
Delay	43.9	0.6		49.2	9.7			39.8			10.9	
LOS	D	A		D	A			D			B	
Approach Delay		8.0			9.9			39.8			10.9	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	162	8		3	121			6			10	
Queue Length 95th (ft)	150	10		16	223			13			70	
Internal Link Dist (ft)		600			1343			409			896	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %	37%				9%							
95th Bay Block Time %	49%				27%							
Queuing Penalty (veh)	249											

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 57.2% ICU Level of Service A

Splits and Phases: 5: Whipple Rd. & Wiegman Road

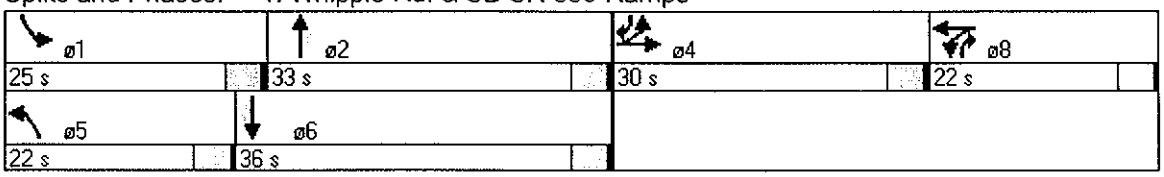


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.995		0.950	0.983		0.950			0.950		
Satd. Flow (perm)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		25				282			43			175
Volume (vph)	394	484	137	324	161	254	326	788	126	500	797	330
Lane Group Flow (vph)	374	780	0	262	277	282	362	876	140	543	866	359
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	30.0	30.0	0.0	22.0	22.0	0.0	22.0	33.0	22.0	25.0	36.0	30.0
Act Effct Green (s)	27.0	27.0		18.8	18.8	108.0	16.8	29.3	48.1	20.8	33.4	63.4
Actuated g/C Ratio	0.25	0.25		0.17	0.17	1.00	0.16	0.27	0.45	0.19	0.31	0.59
v/c Ratio	0.93	0.93		0.89	0.91	0.18	0.68	0.91	0.19	0.82	0.79	0.36
Uniform Delay, d1	39.5	38.2		43.6	43.7	0.0	43.1	38.0	6.2	41.7	34.0	5.4
Delay	63.8	52.1		65.5	67.8	0.0	43.3	44.5	6.4	43.6	35.5	6.0
LOS	E	D		E	E	A	D	D	A	D	D	A
Approach Delay		55.9			43.8			40.3			32.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	286	290		192	205	0	125	315	16	189	291	56
Queue Length 95th (ft)	#471	#403		#353	#373	0	172	#432	32	251	376	116
Internal Link Dist (ft)		933			480			978			161	
50th Up Block Time (%)										15%	32%	
95th Up Block Time (%)										31%	41%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								28%			6%	
95th Bay Block Time %					34%			41%			20%	
Queuing Penalty (veh)					47			123		123	386	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 108
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 41.5 Intersection LOS: D
Intersection Capacity Utilization 89.8% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

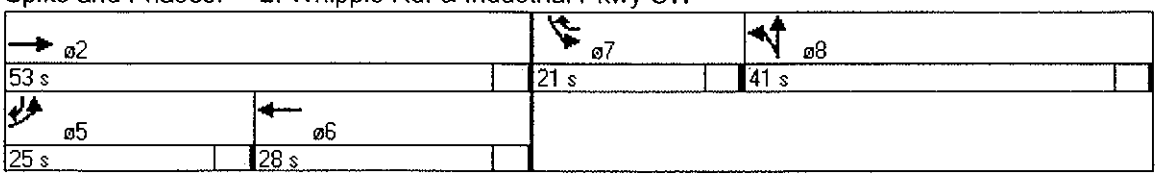


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Satd. Flow (RTOR)						45		52				465
Volume (vph)	513	567	0	0	900	243	205	630	257	200	0	542
Lane Group Flow (vph)	552	610	0	0	989	267	236	1019	0	202	0	547
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	25.0	53.0	0.0	0.0	28.0	21.0	41.0	41.0	0.0	21.0	0.0	25.0
Act Effct Green (s)	21.2	52.3			28.0	47.4	37.4	37.4		16.4		37.6
Actuated g/C Ratio	0.18	0.45			0.24	0.41	0.33	0.33		0.14		0.33
v/c Ratio	0.87	0.38			0.80	0.39	0.45	0.93		0.80		0.45
Uniform Delay, d1	45.6	20.7			40.9	19.3	30.7	35.6		47.7		2.0
Delay	49.5	21.4			36.0	12.6	31.0	42.1		51.8		2.5
LOS	D	C			D	B	C	D		D		A
Approach Delay		34.7			31.1			40.0				
Approach LOS		C			C			D				
Queue Length 50th (ft)	205	158			265	125	149	380		144		12
Queue Length 95th (ft)	#288	206			#333	102	223	#484		#249		35
Internal Link Dist (ft)		860			400			1001			945	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %					11%			27%				
95th Bay Block Time %					11%		6%	34%		5%		
Queuing Penalty (veh)					29		15	72		6		

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 10 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 32.0 Intersection LOS: C
Intersection Capacity Utilization 83.6% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW

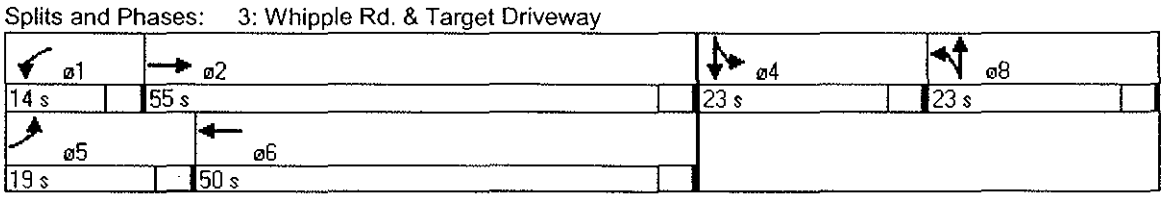


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3500	0	1770	5060	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3500	0	1770	5060	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		9			6				17			99
Volume (vph)	91	904	74	13	1124	43	78	0	15	24	0	81
Lane Group Flow (vph)	110	1171	0	14	1228	0	0	87	17	0	29	99
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	19.0	55.0	0.0	14.0	50.0	0.0	23.0	23.0	23.0	23.0	23.0	23.0
Act Effct Green (s)	12.1	83.4		6.5	72.5			10.8	10.8		7.5	7.5
Actuated g/C Ratio	0.11	0.73		0.06	0.63			0.09	0.09		0.07	0.07
v/c Ratio	0.59	0.46		0.14	0.38			0.52	0.10		0.25	0.51
Uniform Delay, d1	49.1	7.4		54.4	10.3			49.6	0.0		51.0	0.0
Delay	53.3	6.7		48.0	9.9			48.9	19.1		50.3	10.1
LOS	D	A		D	A			D	B		D	B
Approach Delay		10.7			10.3			44.0			19.2	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	80	108		10	118			62	0		21	0
Queue Length 95th (ft)	m114	211		m24	164			112	21		51	40
Internal Link Dist (ft)		400			1			132			110	
50th Up Block Time (%)				81%	33%							
95th Up Block Time (%)				88%	41%							
Turn Bay Length (ft)	150			150								
50th Bay Block Time %												
95th Bay Block Time %		12%			4%							
Queuing Penalty (veh)		6		11	456							

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 111 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 57.5% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.422			0.956	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	786	0	0	1580	0
Satd. Flow (RTOR)					1						223	
Volume (vph)	66	886	1	2	993	10	6	0	0	33	0	172
Lane Group Flow (vph)	76	1019	0	2	1114	0	0	8	0	0	266	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	23.0	60.0	0.0	20.0	57.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Act Effct Green (s)	10.4	95.6		9.0	86.9			11.0			11.0	
Actuated g/C Ratio	0.09	0.83		0.08	0.76			0.10			0.10	
v/c Ratio	0.47	0.35		0.01	0.42			0.11			0.75	
Uniform Delay, d1	51.1	3.1		55.0	5.3			47.5			7.8	
Delay	65.2	0.7		49.0	6.4			44.0			10.4	
LOS	E	A		D	A			D			B	
Approach Delay		5.2			6.5			44.0			10.4	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	52	14		1	131			6			30	
Queue Length 95th (ft)	103	21		10	259			17			65	
Internal Link Dist (ft)		600			1343			412			940	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %					9%							
95th Bay Block Time %					23%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 16 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 6.4 — Intersection LOS: A
Intersection Capacity Utilization 70.3% — ICU Level of Service C

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

ø1	ø2	ø4
23 s	57 s	35 s

ø5	ø6	ø8
20 s	60 s	35 s

Cumulative Union Landing Development Data

Union Landing
Development Program
3/3/2004

Attachment XVIII

Development	Building SF	Total*	Built sf		Proposed sf
Syufy Development					
Century Theaters	109,180		109,180		
Albertson	74,000		74,000		
Shops I and II	27,400		27,400		
Hollywood Video	6,320		6,320		
Chili's	5,930		5,930		
IHOP	5,000		5,000		
Jollibee	2,490		2,490		
Krispy Kreme	4,100		4,100		
Shops III	10,818		10,818		
Texas Roadhouse	6,300		6,300		
Tony Roma's	7,580		7,580		
Borders	25,000		25,000		
Possible Bank #912	7,580				7,580
Sub-total	**291,698**	**291,698**			
Empire Realty Development Area					
Petco, Michaels, Linens	63,710		63,710		
Kinko's	12,400		12,400		
Applebee's	5,200		5,200		
TGI Friday's	6,400		6,400		
ESA Hotel	55,990		55,990		
Chevys	7,000		7,000		
Chevys Retail (Mancini's Sleepworld	10,000		10,000		
and frame store)					
Sub-total	**160,700**	**160,700**			
Wal*Mart Development Area					
Wal*Mart	141,000		141,000		
Wal*Mart Expansion #813	30,000				30,000
Office Max Building	38,640		38,640		
Retail shops	14,000		14000		
Sub-total	**223,640**	**223,640**			
Pappas Development					
Lowes building	135,996		135,996		
garden center	23,460		23,460		
In N Out	3,220		3,220		
Best Buy	45,625		45,625		
Corner shops #814	17,400				17,400
Babies R Us	38,380		38,380		
Sportmart	25,875				
3.66 acre Courthouse parcel #814	40,000				40,000
Sub-total	**329,956**	**329,956**			
TOTAL		**1,005,994**	885,139		94,980
***Total square footage for the entire UL center does not include the existing Holiday Inn Express or the very**					
small vacant parcel of land in front of the hotel on A-N Road					

Electronic Superstore and Retail Center TIA
Union Landing Development Trip Generation

ITE Code	Land Use Description	Independent Variable	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
813	Free-Standing Discount Superstore	1,000 Sq Ft	30	49.21	1.84	3.87	1476	55	28	27	116	57	59
820	Shopping Center	1,000 Sq Ft	64.98	42.94	1.03	3.75	2790	67	41	26	243	117	126
					Total		**4267**	**122**	**69**	**53**	**359**	**174**	**185**
		Reductions											
		Shopping Center											
		Pass-By (34%)					(949)	0	0	0	(83)	(40)	(43)
		Total Shopping Center					**(949)**	**0**	**0**	**0**	**(83)**	**(40)**	**(43)**
		Total New Trips					**3318**	**122**	**69**	**53**	**276**	**134**	**142**
		Total Pass-by						**0**	**0**	**0**	**83**	**40**	**43**

Notes:

1. Trip Generation Data from ITE Trip Generation, 7th Edition
2. AM/PM rates correspond to peak of adjacent street traffic if data available
3. Includes weekday rates only

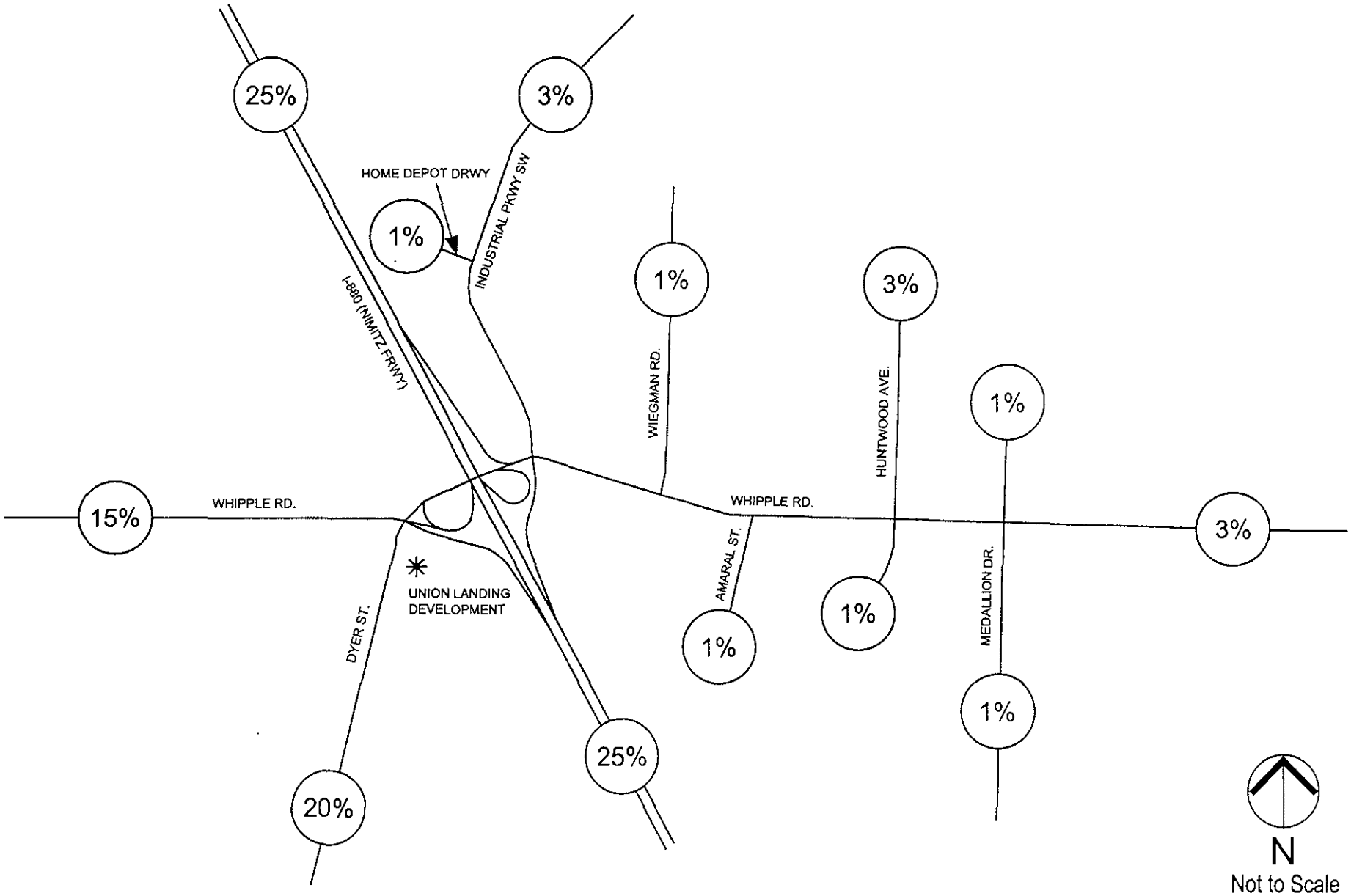


FIGURE 3.4	TRIP DISTRIBUTION UNION LANDING DEVELOPMENT	Kimley-Horn and Associates, Inc.

Cumulative 2025
(TRAFFIX and Synchro Software)

Hayward Cumulative - AM Wed Mar 3, 2004 14:27:46 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.1	0.913	C	24.1	0.913	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.6	0.769	C	20.6	0.769	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	B	0.2	0.000	B	0.2	0.000	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	11.4	0.474	B	11.4	0.474	+ 0.000 D/V

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Hayward Cumulative - AM Wed Mar 3, 2004 14:27:46 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

****

Cycle (sec): 95 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: AM												
Base Vol:	269	465	64	251	444	701	223	184	106	215	307	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	465	64	251	444	701	223	184	106	215	307	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	283	489	67	264	467	738	235	194	112	226	323	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	489	67	264	467	738	235	194	112	226	323	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	292	514	67	272	491	738	258	213	123	238	339	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.30	1.08	0.62	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2141	1767	1018	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.05	0.08	0.14	0.50	0.12	0.12	0.12	0.14	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.42	0.42	0.23	0.55	0.55	0.13	0.16	0.16	0.19	0.22	0.22
Volume/Cap:	0.91	0.36	0.11	0.36	0.26	0.91	0.91	0.74	0.74	0.74	0.91	0.72
Uniform Del:	32.3	14.5	12.9	23.2	8.5	14.6	30.9	28.8	28.8	27.6	27.5	26.1
IncremntDel:	20.7	0.1	0.0	0.1	0.0	10.5	12.4	2.6	2.6	2.7	12.7	5.1
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	48.1	12.4	11.0	19.9	7.2	22.9	38.7	27.1	27.1	26.1	36.0	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	12.4	11.0	19.9	7.2	22.9	38.7	27.1	27.1	26.1	36.0	27.3
DesignQueue:	14	16	2	11	12	19	12	10	6	11	15	10

****

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```
Hayward Cumulative - AM    Wed Mar 3, 2004 14:27:46                    Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:    L     T     R     L     T     R    LTR   LTR    LTR   LT    LT     R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.98 0.98 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Cumulative - AM Wed Mar 3, 2004 14:27:46 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 99 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: AM												
Base Vol:	444	599	456	144	0	433	289	589	0	0	628	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	599	456	144	0	433	289	589	0	0	628	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	467	631	480	152	0	456	304	620	0	0	661	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	631	480	152	0	456	304	620	0	0	661	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	514	694	528	152	0	515	313	651	0	0	727	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.14	0.86	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1845	1404	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.32	0.38	0.38	0.09	0.00	0.18	0.10	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.41	0.51	0.51	0.13	0.00	0.23	0.12	0.36	0.00	0.00	0.24	0.24
Volume/Cap:	0.77	0.73	0.73	0.73	0.00	0.77	0.77	0.52	0.00	0.00	0.59	0.77
Uniform Del:	19.2	14.4	14.4	32.0	0.0	27.5	32.2	19.2	0.0	0.0	25.8	27.1
IncremntDel:	1.2	0.8	0.8	8.4	0.0	3.8	5.9	0.3	0.0	0.0	0.6	6.9
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	17.5	13.1	13.1	35.5	0.0	27.1	33.3	16.6	0.0	0.0	22.5	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	13.1	13.1	35.5	0.0	27.1	33.3	16.6	0.0	0.0	22.5	29.9
DesignQueue:	18	20	16	8	0	23	16	24	0	0	32	12

****

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Hayward Cumulative - AM    Wed Mar 3, 2004 14:27:46                    Page 6-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10               10               10               10
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:        10                0                0               10
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:     5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
*******************************************************************************
```

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Hayward Cumulative - AM    Wed Mar 3, 2004 14:27:46                    Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway
*******************************************************************************
Average Delay (sec/veh):      0.2           Worst Case Level Of Service:       B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  0  0  1    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       0     0     0     0     0    11    40 1134     0     0   856    12
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0     0     0    11    40 1134     0     0   856    12
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95
PHF Volume:     0     0     0     0     0    12    42 1194     0     0   901    13
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:     0     0     0     0     0    12    42 1194     0     0   901    13
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0     0     0     0     0    13    46 1194     0     0   901    13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx xxxxx xxxx   2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   307   914 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   968   554 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  xxxx xxxx  1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   968   554 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx   3.8   7.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *     *     *     *     *     A     B     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:    xxxxxx              3.8              0.3              0.0
ApproachLOS:       *                 A                A                A


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Hayward Cumulative - AM    Wed Mar 3, 2004 14:27:46                    Page 8-1
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:       F
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       7    0     4     0    0     0     0 1133     2     4  861     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7    0     4     0    0     0     0 1133     2     4  861     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     7    0     4     0    0     0     0 1193     2     4  906     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     7    0     4     0    0     0     0 1193     2     4  906     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:              0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       8    0     5     0    0     0     0 1193     2     5  906     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4 xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.1 xxxx xxxxx
Critical Gp:  7.0 xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   5.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2104 xxxx   597  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1195 xxxx xxxxx
Potent Cap.:   48 xxxx   690  xxxx xxxx xxxxx  xxxx xxxx xxxxx   391 xxxx xxxxx
Adj Cap:     0.99 xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1.00 xxxx xxxxx
Move Cap.:     47 xxxx   690  xxxx xxxx xxxxx  xxxx xxxx xxxxx   391 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 90.2 xxxx   5.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   71 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 60.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:       60.1           xxxxxx               0.0               0.0
ApproachLOS:         F                *                 A                 A


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Hayward Cumulative - AM Wed Mar 3, 2004 14:27:46 Page 9-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #5 Whipple Road / Wiegman Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 43 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: AM												
Base Vol:	5	0	1	14	1	120	195	945	3	5	731	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	14	1	120	195	945	3	5	731	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	1	15	1	126	205	995	3	5	769	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	15	1	126	205	995	3	5	769	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	5	0	1	15	1	126	205	1044	3	5	808	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.71	0.71	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	0.83	0.00	0.17	0.10	0.01	0.89	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1216	0	243	140	10	1198	1641	3444	11	1641	3376	79
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.13	0.30	0.30	0.00	0.24	0.24
Crit Moves:			****	****			****				****	
Green/Cycle:	0.07	0.00	0.10	0.20	0.23	0.23	0.24	0.63	0.63	0.07	0.46	0.46
Volume/Cap:	0.06	0.00	0.04	0.52	0.45	0.45	0.52	0.48	0.48	0.05	0.52	0.52
Uniform Del:	33.0	0.0	30.9	27.1	25.1	25.1	25.1	7.5	7.5	33.0	14.7	14.7
IncremntDel:	0.0	0.0	0.0	1.5	0.7	0.7	1.0	0.1	0.1	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.1	0.0	26.3	24.5	22.0	22.0	22.4	6.6	6.6	28.0	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	0.0	26.3	24.5	22.0	22.0	22.4	6.6	6.6	28.0	12.7	12.7
DesignQueue:	0	0	0	1	0	5	9	23	0	0	26	1

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Hayward Cumulative - AM    Wed Mar 3, 2004 14:27:46                    Page 10-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:   LTR  LTR   LTR   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    1     1     1    1     1    1    2     2    1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12   12   12    12   12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx     7     7    7     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx     4     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Hayward Cumulative - PM Wed Mar 3, 2004 14:28:31 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.8	0.842	C	24.8	0.842	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.1	0.815	C	22.1	0.815	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	0.7	0.000	C	0.7	0.000	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	10.5	0.525	B	10.5	0.525	+ 0.000 D/V

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Hayward Cumulative - PM Wed Mar 3, 2004 14:28:31 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec): 95 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 144 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: PM												
Base Vol:	347	842	162	487	847	327	391	484	157	358	161	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	842	162	487	847	327	391	484	157	358	161	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	365	886	171	513	892	344	412	509	165	377	169	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	886	171	513	892	344	412	509	165	377	169	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	376	931	171	528	936	344	453	560	182	396	178	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.14	1.41	0.45	1.38	0.62	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	1886	2334	757	2311	1039	1468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.12	0.16	0.27	0.23	0.24	0.24	0.24	0.17	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.32	0.32	0.19	0.36	0.36	0.29	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.75	0.84	0.36	0.84	0.75	0.65	0.84	0.84	0.84	0.84	0.84	0.85
Uniform Del:	29.3	22.8	18.9	28.1	20.3	19.4	24.3	24.3	24.3	27.6	27.6	27.7
IncremntDel:	4.4	4.2	0.2	7.0	1.9	2.0	3.4	3.4	3.4	6.5	6.5	13.8
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	29.4	23.7	16.3	31.0	19.2	18.5	24.0	24.0	24.0	30.0	30.0	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	23.7	16.3	31.0	19.2	18.5	24.0	24.0	24.0	30.0	30.0	37.3
DesignQueue:	17	36	6	23	34	12	18	22	7	17	8	11

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Hayward Cumulative - PM    Wed Mar 3, 2004 14:28:31                    Page 4-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR    LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:      1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx  0.85  xxxx xxxx  0.85  0.98 0.98  0.98  xxxx xxxx  0.85
LT Adj:       0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.97 0.97 xxxxx
HCM Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Cumulative - PM Wed Mar 3, 2004 14:28:31 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 123 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: PM												
Base Vol:	444	599	456	191	0	547	289	589	0	0	628	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	599	456	191	0	547	289	589	0	0	628	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	467	631	480	201	0	576	304	620	0	0	661	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	631	480	201	0	576	304	620	0	0	661	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	514	694	528	201	0	651	313	651	0	0	727	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.14	0.86	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1845	1404	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.32	0.38	0.38	0.12	0.00	0.22	0.10	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.39	0.50	0.50	0.16	0.00	0.27	0.12	0.34	0.00	0.00	0.22	0.22
Volume/Cap:	0.81	0.76	0.76	0.76	0.00	0.81	0.81	0.55	0.00	0.00	0.63	0.81
Uniform Del:	20.8	15.3	15.3	30.4	0.0	25.9	32.7	20.4	0.0	0.0	26.7	28.1
IncremntDel:	1.8	1.0	1.0	7.9	0.0	4.6	8.7	0.4	0.0	0.0	0.8	10.0
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	19.5	14.1	14.1	33.7	0.0	26.6	36.6	17.8	0.0	0.0	23.5	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	14.1	14.1	33.7	0.0	26.6	36.6	17.8	0.0	0.0	23.5	33.9
DesignQueue:	19	21	16	10	0	28	16	25	0	0	32	12

****

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Hayward Cumulative - PM    Wed Mar 3, 2004 14:28:31                    Page 6-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:    LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:      3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:           10               10               10               10
Grade:               0%               0%               0%               0%
Parking/Hr:          No               No               No               No
Bus Stp/Hr:           0                0                0                0
Area Type:     < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                0                0               10
ExclusiveRT:      Include          Include          Include          Include
% RT Prtct:           0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
*******************************************************************************
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Hayward Cumulative - PM    Wed Mar 3, 2004 14:28:31                    Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway
*******************************************************************************
Average Delay (sec/veh):       0.7           Worst Case Level Of Service:       C
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  0  0  1    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0    0    0     0    0   81   91  941    0     0 1133   43
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     0    0   81   91  941    0     0 1133   43
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95 0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     0    0    0     0    0   85   96  991    0     0 1193   45
Reduct Vol:     0    0    0     0    0    0    0    0    0     0    0    0
Final Vol.:     0    0    0     0    0   85   96  991    0     0 1193   45
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0    0    0     0    0   94  105  991    0     0 1193   45
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx xxxxx xxxx   2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   420  1238 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   848   371 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  xxxx xxxx  1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   848   371 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx   4.7  13.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *     A     C    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx              4.7              1.3              0.0
ApproachLOS:       *                 A                A                A


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Hayward Cumulative - PM    Wed Mar 3, 2004 14:28:31                    Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
             1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):       0.4           Worst Case Level Of Service:       F
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:            Include          Include          Include          Include
Lanes:         0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:        7    0     3     0    0     0     0  944     1     2 1176     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     7    0     3     0    0     0     0  944     1     2 1176     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:      7    0     3     0    0     0     0  994     1     2 1238     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      7    0     3     0    0     0     0  994     1     2 1238     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:              0%               0%               0%               0%
% Cycle/Cars:    xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:    xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:      1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Cycl/Car PCE:    xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:    xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:        8    0     3     0    0     0     0  994     1     2 1238     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:   3.4 xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.1 xxxx xxxxx
Critical Gp:   7.0 xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   5.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2234 xxxx   497  xxxx xxxx xxxxx  xxxx xxxx xxxxx   995 xxxx xxxxx
Potent Cap.:   39 xxxx   775  xxxx xxxx xxxxx  xxxx xxxx xxxxx   501 xxxx xxxxx
Adj Cap:     1.00 xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1.00 xxxx xxxxx
Move Cap.:     39 xxxx   775  xxxx xxxx xxxxx  xxxx xxxx xxxxx   501 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:112.5 xxxx   4.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   55 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 80.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:       80.9           xxxxxx               0.0               0.0
ApproachLOS:         F                *                 A                 A


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Hayward Cumulative - PM Wed Mar 3, 2004 14:28:31 Page 9-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) | Average Delay (sec/veh): 10.5
Optimal Cycle: 48 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: PM												
Base Vol:	6	0	0	33	0	172	65	895	1	2	989	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	33	0	172	65	895	1	2	989	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	0	35	0	181	68	942	1	2	1041	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	35	0	181	68	942	1	2	1041	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	6	0	0	35	0	181	68	989	1	2	1093	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.71	1.00	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	1.00	0.00	0.00	0.16	0.00	0.84	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1641	0	0	217	0	1133	1641	3451	4	1641	3420	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.04	0.29	0.29	0.00	0.32	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.36	0.00	0.29	0.07	0.57	0.57	0.07	0.57	0.57
Volume/Cap:	0.05	0.00	0.00	0.45	0.00	0.56	0.56	0.50	0.50	0.02	0.56	0.56
Uniform Del:	33.0	0.0	0.0	18.8	0.0	23.1	34.0	9.6	9.6	32.9	10.3	10.3
IncremntDel:	0.0	0.0	0.0	0.5	0.0	1.4	4.2	0.2	0.2	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.0	0.0	0.0	16.5	0.0	21.0	33.0	8.4	8.4	28.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	0.0	0.0	16.5	0.0	21.0	33.0	8.4	8.4	28.0	9.0	9.0
DesignQueue:	0	0	0	1	0	7	4	25	0	0	28	0

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Hayward Cumulative - PM    Wed Mar 3, 2004 14:28:31                    Page 10-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    L  xxxx  xxxx   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    0     0     1    1     1     1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10               10               10               10
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0               10
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:     1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
```

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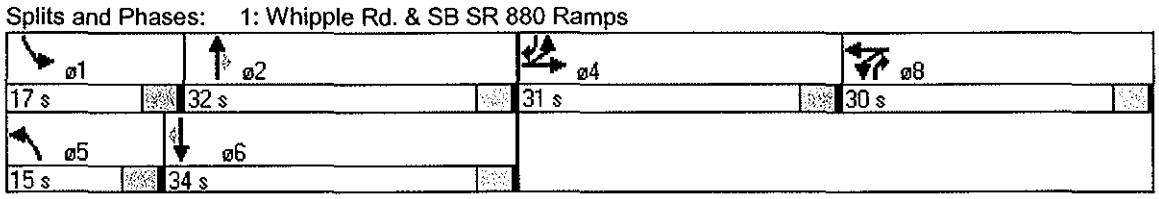
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.992		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		55				247			69			130
Volume (vph)	223	184	106	215	307	220	269	465	64	251	444	701
Lane Group Flow (vph)	177	369	0	242	345	247	289	500	69	261	462	730
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	31.0	31.0	0.0	30.0	30.0	0.0	15.0	32.0	30.0	17.0	34.0	31.0
Act Effct Green (s)	22.4	22.4		22.0	22.0	88.6	11.8	18.8	40.8	12.6	19.6	45.2
Actuated g/C Ratio	0.25	0.25		0.25	0.25	1.00	0.13	0.21	0.46	0.14	0.22	0.51
v/c Ratio	0.44	0.43		0.58	0.79	0.16	0.63	0.66	0.09	0.53	0.59	0.84
Uniform Delay, d1	27.2	22.9		28.7	30.5	0.0	35.8	31.4	0.0	34.7	30.3	14.5
Delay	30.7	25.0		32.2	36.6	0.0	43.6	33.8	2.0	39.4	32.3	15.8
LOS	C	C		C	D	A	D	C	A	D	C	B
Approach Delay		26.8			24.5			34.5			25.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	101	89		138	210	0	92	157	0	80	140	179
Queue Length 95th (ft)	185	146		240	#369	0	#159	214	13	131	192	282
Internal Link Dist (ft)		962			480			980			161	
50th Up Block Time (%)												8%
95th Up Block Time (%)											14%	13%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					25%			7%				
Queuing Penalty (veh)					31			10			31	77

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 88.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

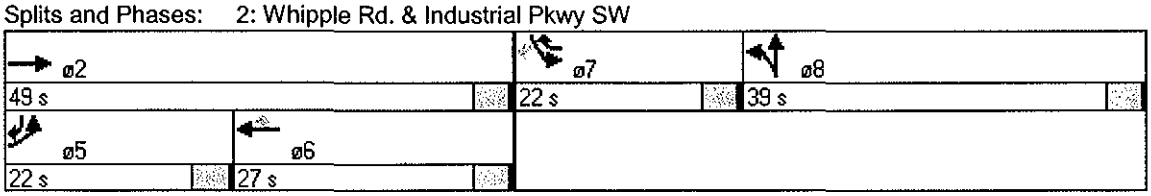


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						69		171				156
Volume (vph)	289	589	0	0	628	253	444	599	456	144	0	433
Lane Group Flow (vph)	348	710	0	0	739	298	510	1213	0	173	0	522
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	22.0	49.0	0.0	0.0	27.0	22.0	39.0	39.0	0.0	22.0	0.0	22.0
Act Effct Green (s)	16.3	49.8			30.5	48.7	36.0	36.0		15.2		31.5
Actuated g/C Ratio	0.15	0.45			0.28	0.44	0.33	0.33		0.14		0.29
v/c Ratio	0.68	0.44			0.52	0.40	0.97	1.05		0.71		0.57
Uniform Delay, d1	44.4	20.6			33.6	15.5	36.4	31.5		45.2		11.4
Delay	44.1	21.4			28.4	10.2	60.8	67.4		44.8		11.2
LOS	D	C			C	B	E	E		D		B
Approach Delay		28.9			23.2			65.5				
Approach LOS		C			C			E				
Queue Length 50th (ft)	120	177			165	108	387	~469		118		59
Queue Length 95th (ft)	151	218			152	42	#591	#576		169		78
Internal Link Dist (ft)		860			400			994			920	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							32%	36%				
95th Bay Block Time %							48%	43%				
Queuing Penalty (veh)							242	201				

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 64 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 80.9% ICU Level of Service D
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW



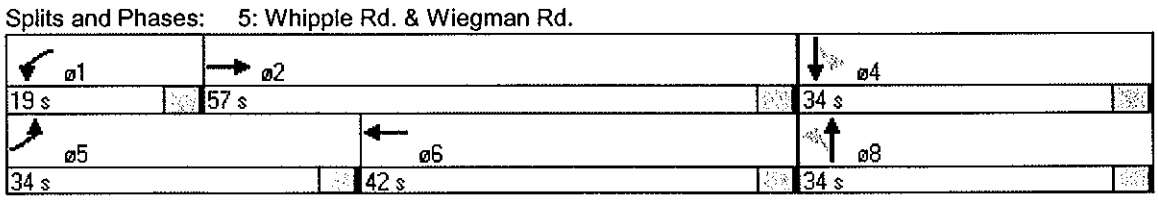
Electronic Superstore and Retail Center TIA
5: Whipple Rd. & Wiegman Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1631	0
Flt Permitted	0.950			0.950				0.847			0.980	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1543	0	0	1606	0
Satd. Flow (RTOR)					2			2			132	
Volume (vph)	195	945	3	5	731	17	5	0	1	14	1	120
Lane Group Flow (vph)	241	1171	0	5	822	0	0	12	0	0	148	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	34.0	57.0	0.0	19.0	42.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Act Effct Green (s)	19.3	93.3		5.9	72.9			8.8			8.8	
Actuated g/C Ratio	0.18	0.85		0.05	0.66			0.08			0.08	
v/c Ratio	0.77	0.39		0.05	0.35			0.10			0.59	
Uniform Delay, d1	43.2	2.7		53.0	8.1			39.0			5.1	
Delay	45.4	1.2		49.2	9.4			40.0			10.9	
LOS	D	A		D	A			D			B	
Approach Delay		8.8			9.6			40.0			10.9	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	162	23		3	116			7			11	
Queue Length 95th (ft)	m195	m73		16	216			13			70	
Internal Link Dist (ft)		600			1343			446			963	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					8%							
95th Bay Block Time %					21%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 57.2% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

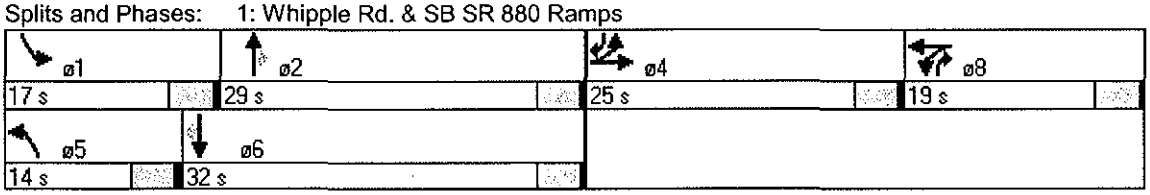


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.996		0.950	0.981		0.950			0.950		
Satd. Flow (perm)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		37				268			39			183
Volume (vph)	391	484	157	358	161	241	347	842	162	487	847	327
Lane Group Flow (vph)	378	794	0	281	296	268	386	936	180	529	921	355
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	19.0	19.0	0.0	14.0	29.0	19.0	17.0	32.0	25.0
Act Effct Green (s)	22.0	22.0		16.0	16.0	89.9	11.0	25.9	41.9	14.0	28.9	53.9
Actuated g/C Ratio	0.24	0.24		0.18	0.18	1.00	0.12	0.29	0.47	0.16	0.32	0.60
v/c Ratio	0.96	0.96		0.94	0.96	0.17	0.92	0.92	0.24	0.99	0.81	0.35
Uniform Delay, d1	33.5	31.9		36.5	36.6	0.0	39.0	31.0	5.7	37.9	28.0	4.0
Delay	61.5	49.0		65.5	68.7	0.0	57.7	39.0	5.8	67.3	29.2	4.2
LOS	E	D		E	E	A	E	D	A	E	C	A
Approach Delay		53.0			45.9			39.8			35.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	234	235		167	177	0	113	270	24	156	250	36
Queue Length 95th (ft)	#410	#350		#327	#344	0	#197	#388	45	#261	326	84
Internal Link Dist (ft)		899			480			929			161	
50th Up Block Time (%)										2%	26%	
95th Up Block Time (%)										39%	36%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								21%				
95th Bay Block Time %					29%		3%	37%			13%	
Queuing Penalty (veh)					39			113		102	323	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 89.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 42.2 Intersection LOS: D
Intersection Capacity Utilization 92.6% ICU Level of Service E
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

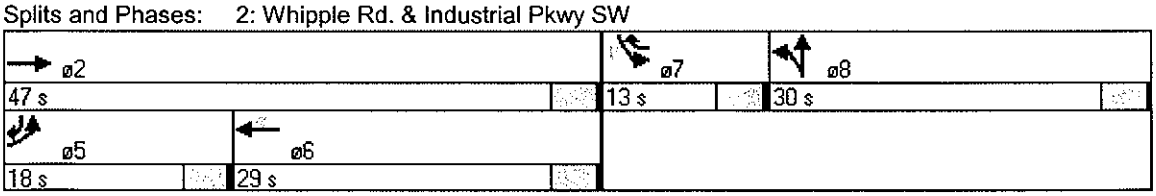


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Satd. Flow (RTOR)						31		57				308
Volume (vph)	519	563	0	0	882	233	239	630	238	191	0	547
Lane Group Flow (vph)	558	605	0	0	969	256	275	998	0	193	0	553
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	18.0	47.0	0.0	0.0	29.0	13.0	30.0	30.0	0.0	13.0	0.0	18.0
Act Effct Green (s)	15.0	44.0			26.0	39.0	27.0	27.0		10.0		25.0
Actuated g/C Ratio	0.17	0.49			0.29	0.43	0.30	0.30		0.11		0.28
v/c Ratio	0.98	0.35			0.66	0.36	0.57	0.98		0.98		0.55
Uniform Delay, d1	37.3	14.2			28.1	14.8	26.6	29.5		39.9		5.8
Delay	63.3	14.3			23.3	10.3	27.3	49.4		89.1		6.0
LOS	E	B			C	B	C	D		F		A
Approach Delay		37.8			20.6			44.6				
Approach LOS		D			C			D				
Queue Length 50th (ft)	164	106			178	83	143	293		111		28
Queue Length 95th (ft)	#269	144			146	46	224	#290		#246		51
Internal Link Dist (ft)		860			400			924			894	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %								20%				
95th Bay Block Time %							8%	18%		5%		
Queuing Penalty (veh)							19	53		7		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 69 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 83.2% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.462			0.958	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	861	0	0	1583	0
Satd. Flow (RTOR)					1						223	
Volume (vph)	65	895	1	2	989	10	6	0	0	33	0	172
Lane Group Flow (vph)	75	1030	0	2	1110	0	0	8	0	0	266	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	16.0	43.0	0.0	16.0	43.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)	9.2	72.0		5.7	63.4			10.2			10.2	
Actuated g/C Ratio	0.10	0.80		0.06	0.70			0.11			0.11	
v/c Ratio	0.42	0.36		0.02	0.45			0.08			0.71	
Uniform Delay, d1	38.8	3.5		43.0	6.1			35.8			5.9	
Delay	38.3	2.0		39.5	7.4			32.7			8.3	
LOS	D	A		D	A			C			A	
Approach Delay		4.5			7.4			32.7			8.3	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	43	26		1	124			4			7	
Queue Length 95th (ft)	m66	m81		8	250			13			38	
Internal Link Dist (ft)		600			1343			351			892	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					10%							
95th Bay Block Time %					28%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 52 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 67.7% ICU Level of Service B
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

ø1	ø2	ø4
16 s	43 s	31 s
ø5	ø6	ø8
16 s	43 s	31 s

Cumulative 2025 + Project
(TRAFFIX and Synchro Software)

Hayward Cum + Proj - AM Wed Mar 3, 2004 14:29:10 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.1	0.913	C	24.1	0.913	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.7	0.771	C	20.7	0.771	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	A	3.7	0.392	A	3.7	0.392	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	B	0.0	0.000	B	0.0	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	11.4	0.475	B	11.4	0.475	+ 0.000 D/V

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Hayward Cum + Proj - AM Wed Mar 3, 2004 14:29:10 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec): 95 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: AM												
Base Vol:	269	466	64	248	445	702	224	184	106	215	307	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	466	64	248	445	702	224	184	106	215	307	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	283	491	67	261	468	739	236	194	112	226	323	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	491	67	261	468	739	236	194	112	226	323	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	292	515	67	269	492	739	259	213	123	238	339	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.31	1.07	0.62	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2147	1763	1016	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.05	0.08	0.14	0.50	0.12	0.12	0.12	0.14	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.42	0.42	0.23	0.55	0.55	0.13	0.16	0.16	0.19	0.22	0.22
Volume/Cap:	0.91	0.36	0.11	0.36	0.26	0.91	0.91	0.74	0.74	0.74	0.91	0.73
Uniform Del:	32.3	14.4	12.8	23.3	8.5	14.7	30.9	28.8	28.8	27.6	27.5	26.2
IncremntDel:	20.8	0.1	0.0	0.1	0.0	10.6	12.5	2.6	2.6	2.7	12.8	5.5
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	48.3	12.3	10.9	19.9	7.2	23.0	38.8	27.1	27.1	26.2	36.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	12.3	10.9	19.9	7.2	23.0	38.8	27.1	27.1	26.2	36.2	27.8
DesignQueue:	14	16	2	11	12	20	12	10	6	11	15	10

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Hayward Cum + Proj - AM    Wed Mar 3, 2004 14:29:10                    Page 4-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:    L     T     R     L     T     R    LTR   LTR    LTR   LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.98 0.98 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
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Hayward Cum + Proj - AM Wed Mar 3, 2004 14:29:10 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0	1 0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: AM												
Base Vol:	444	599	459	148	0	433	289	594	0	0	624	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	599	459	148	0	433	289	594	0	0	624	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	467	631	483	156	0	456	304	625	0	0	657	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	631	483	156	0	456	304	625	0	0	657	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	514	694	531	156	0	515	313	657	0	0	723	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.13	0.87	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1839	1410	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.32	0.38	0.38	0.09	0.00	0.18	0.10	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.41	0.51	0.51	0.13	0.00	0.23	0.12	0.36	0.00	0.00	0.24	0.24
Volume/Cap:	0.77	0.74	0.74	0.74	0.00	0.77	0.77	0.53	0.00	0.00	0.59	0.77
Uniform Del:	19.3	14.7	14.7	31.9	0.0	27.5	32.2	19.1	0.0	0.0	25.6	27.0
IncremntDel:	1.2	0.9	0.9	8.7	0.0	3.8	6.0	0.3	0.0	0.0	0.5	6.9
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	17.6	13.4	13.4	35.8	0.0	27.2	33.4	16.6	0.0	0.0	22.3	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	13.4	13.4	35.8	0.0	27.2	33.4	16.6	0.0	0.0	22.3	29.9
DesignQueue:	18	21	16	8	0	23	16	24	0	0	32	12

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Hayward Cum + Proj - AM    Wed Mar 3, 2004 14:29:10                    Page 6-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:        10                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:     5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
*******************************************************************************
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Hayward Cum + Proj - AM Wed Mar 3, 2004 14:29:10 Page 7-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Whipple Road / Target Driveway & Project Driveway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-		R	L	-	T	-		R	L	-	T	-		R	L	-	T	-		R
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10			10	7		10			10	7		10			10	7		10			10
Lanes:	0	1	0	0		1	0	1	0	0		1	1	0	1	1		0	1	0	2	1		0
Volume Module: AM																								
Base Vol:	17		0			2	11		0			11	40		1134			24	5		856			12
Growth Adj:	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00
Initial Bse:	17		0			2	11		0			11	40		1134			24	5		856			12
User Adj:	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00
PHF Adj:	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95
PHF Volume:	18		0			2	12		0			12	42		1194			25	5		901			13
Reduct Vol:	0		0			0	0		0			0	0		0			0	0		0			0
Reduced Vol:	18		0			2	12		0			12	42		1194			25	5		901			13
PCE Adj:	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00
MLF Adj:	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.05				1.05	1.00	1.10				1.10
Final Vol.:	18		0			2	12		0			12	42		1253			27	5		991			14
Saturation Flow Module:																								
Sat/Lane:	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900				1900
Adjustment:	0.86	1.00				0.77	0.86	1.00				0.77	0.86	0.91				0.91	0.86	0.91				0.91
Lanes:	1.00	0.00				1.00	1.00	0.00				1.00	1.00	1.96				0.04	1.00	2.96				0.04
Final Sat.:	1641		0			1468	1641		0			1468	1641		3383			72	1641		5110			72
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.00				0.00	0.01	0.00				0.01	0.03	0.37				0.37	0.00	0.19				0.19
Crit Moves:	****											****		****					****					
Green/Cycle:	0.07	0.00				0.10	0.07	0.00				0.10	0.07	0.76				0.76	0.07	0.76				0.76
Volume/Cap:	0.16	0.00				0.01	0.10	0.00				0.08	0.37	0.49				0.49	0.05	0.26				0.26
Uniform Del:	33.2		0.0			30.8	33.1		0.0			31.0	33.7		3.5			3.5	33.0		2.7			2.7
IncremntDel:	0.1		0.0			0.0	0.0		0.0			0.0	0.9		0.1			0.1	0.0		0.0			0.0
Delay Adj:	0.85	0.00				0.85	0.85	0.00				0.85	0.85	0.85				0.85	0.85	0.85				0.85
Delay/Veh:	28.3		0.0			26.2	28.1		0.0			26.4	29.6		3.1			3.1	28.0		2.3			2.3
User DelAdj:	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00
AdjDel/Veh:	28.3		0.0			26.2	28.1		0.0			26.4	29.6		3.1			3.1	28.0		2.3			2.3
DesignQueue:	1		0			0	1		0			1	2		18			0	0		14			0

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Hayward Cum + Proj - AM    Wed Mar 3, 2004 14:29:10                    Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  2  1  0
Lane Group:    LT   LT     R    LT   LT     R     L   RT     RT     L   RT     RT
#LnsInGrps:     1    1     1     1    1     1     1    2     2     1    3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10               10               10               10
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2  xxxx    5     5  xxxx    5     5
f(lt) Case:     4 xxxx  xxxx     4 xxxx  xxxx     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Cum + Proj - AM    Wed Mar 3, 2004 14:29:10                    Page 9-1
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.0           Worst Case Level Of Service:       B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       0    0    11     0    0     0     0 1130     6     0  863     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    11     0    0     0     0 1130     6     0  863     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     0    0    12     0    0     0     0 1189     6     0  908     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0    12     0    0     0     0 1189     6     0  908     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0    0    13     0    0     0     0 1189     6     0  908     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   598  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   689  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   689  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   5.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     B     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:        5.3            xxxxxx              0.0              0.0
ApproachLOS:         B                 *                A                A


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Hayward Cum + Proj - AM Wed Mar 3, 2004 14:29:10 Page 10-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: AM												
Base Vol:	5	0	1	14	1	121	195	942	3	5	732	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	14	1	121	195	942	3	5	732	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	1	15	1	127	205	992	3	5	771	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	15	1	127	205	992	3	5	771	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	5	0	1	15	1	127	205	1041	3	5	809	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.71	0.71	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	0.83	0.00	0.17	0.10	0.01	0.89	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1216	0	243	139	10	1199	1641	3444	11	1641	3376	78
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.13	0.30	0.30	0.00	0.24	0.24
Crit Moves:			****	****			****				****	
Green/Cycle:	0.07	0.00	0.10	0.20	0.23	0.23	0.24	0.63	0.63	0.07	0.46	0.46
Volume/Cap:	0.06	0.00	0.04	0.52	0.46	0.46	0.52	0.48	0.48	0.05	0.52	0.52
Uniform Del:	33.0	0.0	30.9	27.0	25.0	25.0	25.2	7.6	7.6	33.0	14.7	14.7
IncremntDel:	0.0	0.0	0.0	1.5	0.8	0.8	1.0	0.1	0.1	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.1	0.0	26.3	24.4	22.0	22.0	22.4	6.6	6.6	28.0	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	0.0	26.3	24.4	22.0	22.0	22.4	6.6	6.6	28.0	12.7	12.7
DesignQueue:	0	0	0	1	0	6	9	23	0	0	26	1

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Hayward Cum + Proj - AM    Wed Mar 3, 2004 14:29:10                    Page 11-1
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-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                         1994 HCM Operations Method
                           Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:   LTR  LTR   LTR   LTR  LTR   LTR    L   RT    RT    L   RT    RT
#LnsInGrps:     1    1     1     1    1     1    1    2     2    1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12   12   12    12   12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx     7     7    7     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx     4     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Cum + Proj - PM Wed Mar 3, 2004 14:29:52 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	D	26.3	0.858	D	26.3	0.858	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.9	0.811	C	22.9	0.811	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	B	13.4	0.745	B	13.4	0.745	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	10.6	0.528	B	10.6	0.528	+ 0.000 D/V

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Hayward Cum + Proj - PM Wed Mar 3, 2004 14:29:52 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 161 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: PM												
Base Vol:	347	845	162	500	850	330	394	484	157	358	161	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	845	162	500	850	330	394	484	157	358	161	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	365	889	171	526	895	347	415	509	165	377	169	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	889	171	526	895	347	415	509	165	377	169	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	376	934	171	542	939	347	456	560	182	396	178	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.14	1.40	0.46	1.38	0.62	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	1894	2327	755	2311	1039	1468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.12	0.17	0.27	0.24	0.24	0.24	0.24	0.17	0.17	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.31	0.31	0.19	0.36	0.36	0.28	0.29	0.29	0.20	0.21	0.21
Volume/Cap:	0.76	0.86	0.37	0.86	0.76	0.66	0.86	0.84	0.84	0.84	0.81	0.86
Uniform Del:	31.0	24.4	20.2	29.7	21.6	20.6	25.9	25.4	25.4	29.0	28.5	28.8
IncremntDel:	4.7	5.0	0.2	8.0	2.0	2.2	4.0	3.2	3.2	6.2	4.8	14.2
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	31.1	25.8	17.4	33.2	20.4	19.7	26.0	24.8	24.8	30.9	29.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	25.8	17.4	33.2	20.4	19.7	26.0	24.8	24.8	30.9	29.0	38.8
DesignQueue:	18	38	7	25	36	13	19	23	8	18	8	12

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Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR    LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.98 0.98  0.98  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.97 0.97 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Hayward Cum + Proj - PM Wed Mar 3, 2004 14:29:52 Page 5-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 121 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0 1	0	1 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module: PM												
Base Vol:	239	630	251	200	0	547	519	582	0	0	914	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	630	251	200	0	547	519	582	0	0	914	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	252	663	264	211	0	576	546	613	0	0	962	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	663	264	211	0	576	546	613	0	0	962	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	277	729	291	211	0	651	563	643	0	0	1058	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.43	0.57	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1659	2372	945	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.13	0.00	0.22	0.17	0.19	0.00	0.00	0.20	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.38	0.38	0.16	0.00	0.31	0.21	0.46	0.00	0.00	0.25	0.25
Volume/Cap:	0.72	0.81	0.81	0.81	0.00	0.72	0.81	0.40	0.00	0.00	0.81	0.69
Uniform Del:	27.0	21.2	21.2	30.9	0.0	23.5	28.5	13.5	0.0	0.0	26.7	25.8
IncremntDel:	1.0	2.3	2.3	11.9	0.0	2.0	5.1	0.1	0.0	0.0	2.8	3.8
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	24.0	20.3	20.3	38.1	0.0	22.0	29.3	11.5	0.0	0.0	25.6	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	20.3	20.3	38.1	0.0	22.0	29.3	11.5	0.0	0.0	25.6	25.7
DesignQueue:	12	27	11	10	0	26	26	20	0	0	46	11

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Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 6-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:    LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:      3    3     3     1    0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                 0                 0                10
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.97 0.97  0.97  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.87 0.87  0.87  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.87 0.87  0.87  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
******************************************************************************
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Hayward Cum + Proj - PM Wed Mar 3, 2004 14:29:52 Page 7-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Whipple Road / Target Driveway & Project Driveway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 89 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	1 0	0 1	0	1 0	1 1	0	0 1	1 1	0
Volume Module: PM												
Base Vol:	78	0	15	24	0	81	91	920	74	13	1129	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	15	24	0	81	91	920	74	13	1129	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	0	16	25	0	85	96	968	78	14	1188	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	16	25	0	85	96	968	78	14	1188	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.10	1.10	1.10
Final Vol.:	82	0	16	25	0	85	96	1017	82	15	1307	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.77	0.47	1.00	0.42	0.86	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.85	0.15	0.03	2.86	0.11
Final Sat.:	1641	0	1468	898	0	803	1641	3165	255	56	4888	186
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.03	0.00	0.11	0.06	0.32	0.32	0.27	0.27	0.27
Crit Moves:	****					****		****		****		
Green/Cycle:	0.07	0.00	0.14	0.07	0.00	0.14	0.07	0.43	0.43	0.36	0.72	0.72
Volume/Cap:	0.71	0.00	0.08	0.40	0.00	0.75	0.83	0.75	0.75	0.75	0.37	0.37
Uniform Del:	34.6	0.0	28.3	33.8	0.0	31.3	34.9	18.2	18.2	21.4	4.1	4.1
IncremntDel:	12.4	0.0	0.0	2.2	0.0	15.2	25.6	1.5	1.5	1.2	0.0	0.0
Delay Adj:	0.85	0.00	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	41.8	0.0	24.0	31.0	0.0	41.8	55.3	17.0	17.0	19.4	3.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	0.0	24.0	31.0	0.0	41.8	55.3	17.0	17.0	19.4	3.5	3.5
DesignQueue:	4	0	1	1	0	4	5	35	3	1	22	1

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Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 8-1
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------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         0  1  0  0  1    1  0  0  1  0    1  0  1  1  0    0  1  1  1  0
Lane Group:    LT   LT     R     L   RT     RT    L   RT     RT   LTR  LTR   LTR
#LnsInGrps:     1    1     1     1    1     1    1    2     2     3    3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10               101               10               10
Grade:              0%                0%               0%               0%
Parking/Hr:         No                No               No               No
Bus Stp/Hr:          0                 0                0                0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                0                0
ExclusiveRT:     Include           Include          Include          Include
% RT Prtct:          0                 0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     5  xxxx    5     5     5    5     5
f(lt) Case:     4 xxxx  xxxx     1 xxxx  xxxx     1 xxxx  xxxx     4    4     4
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.50 xxxx  0.50  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  1.00 1.00  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  1.00 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 0.99  0.99  0.99 0.99  0.99
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  1.00 1.00  1.00
HCM Sat Adj: 0.86 1.00  0.77  0.47 1.00  0.42  0.86 0.90  0.90  0.90 0.90  0.90
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  0.77  0.47 1.00  0.42  0.86 0.90  0.90  0.90 0.90  0.90
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
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Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 9-1
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.0           Worst Case Level Of Service:       A
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:           Include          Include         Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0    0    10     0    0     0     0  937     3     0 1181     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    10     0    0     0     0  937     3     0 1181     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     0    0    11     0    0     0     0  986     3     0 1243     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0    11     0    0     0     0  986     3     0 1243     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0    0    12     0    0     0     0  986     3     0 1243     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   495  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   777  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   777  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   4.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     A     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:        4.7            xxxxxx               0.0               0.0
ApproachLOS:         A                 *                 A                 A


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Hayward Cum + Proj - PM Wed Mar 3, 2004 14:29:52 Page 10-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: PM												
Base Vol:	6	0	0	33	0	173	67	900	1	2	993	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	33	0	173	67	900	1	2	993	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	0	35	0	182	71	947	1	2	1045	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	35	0	182	71	947	1	2	1045	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	6	0	0	35	0	182	71	995	1	2	1098	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.71	1.00	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	1.00	0.00	0.00	0.16	0.00	0.84	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1641	0	0	216	0	1134	1641	3451	4	1641	3420	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.04	0.29	0.29	0.00	0.32	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.35	0.00	0.28	0.08	0.58	0.58	0.07	0.57	0.57
Volume/Cap:	0.05	0.00	0.00	0.45	0.00	0.56	0.56	0.50	0.50	0.02	0.56	0.56
Uniform Del:	33.0	0.0	0.0	18.9	0.0	23.2	33.9	9.6	9.6	32.9	10.4	10.4
IncremntDel:	0.0	0.0	0.0	0.5	0.0	1.4	4.2	0.2	0.2	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.0	0.0	0.0	16.5	0.0	21.1	33.0	8.4	8.4	28.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	0.0	0.0	16.5	0.0	21.1	33.0	8.4	8.4	28.0	9.1	9.1
DesignQueue:	0	0	0	1	0	7	4	25	0	0	28	0

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Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 11-1
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                 Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    L  xxxx  xxxx   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    0     0     1    1     1     1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:     1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************

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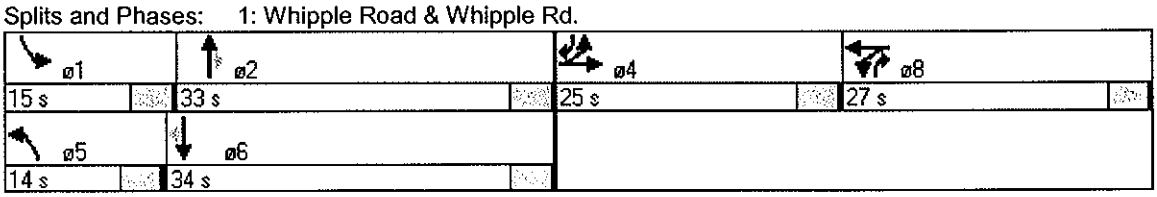
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.992		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		57				251			69			125
Volume (vph)	224	184	106	215	307	223	269	466	64	248	445	702
Lane Group Flow (vph)	176	371	0	242	345	251	289	501	69	258	464	731
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	27.0	27.0	0.0	14.0	33.0	27.0	15.0	34.0	25.0
Act Effct Green (s)	19.1	19.1		20.3	20.3	80.8	10.9	17.6	37.9	11.3	18.1	40.3
Actuated g/C Ratio	0.24	0.24		0.25	0.25	1.00	0.13	0.22	0.47	0.14	0.22	0.50
v/c Ratio	0.46	0.46		0.57	0.78	0.16	0.63	0.65	0.09	0.54	0.59	0.86
Uniform Delay, d1	26.1	21.9		26.1	27.8	0.0	32.7	28.4	0.0	31.9	27.6	14.2
Delay	29.3	23.8		28.8	33.0	0.0	38.2	29.9	1.7	35.6	29.0	15.7
LOS	C	C		C	C	A	D	C	A	D	C	B
Approach Delay		25.6			21.9			30.4			23.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	91	80		121	184	0	80	136	0	70	123	159
Queue Length 95th (ft)	172	135		214	#332	0	#140	187	11	117	171	260
Internal Link Dist (ft)		940			480			843			161	
50th Up Block Time (%)												6%
95th Up Block Time (%)											7%	13%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					20%							
Queuing Penalty (veh)					25						16	72

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 80.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 81.7% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Road & Whipple Rd.

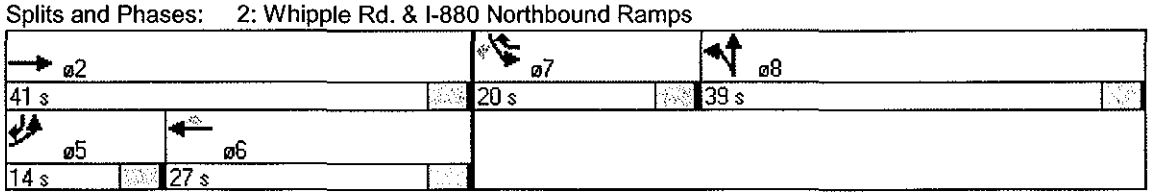


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						70		151				192
Volume (vph)	289	594	0	0	624	256	444	599	459	148	0	433
Lane Group Flow (vph)	348	716	0	0	734	301	510	1217	0	178	0	522
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	14.0	41.0	0.0	0.0	27.0	20.0	39.0	39.0	0.0	20.0	0.0	14.0
Act Effct Green (s)	11.0	40.8			26.8	44.0	36.0	36.0		14.2		25.2
Actuated g/C Ratio	0.11	0.41			0.27	0.44	0.36	0.36		0.14		0.25
v/c Ratio	0.92	0.50			0.54	0.41	0.88	0.98		0.71		0.62
Uniform Delay, d1	44.1	22.0			31.3	14.2	30.0	27.7		40.9		10.3
Delay	63.9	22.8			22.2	8.8	38.8	44.0		40.6		10.3
LOS	E	C			C	A	D	D		D		B
Approach Delay		36.2			18.3			42.5				
Approach LOS		D			B			D				
Queue Length 50th (ft)	114	177			150	109	330	377		108		38
Queue Length 95th (ft)	#174	215			100	69	#510	#506		161		47
Internal Link Dist (ft)		860			400			959			903	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							25%	28%				
95th Bay Block Time %							41%	41%				
Queuing Penalty (veh)							200	176				

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & I-880 Northbound Ramps

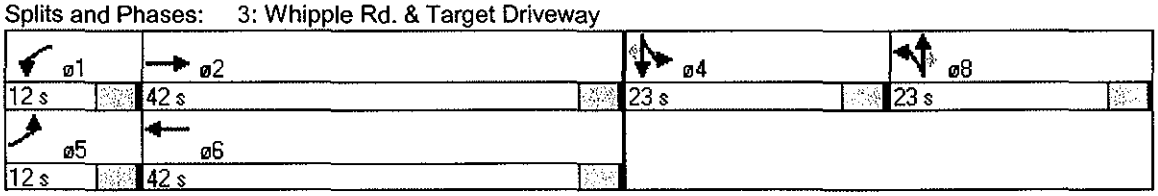


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		2			2				2			26
Volume (vph)	40	1134	24	5	856	12	17	0	2	11	0	11
Lane Group Flow (vph)	50	1445	0	6	964	0	0	19	2	0	26	26
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	12.0	42.0	0.0	12.0	42.0	0.0	23.0	23.0	23.0	23.0	23.0	23.0
Act Effct Green (s)	7.7	80.8		6.0	75.7			6.5	6.5		7.0	7.0
Actuated g/C Ratio	0.08	0.81		0.06	0.76			0.07	0.07		0.07	0.07
v/c Ratio	0.37	0.51		0.06	0.25			0.17	0.02		0.21	0.19
Uniform Delay, d1	45.8	5.2		48.0	4.9			46.8	0.0		43.8	0.0
Delay	46.2	2.4		39.6	4.1			43.8	30.5		43.5	16.5
LOS	D	A		D	A			D	C		D	B
Approach Delay		3.9			4.3			42.6			30.0	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	30	1		4	0			12	0		16	0
Queue Length 95th (ft)	m51	100		m11	78			34	7		42	4
Internal Link Dist (ft)		400			1			101			104	
50th Up Block Time (%)				54%	20%							
95th Up Block Time (%)				57%	28%							
Turn Bay Length (ft)	150											
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)				3	228							

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 4.9 — Intersection LOS: A
Intersection Capacity Utilization 56.7% — ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway

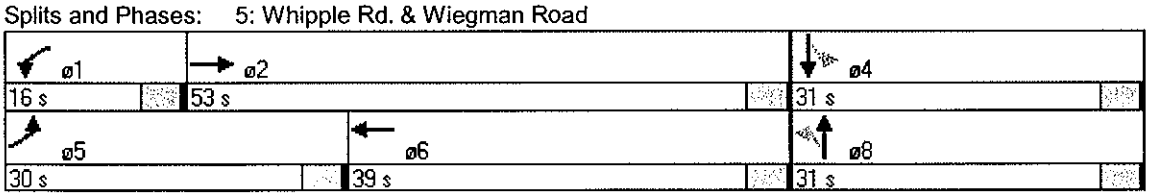


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1629	0
Flt Permitted	0.950			0.950				0.848			0.980	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1545	0	0	1605	0
Satd. Flow (RTOR)					3			2			133	
Volume (vph)	195	942	3	5	732	17	5	0	1	14	1	121
Lane Group Flow (vph)	241	1167	0	5	823	0	0	12	0	0	149	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	30.0	53.0	0.0	16.0	39.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)	18.2	83.4		5.8	64.1			8.7			8.7	
Actuated g/C Ratio	0.18	0.83		0.06	0.64			0.09			0.09	
v/c Ratio	0.75	0.40		0.05	0.36			0.09			0.57	
Uniform Delay, d1	38.7	2.9		48.0	8.4			34.9			4.5	
Delay	45.5	1.6		44.4	9.7			36.3			10.0	
LOS	D	A		D	A			D			B	
Approach Delay		9.1			9.9			36.3			10.0	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	141	24		3	115			6			9	
Queue Length 95th (ft)	217	75		15	199			12			66	
Internal Link Dist (ft)		600			1343			409			896	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					9%							
95th Bay Block Time %					25%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 9.6 — Intersection LOS: A
Intersection Capacity Utilization 57.3% — ICU Level of Service A

Splits and Phases: 5: Whipple Rd. & Wiegman Road

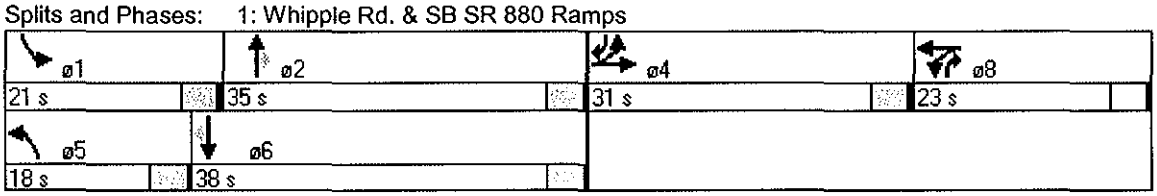


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.996		0.950	0.981		0.950			0.950		
Satd. Flow (perm)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		30				282			44			185
Volume (vph)	394	484	157	358	161	254	347	845	162	500	850	330
Lane Group Flow (vph)	382	794	0	281	296	282	386	939	180	543	924	359
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	31.0	31.0	0.0	23.0	23.0	0.0	18.0	35.0	23.0	21.0	38.0	31.0
Act Effct Green (s)	28.0	28.0		20.0	20.0	109.5	14.8	31.5	51.5	18.0	34.6	65.7
Actuated g/C Ratio	0.26	0.26		0.18	0.18	1.00	0.14	0.29	0.47	0.16	0.32	0.60
v/c Ratio	0.93	0.93		0.92	0.93	0.18	0.83	0.92	0.23	0.96	0.82	0.35
Uniform Delay, d1	39.8	38.3		43.9	44.1	0.0	46.1	37.8	6.5	45.5	34.6	4.9
Delay	60.6	48.8		67.3	70.6	0.0	51.9	44.0	6.7	67.8	35.7	5.1
LOS	E	D		E	E	A	D	D	A	E	D	A
Approach Delay		52.7			46.4			41.6			39.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	291	291		207	218	0	138	336	29	198	315	49
Queue Length 95th (ft)	#474	#401		#375	#393	0	#212	#456	53	#307	396	102
Internal Link Dist (ft)		933			480			978			161	
50th Up Block Time (%)										18%	34%	
95th Up Block Time (%)										44%	41%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								30%			11%	
95th Bay Block Time %					37%		8%	41%		13%	22%	
Queuing Penalty (veh)					53		19	137		198	440	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 109.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 44.0 Intersection LOS: D
Intersection Capacity Utilization 93.1% ICU Level of Service E
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

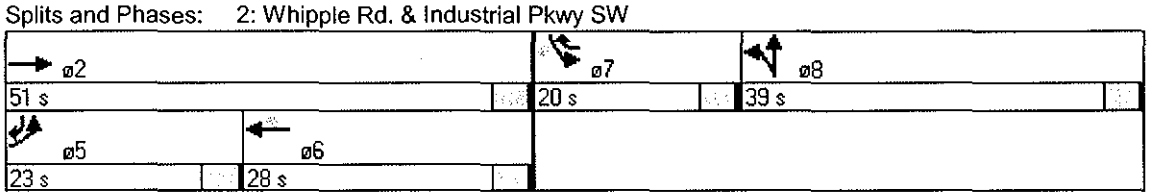


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Satd. Flow (RTOR)						42		52				386
Volume (vph)	519	582	0	0	914	243	239	630	251	200	0	547
Lane Group Flow (vph)	558	626	0	0	1004	267	275	1013	0	202	0	553
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	23.0	51.0	0.0	0.0	28.0	20.0	39.0	39.0	0.0	20.0	0.0	23.0
Act Effct Green (s)	19.7	49.8			27.1	45.7	35.5	35.5		15.6		35.3
Actuated g/C Ratio	0.18	0.45			0.25	0.42	0.32	0.32		0.14		0.32
v/c Ratio	0.91	0.39			0.80	0.39	0.53	0.93		0.80		0.48
Uniform Delay, d1	44.2	19.9			38.8	18.5	30.4	34.2		45.7		4.2
Delay	52.9	20.6			32.2	10.1	30.9	41.4		50.5		4.2
LOS	D	C			C	B	C	D		D		A
Approach Delay		35.8			27.5			39.1				
Approach LOS		D			C			D				
Queue Length 50th (ft)	200	155			254	80	172	360		138		25
Queue Length 95th (ft)	#295	203			#186	40	253	#466		#243		50
Internal Link Dist (ft)		860			400			1001			945	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %					8%			25%				
95th Bay Block Time %					3%		14%	31%		3%		
Queuing Penalty (veh)					15		34	77		4		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 84.7% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW

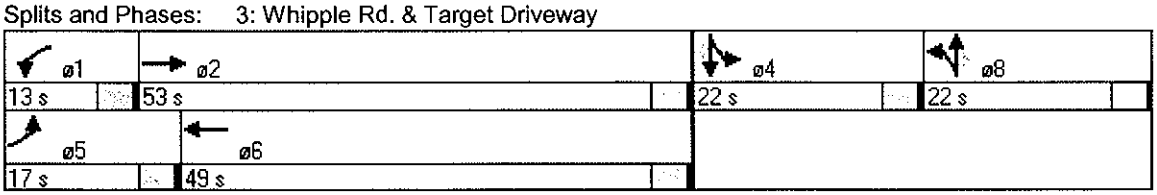


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3504	0	1770	5060	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3504	0	1770	5060	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		9			6				17			99
Volume (vph)	91	920	74	13	1129	43	78	0	15	24	0	81
Lane Group Flow (vph)	110	1190	0	14	1233	0	0	87	17	0	29	99
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	17.0	53.0	0.0	13.0	49.0	0.0	22.0	22.0	22.0	22.0	22.0	22.0
Act Effct Green (s)	11.5	78.7		6.5	68.4			10.6	10.6		7.5	7.5
Actuated g/C Ratio	0.10	0.72		0.06	0.62			0.10	0.10		0.07	0.07
v/c Ratio	0.59	0.47		0.13	0.39			0.51	0.10		0.24	0.50
Uniform Delay, d1	47.0	7.7		51.9	10.3			47.2	0.0		48.6	0.0
Delay	54.4	6.7		65.7	7.0			46.5	18.2		47.8	9.9
LOS	D	A		E	A			D	B		D	A
Approach Delay		10.8			7.7			41.9			18.5	
Approach LOS		B			A			D			B	
Queue Length 50th (ft)	76	77		11	33			59	0		20	0
Queue Length 95th (ft)	m110	351		m24	61			108	21		49	39
Internal Link Dist (ft)		400			1			132			110	
50th Up Block Time (%)				90%	30%							
95th Up Block Time (%)				86%	43%							
Turn Bay Length (ft)	150											
50th Bay Block Time %												
95th Bay Block Time %		11%										
Queuing Penalty (veh)		6		12	450							

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 5 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 58.1% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway

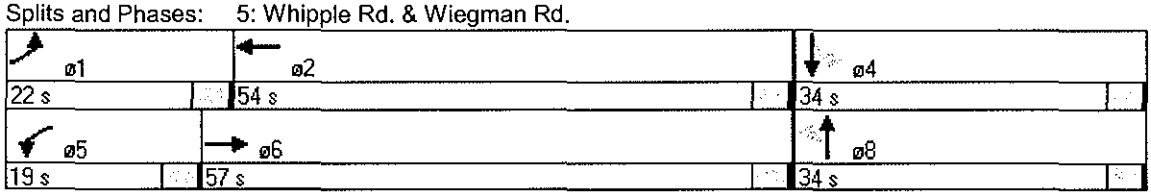


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.424			0.956	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	790	0	0	1580	0
Satd. Flow (RTOR)					1						225	
Volume (vph)	67	900	1	2	993	10	6	0	0	33	0	173
Lane Group Flow (vph)	77	1035	0	2	1114	0	0	8	0	0	268	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	22.0	57.0	0.0	19.0	54.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Act Effct Green (s)	10.7	90.7		9.0	81.8			10.8			10.8	
Actuated g/C Ratio	0.10	0.82		0.08	0.74			0.10			0.10	
v/c Ratio	0.45	0.35		0.01	0.42			0.10			0.75	
Uniform Delay, d1	48.3	3.2		52.5	5.5			45.1			7.4	
Delay	42.8	2.0		46.5	6.8			41.7			9.9	
LOS	D	A		D	A			D			A	
Approach Delay		4.8			6.8			41.7			9.9	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)	50	26		1	132			5			28	
Queue Length 95th (ft)	103	103		9	264			16			63	
Internal Link Dist (ft)		600			1343			412			940	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					10%							
95th Bay Block Time %					25%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 106 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 6.4 — Intersection LOS: A
Intersection Capacity Utilization 70.4% — ICU Level of Service C

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.



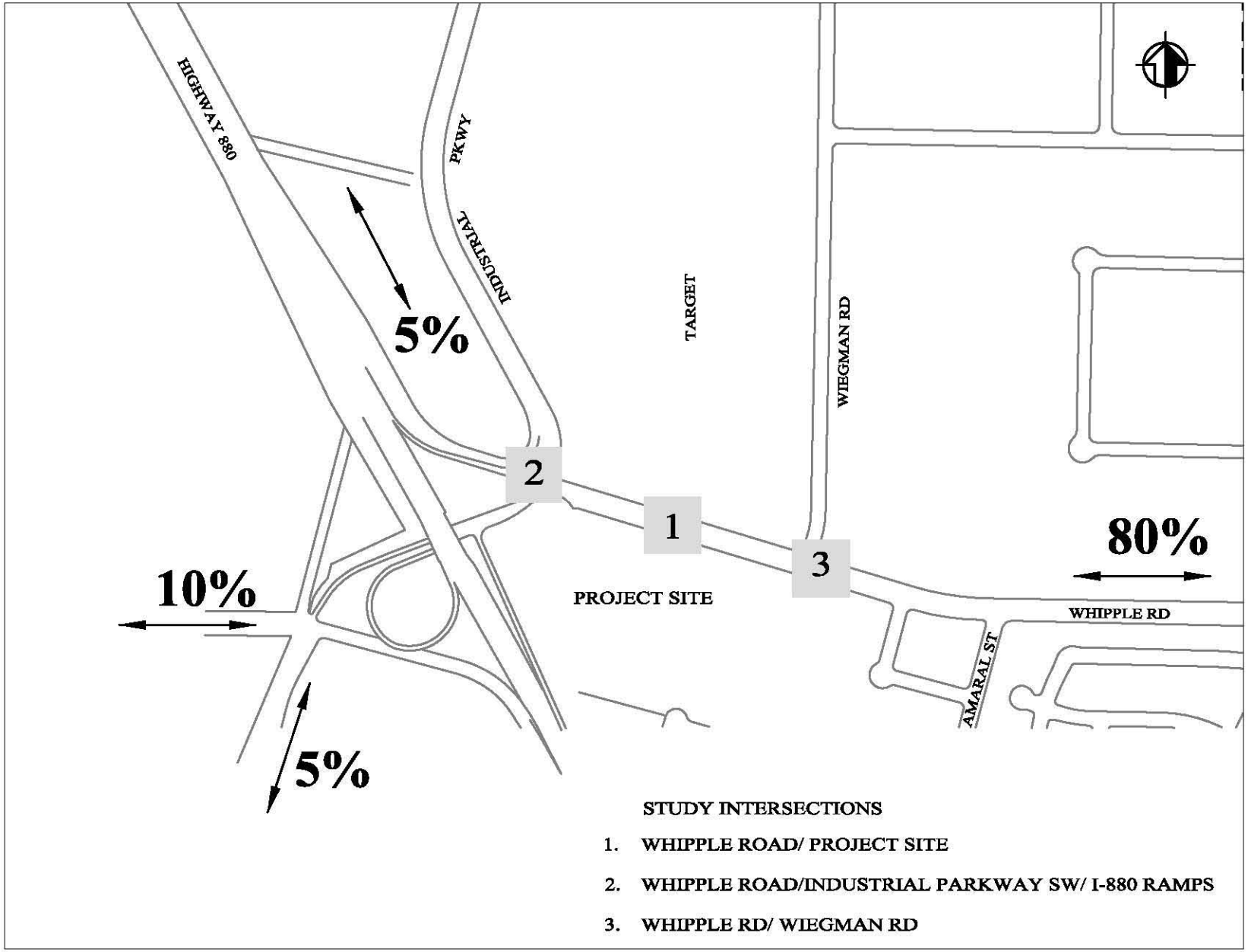
Level of Service Detailed Summary

Electronic Superstore and Retail Center TIA
Intersection Level of Service Detailed Summary

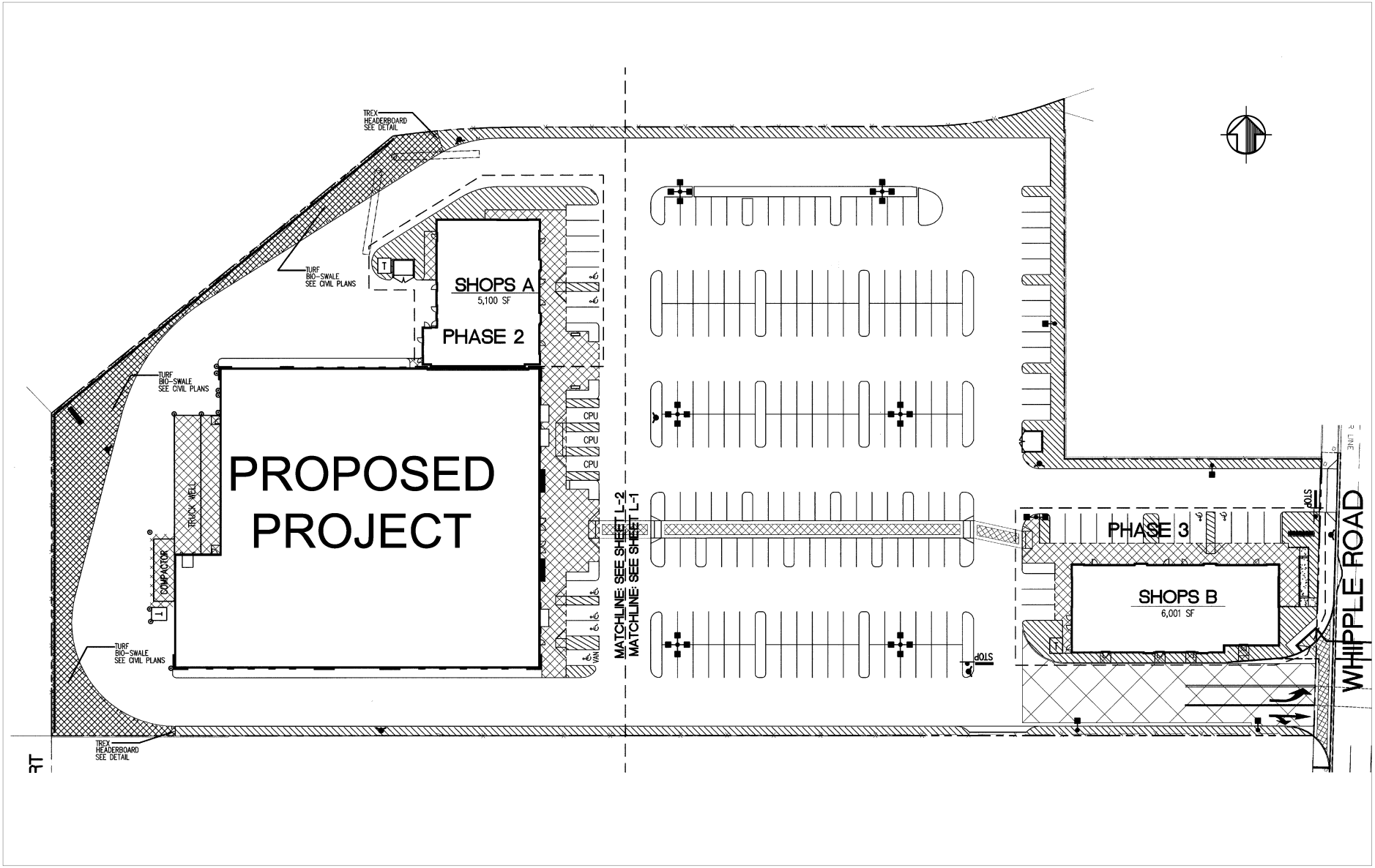
Intersection	Peak Hour	Existing Conditions		Existing Plus Project			Cumulative Conditions		Cumulative Plus Project		
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Change in Delay	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Change in Delay
SIGNALIZED INTERSECTIONS											
1. Whipple RD. & Dyer St./SB SR 880 Ramps	AM	24.8	C	23.9	C	-0.9	24.1	C	24.1	C	0.0
	PM	24.9	C	25.3	D	0.4	24.8	C	26.3	D	1.5
2. Whipple RD. & Industrial Parkway SW	AM	20.4	C	20.5	C	0.1	20.6	C	20.7	C	0.1
	PM	22.2	C	22.7	C	0.5	22.1	C	22.9	C	0.8
3. Whipple RD. & Target Driveway / Project Driveway	AM	-	-	3.7	A	-	-	-	3.7	A	-
	PM	-	-	13.4	B	-	-	-	13.4	B	-
5. Whipple Rd. & Wiegman RD.	AM	11.7	B	11.8	B	0.1	11.4	B	11.7	B	0.3
	PM	10.5	B	10.5	B	0.0	10.5	B	10.6	B	0.1
UNSIGNALIZED INTERSECTIONS											
3. Whipple RD. & Target Driveway	AM	10.9	C	-	-	-	7.0	B	-	-	-
	PM	13.8	C	-	-	-	13.1	C	-	-	-
4. Whipple RD. & Shurgard Driveway	AM	58.6	F	5.3	B	-53.3	60.1	F	5.3	B	-54.8
	PM	76.6	F	4.7	A	-71.9	80.9	F	4.7	A	-76.2

1. Delay in vehicles per second based on HCM delay calculation used by TRAFFIX software analysis
2. Level of Service based on HCM delay criteria

TRIP DISTRIBUTION



PARKING SITE PLAN



-----Original Message-----
From: Maria Adas [mailto:yuyea02@yahoo.com]
Sent: Friday, May 18, 2012 4:07 PM
To: List-Mayor-Council
Subject: Walmart Market

Mayor and City Council - City of Hayward We are writing to support the approval of the Walmart Market at the location where Circuit City used to be.
Hayward needs businesses that will pay taxes,provide the City of Hayward with much needed revenue and will provide employment to 100 people.
Maybe a grocery store is not the kind of store the City of Hayward would like for this location, but the economy is bad and the city cannot afford to be picky.
Approve the opening of this new grocery store and pharmacy. We, Eden Shores seniors, need a grocery store that sells food at low prices and that has small sizes, unlike Costco.
Thank you for your support to add a new store to Hayward shopping choices.
Respectfully,
George & Maria Adas

-----Original Message-----
From: Harlene Strauss [mailto:harleneatvip@comcast.net]
Sent: Friday, May 18, 2012 4:00 PM
To: List-Mayor-Council
Cc: Daniel Temkin
Subject: Walmart Market

I would like to urge the Mayor and the City Council to vote yes on the Walmart Market . Your support of this would be greatly appreciated.
Our mobile home park which is over 200 voter and the entire community would truly appreciate your support on this matter.

It is a known fact that because of the competitive prices that Walmart Markets have that this would also draw people from all over the area.
Many of my friends travel miles to a Walmart Market because of their excellent prices. Hayward could use this revenue instead of it going out of the area.

If people do not like Walmart's practices, then it it their choice not to shop there but don't hurt the people who would like to see this happen.

I hope you will do the right thing and vote to allow Walmart to put a market in this location.. Remember this is an election year and senior citizens always vote!
Thanking you in advance for your support of the Walmart Market.
Harlene Strauss

From: david H [mailto:dh2746@gmail.com]
Sent: Friday, May 18, 2012 2:45 PM
To: List-Mayor-Council
Subject: Hearing on 5/22

Major and City council members,

Thank you for the efforts to improve the city business environment for last few years. The renewal of Hayward downtown around B street and other major CBD area are nice and exciting. These improvements offered quite a few new job opportunities. We appreciate your contribution to the City of Hayward.

On the coming hearing scheduled on 5/22, I would like to urge all of you as public servant to review the fact in detail and act under the perimeter of the law. Apparently the existing stores including Bella Nail Salon, Starbucks, Quiznos, and Perfect Hair Cut on the ex-Circuit City site was determined to meet the "regional/sub-regional" criteria. Obviously it will be a violating of law and ethic practice for the City Council and planning commissioner to now define that a Walmart grocery store/pharmacy is not a "regional/sub-regional" use. The regular Hayward citizens will soon find out and conclud that which city council members are working for the general public's benifit and who is working for the special interest group after the vote on 5/22 .

From City planning and urban design point of view, the simple fact is that a 43,000 sq ft full-service grocery store/pharmacy located on the border of Hayward and Union City, adjacent to one of the most heavily traveled freeways in California, without another large Walmart grocery center in 20 miles is indeed a 100% regional/sub-regional use. Any other decision would be unlawful and costly to the city of Hayward, its residents and business owners.

David Huang, AIA
Presiden, Eden Shores HOA

From: Reynaldo Balingcos [mailto:reyab1969@gmail.com]
Sent: Friday, May 18, 2012 3:13 PM
To: List-Mayor-Council
Subject: I support hayward walmart market

Dear Mr Sweeney,

I support the walmart market. Thanks.

Reynaldo Balingcos
2869 dune circle
hayward ca 94545

From: Cecelia Cooke
Sent: Friday, May 18, 2012 2:48 PM
To: List-Mayor-Council
Cc: David Rizk; Miriam Lens; Katy Ramirez
Subject: Walmart Support Phone Call 5/18

Marilyn Everitt, Spanish Ranch #2 Mobile Park, wants Mayor and Council to know she votes "yes" for Walmart coming in to Hayward. She said she is a Senior, and Walmart is more affordable for her.

Phone number if needed: (510) 537-4492.

Thank you.

Cecelia Cooke
Office of the Mayor and City Council
City of Hayward
777 B Street
Hayward, CA 94541
(510) 583-4340
cecelia.cooke@hayward-ca.gov

From: katierx@comcast.net [mailto:katierx@comcast.net]
Sent: Friday, May 18, 2012 2:38 PM
To: List-Mayor-Council
Subject: Walmart grocery store

Please seriously consider passing and approving the Walmart in the old Circuit City bldg on Whipple at Industrial Pkwy in Hayward. I, like many others, can not afford to shop at Safeway, Raleys, Lucky or many of the other stores that are in our vicinity. Currently I must drive to the .99cent Sore in North Hayward and I live in South Hayward, just to be able to eat. I am on a low fixed income. Please, please pass this, so we can but affordable groceries.
Kathy Warren
29149 Rockport Way
Hayward 94544

From: Candy Chen [mailto:cschen53@yahoo.com]
Sent: Friday, May 18, 2012 2:07 PM
To: Michael Sweeney; List-Mayor-Council; Sonja Dal Bianco
Subject: Fw: Pleasanton City Council Approves Walmart Grocery Store

Dear Hayward mayor and council members:

Lately we're informed that Pleasanton City Council voted 4-1 to approve the long-awaited Walmart grocery store in that city. Of the four Walmart grocery stores announced for the Bay Area, three have now been approved: San Ramon, San Jose and now Pleasanton. Only Hayward has not been approved. As you're all aware that Hayward was the first of the four stores announced and the first to go in for building permits. And yet it was still rejected in last meeting.

As May 22nd meeting approaching, hereby we would like to once again ask for your wise favorable consideration and Yes votes to approve the project to bring Hayward prosperity, needed tax revenues and crime reduction. It's a trend and it'll be a win-win situation!

Best regards,
Chris & Candy Chen
Long time Hayward residents &
small business owners

Philip M. Lehrman

28320 Armour Street, Hayward, CA 94545-4806
plehrman1@earthlink.net (510)782-3681

May 16, 2012

Michael Sweeney, Mayor
City of Hayward
Hayward City Council
777 B Street
Hayward, CA 94541

This Copy for Mayor Michael Sweeney

Proposed Walmart Market Grocery Store

Dear Mayor Sweeney,

Recently I wrote you as representative of seniors on fixed income. Long time retired I am eighty-four years old now and have had varied vocational and professional experiences. One such experience and tenure while living in Walnut Creek I was employed by Shell Oil Company as District Engineer of this region in charge of their infrastructure marketing facilities. Shell employees were encouraged to become involved in local matters and in my capacity as Shell's liaison I became a member of a group which later became entitled Contra Costa Transportation Authority Citizen's Advisory Committee. I became its chairman during the time the county was trying to pass a ballot initiative for a bus system with a 35 cent/$100 evaluation. Before the election I became a speaker for the initiative and gave presentations before civic groups, service clubs and others throughout Contra Costa County.

The initiative was successful and I became an expert witness for the State of California in eminent domain for the acquisition of highway rights-of-way testifying for many years in eight California counties and federal court. I believe I have earned my right as an expert in assessing needs, viability of purpose, economic, usefulness and appropriate use of commercial properties throughout the state.

Since I decided to stand for approval of this site as a benefit for my personal use and those of like status, a **Walmart Grocery Market**, I have studied the attributes for this site. I have summarized my findings and opinion here.

My findings and opinion is consistent with those found by the City of Hayward's own paid Planning Staff. I am hopeful the Hayward City Council will find my opinion to be sound, reliable and consistent with good planning and use for this site.

Tuesday evening we understand, in fairness for opposing opinion, you will hear organized, frightened speakers, fearful of perceived personal loss. On the other hand, hopefully you will hear passionate, considerate, and concerned representatives of our community, especially the many seniors and those on fixed income that could be denied a choice where to shop.

Coined in my slogan I present for this occasion and I submit:

Each citizen, and especially senior citizens on fixed income, should be entitled and able to shop where they desire for their best bargains without the interference or dictation of another especially their elected officials. By denying this use and disallowing citizens to shop where they desire is such interference.

Please read my arguments in favor of this project and vote accordingly. I believe my arguments are sound, just and right for this proposal.

Respectfully submitted, on his behalf and others,

Philip M. Lehrman

Cover letter - approval arguments (051612)

Proposed Walmart Market Grocery Store

On site Traffic

A cursory study of anticipated traffic to be generated by this use was made by the Hayward City Planners in anticipation of the hearing. A presentation was made of the planners study and was presented to the Hayward Planning Commission in open meeting by the city's traffic engineer on April 5, 2012

This presenter was present at the hearing and heard the presentation.
Several questions during the closed portion were asked by commissioners of the staff concerning staff's reports.

This presenter is in accord with the responses and believes the responses were sufficient, adequate and satisfactory.

I find that sufficient traffic flow in and out of the property onto Whipple was addressed and constructed for the previous use, a retail electronics store, and that such traffic ingress and egress is adequate and sufficient for the higher use density that will be generated by this proposed market use albeit the anticipated class of shoppers will be different than the previous use for a totally different purpose.

One commissioner queried staff as to the impact of the more frequent deliveries by suppliers, which we call "Supply chain impact" and may have on the proposed use.

It was observed under the previous use a lane was established on the easterly side of the 5.4 acre parcel sufficient truck lanes from and to Whipple lead along the easterly side to the rear of the proposed building and no interference with retail customer traffic will occur.

Proposed Walmart Market Grocery Store

Traffic - Ingress egress to property

Often is the case that a query is made by a concerned citizen, a neighbor, or a potential patron, how will customers or visitors to the site find access to and from the proposed site. Will the party find it difficult and traffic be impacted as to stall vehicles and cause "jamb ups." Will delays be caused by such traffic interference?

At the Planning hearing on April 5, 2012 the issue came up as to ingress and egress traffic to and from the site. A question arose as to the flow of traffic past the existing Starbuck's restaurant at the northerly side of the property.

On an on-site observance it has was determined this poses no problem for ingress. A right turn from Whipple leads the vehicles right past the parking area to these restaurants and into the general site parking.

On egress, an exiting lane to a signal light collector at Whipple exists on the north-easterly corner guiding the exiting vehicle to the signaled intersection.

Accommodations are also constructed for cross-over Whipple into the and from the Target store for additional nearby shopping.

Proposed Walmart Market Grocery Store

Regional or sub-regional marketing

The Planning Director subsequently issued a letter dated January 19, 2012 approving the proposed Walmart market and determining that such use would serve a regional or sub-regional marketing base and would be consistent with the conditional use permit approved in 2004 for the center. This decision was appealed on February 3, 2012, by John Nunes of United Food and Commercial Workers Local Union 5 and Desirae Schmidt, a resident of the unincorporated Cherryland area. The appellants contend that the Director's approval "is not consistent with the original conditional use permit (Conditional Use Permit Number PL-2004-0039) or the City of Hayward Zoning Code/Ordinance for the former Circuit City building located at 2480 Whipple Road, and therefore not an allowed use.

Does this planned use meet the criteria of a regional or sub-regional base? The definition of regional and sub-regional is subjective on its face. Just what does Regional mean?

Sub-regional -- what does that mean? How is it defined as different than regional as a whole?

Appraisers in determining "neighborhood" for finding similar values in some instances need to include only a small geographic boundary, in other instances a region could be the whole county, or a defined area as the whole area such as "bay area" in the instance of San Francisco Bay Area, or could it be the whole state?

As a member of the senior citizen community and a long-time shopper in the area (domiciled now a decade (ten years) I am familiar with all the non-ethnic "grocery" facilities from San Leandro on the north to Fremont on the south along the East Bay corridor. Most recently the addition of (non-union) two Fresh Choice.

Proposed Walmart Market Grocery Store

Regional or sub-regional marketing base discussion continued.

Marketing demographics have changed in Hayward in the last few years.

The "region" has seen the inclusion of Smart and Final, Fresh and Easy, not to mention 99 cent, and other "Dollar Stores." Also, to capture a share of the business such stores as Target are now putting in full line grocery departments.

As recited in the city planners statement: "the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880.

Further to support the concept and of Regional the Hayward City planners cite: "Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets."

Does this concept meet the criteria of regional or sub-regional?

Walmart executives surely believe so. Let's look at the size of the site. It's smaller than the existing Walmart located across I-880 freeway which has now included a limited grocery marketing department.

The store will have a full-service grocery, pharmaceutical and general merchandise departments at very competitive, by known experience, far below the mean or average price at retail level.

It is fact that the merchandiser can sell at these reduced prices due to its size and non-union stance throughout permissive California. The issue that keeping this market from existing is folly. The merchandiser will go elsewhere to locate its store in a receptive favorable market. Stores in Pleasanton, San Ramon and San Jose are now in progress and will complete with this unit (if approved) the base for the quatro–store "regional" exposure. To deny this location will only drive it elsewhere and Hayward will lose its potential for much needed tax revenue.

The battle issue of unionization was lost years ago by the failure to timely act by the union bosses. Unionization is too late now.

Proposed Walmart Market Grocery Store

Regional or sub-regional marketing base discussion continued.

To meet the changing demographics and the associated changes in household incomes the marketers have come to this region and have or plan to establish new marketing outlets for their patrons.

Who have recently arrived?
Where have they located?
Is there reasonable distribution throughout the region?
Are they regional?
Are some established and simple adding departments?

Could any marketer not be considered regional?

99 Cent
2 stores in area, regional (San Lorenzo)

Costco
3 stores, Fremont, Hayward, San Leandro

Dollar Store
2 stores in area, regional (San Lorenzo & Hayward)

FoodMaxx
3 stores in area, regional (San Lorenzo & 2 Hayward

Fresh and Choice
New, 2 in Hayward

Lucky (formerly Albertson's)
Several, Hayward, Fremont, San Lorenzo, Union City

Nob Hill
Fremont

Smart and Final
2 stores, Hayward, Union City

Target
2 stores in area, regional

Walmart
3 Stores, Fremont, San Lorenzo, Union City

Primarily ethnic stores are omitted from this study.

From: Diane Urban
Sent: Tuesday, May 15, 2012 5:46 PM
To: Philip Lehrman
Cc: Fran David; Kelly Morariu; David Rizk
Subject: RE: City Council Meeting May 22 to review Planning Commission action of April 5 on Wal-Mart proposal (051112)

Good evening Mr. Lehrman:

I will pass along your letter and thoughts to David Rizk as well as our City Manager.

Thank you for sharing.

Warm regards,
Diane

Diane E. Urban
Chief of Police, Hayward
300 W. Winton Avenue
Hayward, CA 94544
Office: 510-293-7056

From: Philip Lehrman [mailto:plehrman1@earthlink.net]
Sent: Friday, May 11, 2012 4:49 PM
To: Diane Urban
Subject: City Council Meeting May 22 to review Plannng Commission action of April 5 on Walmart proposal (051112)

Chief Urban, as stated in the letter to the council economic purchases are vital to fixed income seniors. Approval is sought by seniors and others on fixed income.

I understand four other neighboring communities have already APPROVED this new limited use Walmart grocery concept.

Your comments would be appreciated. A vacant building of this size – it has already been vacant for several years - in our community is a costly matter. Most likely it will be vacant for years to come to find a tenant if Walmart is lost.

I assume this empty building requires more policing than a vibrant going concern.

From: Ryan Beckerley [mailto:bayarearida@gmail.com]
Sent: Saturday, May 12, 2012 7:00 PM
To: List-Mayor-Council
Subject: Walmart Grocery (Whipple Rd.)

Hi, my name is Ryan and I live 2 minutes from the location of the proposed Walmart Grocery store. I am in favor of this new store as I believe it will provide local jobs and stimulating our local economy. Additionally, I believe a Wells Fargo or Chase ATM in the Whipple Rd lot would greatly increase business and be in Hayward's best interest as they would benefit from the store's increased sales in the form of sale's tax revenue. I appreciate your time and hope this E-mail is heard as a vote in favor of Mr Daniel Temkin's Walmart Grocery outlet store.

Yours Sincerely,

Ryan Beckerleg

--
RYAN @ (510) 4 0 8 - 6 6 7 7

From: Philip Lehrman [mailto:plehrman1@earthlink.net]
Sent: Friday, May 11, 2012 5:11 PM
To: Sonja Dal Bianco
Subject: RE: Hayward City Council Public Hearing Notice for May 22, 2012

Ms. Sonja Bianco, City Clerk, and to whom it applies:
In response to this notice of a May 22, 2012 hearing, please file my attached letter as my official request for the Hayward City Council to approve this project and allow the construction and use of the Walmart project to go forward.
Please also add my name to the list of those persons who desire to speak in favor of this project at the May 22 meeting.
Philip M. Lehrman
28320 Armour Street
Hayward, CA 94545-4806
510-782-3681
plehrman1@earthlink.net

Philip M. Lehrman
28320 Armour Street, Hayward, CA 94545-4806
plehrman1@earthlink.net (510)782-3681

May 10, 2012

Michael Sweeney, Mayor
City of Hayward
Hayward City Council
777 B Street
Hayward, CA 94541

Proposed Walmart Market Grocery Store

Honorable Hayward Councilmen:

Prior to the planning commission's public hearing on April 5, 2011 I filed a letter with the department and I find It as shown as item eight of nineteen of those in support in the referenced exhibit attachment XVIII for that hearing. The commission voted four to three to uphold the appeal filed by the UFCW Local 5 and to overturn the Planning Director's approval of the project. Subsequently I among several signed a letter of petition to move the item to the Hayward City Council for review, and hopefully, to accept our desires and approve this unique Walmart use.

As said in my letter to the Hayward Planning Commission I am long time resident of Hayward. In my household are seniors and along with me we enjoy retirement in a fixed retirement income environment. It is necessary for us to selectively shop to find the best bargains located within a reasonable distance from home in order to stay within our means.

We are not alone in this situation. A number of unorganized Hayward retirees of or approaching my age group are in the same predicament, that is seniors on fixed income looking for choices for competitive pricing of goods within a reasonable distance from our homes.

I attended the hearing where the Planning Commission 4 to 3 turned down our request and the proponents appeal, probably due to the very vocal self-serving, hand clapping opposition of a few labor leaders and members of a local food and beverage union. We believe their selfish self serving motive is not for the benefit and the wishes of the majority of Hayward residents especially on fixed limited income. We believe in the following slogan:

Each citizen, and especially senior citizens on fixed income, should be entitled and able to shop where they desire for their best bargains without the interference or dictation of another especially their elected officials. By denying this use and allowing citizens to shop where they desire is such interference.

Clearly as defined by the city's planners a "regional/ subregional" use I believe it's convenient location at I-880 in this predominantly industrial area the proposal is and will draw other senior shoppers from Newark, Union City, and Fremont, and all parts of Hayward.

Therefore, upon weighing the benefits of this project to the citizens of Hayward, especially seniors and those on fixed income vs. the perceived and alleged detriments we respectfully urge the Hayward City Council to overturn the Planning Commission and to approve this project as presented.

Hopeful the council will share my concerns and represent me and all seniors. I look forward to the day I may shop here.

Respectfully submitted, on his behalf and others,

Philip M. Lehrman

From: PATRICIA FLUSCHE [mailto:pflusche61@sbcglobal.net]
Sent: Friday, May 11, 2012 1:23 PM
To: List-Mayor-Council
Subject: Proposed Walmart Market - Whipple Road & I-880

Hayward Planning Commission

City Hall

777 B Street

Hayward, CA 94541

Dear Mayor Michael Sweeney and Members of the City Council,

I am writing on behalf of the Residents' Association of Eden Roc Mobile Home Park in Hayward, to inform you of our support for the proposed Walmart Marketplace to be located on Whipple Road, filling the vacant Circuit City building.

We thoroughly discussed the pros and cons, and found more pros than cons to the Marketplace coming into our city. It will give the residents of Hayward a true grocery store to shop in for quality goods and foods, within the City of Hayward, at a convenient location.

We desperately need the jobs and revenue the Walmart Marketplace will bring to the city, not to mention bringing traffic to the small businesses struggling in that area, suffering since Circuit City closed. It would also encourage more businesses and jobs into the area.

We look forward to the opportunity to shop within our city and not have to travel to Union City, Fremont or even San Leandro, and keep our tax dollars in the city of Hayward.

We sincerely hope you take our support of the proposal under consideration when voting on this matter.

Thank you for your consideration,

Sincerely,

Patricia Flusche

Secretary, Eden Roc Residents' Association

From: Candy Chen [mailto:cschen53@yahoo.com]
Sent: Thursday, May 10, 2012 3:17 PM
To: List-Mayor-Council
Cc: Sonja Dal Bianco
Subject: support of Walmart supermarket in old circuit city location

Dear mayor, city councilmen and staff,

We support the above project and believe it will bring to Hayward prosperity and significant tax revenues in addition to reduction of crime in the area. Your favorable consideration and votes will be appreciated.

Best regards,
Chris & Candy Chen
Hayward residents and small business owners

-----Original Message-----
From: Eileen Legados [mailto:bell8448@yahoo.com]
Sent: Monday, April 09, 2012 9:44 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support the new jobs and competitive, lower prices that this new Walmart Market can offer. I am aware of the additional traffic that it will bring to the already busy industrial area of our city. But that's expected in order to grow. Besides, I believe that location can handle the volume. It's good to bring more business to Hayward. Especially when other cities can be more appealing. Be selective in what is approved, but move forward.

Mary Olivarez
Hayward Resident

4-5-12

City of Hayward

Re: Wal-Mart Site

I am a former Wal-Mart employee who had to leave because of a work-related injury.

I am a bus person as well as a Para-Transit person

A "plus" for the Wal-Mart Super Market in my opinion is that both Union City Transit and Almada/Contra Costa County Transit already have established bus routes in place and there are traffic lights and marked cross-walks already established.

The Whipple bus and the 6B bus can be boarded at either UC Bart Station or South Hayward Bart or the Transit Center as well as any neighborhood to go to the proposed site for the Wal-Mart.

RECEIVED

APR 09 2012

PLANNING DIVISION

Sharon Lachenmyer
300 Main Street
Union City, Ca
94587

-----Original Message-----
From: randy wright [mailto:randyjwright@earthlink.net]
Sent: Thursday, April 05, 2012 1:59 PM
To: David Rizk
Subject: Proposed WalMart Grocery store

Mr. Rizk,
I wanted to contribute my comments regarding the proposed WalMart Neighborhood Grocery Store in the former Circuit City building.
I am FOR this building permit to be issued for this area:

1. My office is a block away and we need this 'blighted" center occupied.

2. As a Hayward resident, we need some LOW competitive Grocery pricing to un-lock the Safeway monopoly.

3. I have shopped the WalMart Neighborhood Grocery stores in the Midwest and they are nice, clean and usually draw other retailers into the surrounding areas.

4. I don't think there would have been an "issue" with this building IF it was going to be a Mexican Grocery Store since Hayward seems to be the "capital" for so may of them already including ANOTHER one being built on Mission Blvd. (how many of these do we need?)

5. We need the tax revenue, we need the center occupied.

Respectfully,
Randy Wright
28047 Dobbel Avenue
Hayward, Ca 94542

Randy J. Wright
Senior Vice President
Taymor Industries, Inc.
800-388-9887 #103
rwright@taymor.com

From: pruhutt@comcast.net [mailto:pruhutt@comcast.net]
Sent: Wednesday, April 04, 2012 8:37 PM
To: Sonja Dal Bianco; List-Mayor-Council
Cc: Michael E. Pruitt
Subject: Wall-Mart Market Proposal

City of Hayward

I am in support of the proposed Wall-Mart Market to be located at the vacant building on Circuit City Blvd. This land is directly opposite of Target on Whipple Avenue in Union

City, CA. For years, this lot has been vacant and is drawing questionable activities in this area.

The addition of Wall-Mart Market will certainly bring in revenue to this area as well as a lot of foot traffic, and perhaps additional businesses. Many people enjoy the diversity in shopping and this addition will allow much more flexibility for many that wish to bargain shop. The stores in the nearby area are very expensive and many find the quality of the food questionable. I have shopped at Wall-Mart, by choice, and found my experience very satisfactory.

I am asking the City of Hayward to endorse this proposal to help enhance the neighborhood community and provide much more flexibility for our shopping needs.

Respectively,
signed
Mr. Michael Pruitt

Michael Pruitt
Legal Shield
Independent Associate
(510) 317-8043
https://www.prepaidlegal.com/hub/michaelepruitt

From: brusa [mailto:brusa@bru-sa.com]
Sent: Wednesday, April 04, 2012 8:28 PM
To: List-Mayor-Council
Cc: Sonja Dal Bianco
Subject: Wal-Mart

Hayward needs business, jobs, revenue. Hayward needs this Wal-mart grocery, those of us on social security cannot afford to shop at the current large grocery stores. Currently we are trying to make do with the limited groceries at the regular Wal-mart...and the revenue is not going to Hayward! Anyone who does not like the way Wal-mart does business can choose not to shop or work there! But we deserve to have that choice.
But most of all, let's not lose focus on the real issue...is the Wal-mart grocery appropriate use of the land and buildings that have sat empty for 3 years, will Wal-mart be an appropriate anchor for that shopping center so other businesses can flourish there also?
Do not cave into those that really have other issues and may not even live in our town.
We had around 40 residents show up to a meeting at our community center tonight. The show of hands proved that the vast majority of residents support having this store in our town. 3 did not raise their hands, and 1 of those did not have an opinion either way.
I support having a Wal-mart grocery in Hayward.
Sincerely,

Beckie Underwood, resident
Georgian Manor Mobile Home Park

29007 Newcastle Ct. Hayward

From: perkymoo@comcast.net [mailto:perkymoo@comcast.net]
Sent: Wednesday, April 04, 2012 8:12 PM
To: Sonja Dal Bianco
Cc: List-Mayor-Council
Subject: Walmart Grocery Store At Whipple Blvd., In Hayward

Planning Commission , Mayor and City Council Members:

I was in attendance at a meeting on April 4, 2012 at Georgian Manor Mobile Home Park regarding the above mentioned WalMart Grocery Store which was presented by Daniel Temkin , Property Owner. After Mr. Temkin's presentation there were about 35 out of 40 people in attendance that were in favor of having the grocery store go into the location on Whipple Blvd. WalMart is a very good fit for our community here at Georgian Manor. A lot of us, because we are seniors , are on a fixed income and require a grocery store like WalMart that fits into our budget.

The City of Hayward made the right decision to honor the permit to put the business in place. We need the jobs in our city and the activity at the store will encourage smaller business to move into the area as well. All new business should be encouraged in our city and will only improve the current economic situation we are all facing in the city , state and most importantly the country.

Respectfully

Carol Perkins
29044 Berkeley Rd.
Hayward , CA. 94544

04/02/12 15:20 CLK

Date: 3/30/12

From: RAY LINK / HONG LINK
25125 SANTA CLARA ST. #123
HAYWARD, CA 94544

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission: WE WOULD VERY MUCH LIKE TO SEE THE WAL MART GROCERY & DRUG GO INTO THE OLD CIRCUIT CITY BLDG.

SINCERELY,
Ray & Hong Link

Roxanne Stone, Owner
Wingstop
2490 Whipple Road
Hayward, CA 94543

March 27, 2012

Hayward Planning Commission
777 B Street – City Hall
Hayward, CA 94541

Dear Chairperson Marquez and Commissioners:

I am the owner of Wingstop located at the old Circuit City shopping center on Whipple Road in Hayward. I am writing to ask you to vote in favor of permitting the proposed Walmart Market & Pharmacy, which is up for a vote before the Planning Commission on April 5th.

Aside from the fact that the City of Hayward has officially designated that the Walmart Market is an acceptable use for the abandoned Circuit City building, we ask you to support this project for two main reasons.

Preventing Crime and Gang Activity: Wingstop has been held up at gunpoint two times in 2011 alone, as we are in the back of this mostly-abandoned shopping center and vulnerable to being robbed. A new Walmart Market will bring vitality and activity back to this shopping center, and make us less vulnerable to the current gang activity, drug dealing and robberies that are now plaguing our shopping center.

Supporting Hayward Small Businesses: I am a small business owner in Hayward, and I can tell you that it is difficult to stay in business in a nearly abandoned shopping center. Four other small businesses in this very shopping center have already closed up shop and gone out of business. Please support the small businesses that are currently in the Whipple Road location by supporting a thriving Walmart Market which will bring badly-needed customers from all over the region.

If a Safeway or a Luckys was proposing to come to our shopping center, there would be no hesitance to approve its permitting; a Walmart Market grocery store should be no exception.

Please approve the project and take into account the viewpoints of Hayward small business owners. Thank you.

Sincerely,

Roxanne Stone
Owner, Wingstop

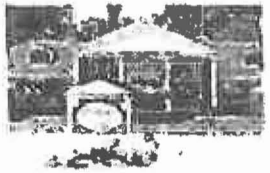
Eden Roc Mobile Home Park

29862 Bradshire Rd, Hayward, CA 94545

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Eden Roc Mobile Home Park in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Street Address	Contact Phone/Email Address
	Philip Lehman		510 785 5681 [illegible]
	Jacqui Hendren		
	Iona Hendren		
	Patricia Flueckiger		785-8089
	Jennifer Raisler		786-2437



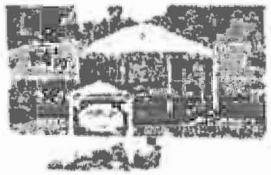
Georgian Manor Mobile Home Community

419 Buckingham Way Hayward, CA 94544

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Georgian Manor Mobile Home Community in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Street Address	Contact Phone/Email Address
	Harlene Strauss		harlene@vipmarketing.com 576-8874366
	Martin Strauss		" VIPMARTY@AOL.COM
	Nancy Parmeley		(510) 786-2231 nannie383@hypersurf.com
	Chris Pg		510-786-2231
	Deanne Fernandez		783-4823
	Bob Miller		
	Bob Jeffre		RNRJEFFRE@yahoo.co
	Rita Jeffre		" " "
	Beckie Underwood		brusa@bru-sa.com



Georgian Manor Mobile Home Community

418 Buckingham Way Hayward, CA 94544

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Georgian Manor Mobile Home Community in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Street Address	Contact Phone/Email Address
	John R. MAcHo		510-782-9633
	JOANNE DEAN		" 265-0328
	Bobbie Powell		Hayward-
	Renate Roeger		Hayward
	ELIZABETH FULLER		HAYWARD (510)785-2118
	CAROL PERKINS		Hayward, 94544
	CATHY SOLANO		Hayward, 94544
	CHARLOTTE ANDERSON		Hayward Ca 94544
	TERRY PATTERSON		HAYWARD CA. 94544

Georgian Manor Mobile Home Community

419 Buckingham Way Hayward, CA 94544

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Georgian Manor Mobile Home Community in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Street Address	Contact Phone/Email Address
	Michael Pouitt		pouhutte@comcast.net
	Ed Benoit		785-8709
	DIANE ZACCARIE		780-9603

Philip M. Lehrman

28320 Armour Street, Hayward, **CA 94545-4806**
plehrman1@earthlinknet (510)782-3681

April 4, 2011

Hayward Planning Commission
Michael Sweeney, Mayor
City of Hayward
777 B Street
Hayward, CA 94541

Planning Commission April 5 Agenda Item 1, Proposed Walmart Market Grocery Store

Planning Commissioners Mariellen Faria, Sara Lamnin, Mary A. Lavelle, Rodney Loché, Elisa Márquez, Dianne McDermott, and Al Mendall,

Please approve the project for development by Walmart on the former Circuit City site in southern Hayward as good planning and use for this presently vacant unproductive site.

I am long time resident of Hayward. In my household are seniors and along with me we enjoy retirement in a fixed retirement income environment. It is necessary for us to selectively shop to find the best bargains located within a reasonable distance from home in order to stay within our means.

We are not alone in this situation. A number of unorganized Hayward retirees of or approaching my age group are in the same predicament, that is seniors on fixed income looking for choices for competitive pricing of goods within a reasonable distance from our homes.

I decided to write this letter supporting city approval as I understand there is a vocal organized effort opposing the project. On inspection of this effort it appears it is self serving – by an organization fearful of perceived detrimental economic issues by a potential competitive influence. The organized group is well known and does not need to be identified in this correspondence.

Therefore, upon weighing the benefits of this project vs. the perceived and alleged detriments we respectfully urge the planning commission and subsequently if necessary, Hayward City Council, to approve this project as presented.

Respectfully submitted, on his behalf and others,

Philip M. Lehrman

P.S. This is an unsolicited letter. Although I knew of the project from the various news sources, etc, until we were invited and attended a presentation by the developer last evening, April 3rd, we were unaware of opposition to the project. Upon learning of this we decided to come forward and express our wishes.

Attn: Sonja Dal Bianco, Hayward Planning Commission staff
Sonja.DalBianco@hayward-ca.gov
Cc: Designated recipients
List-Mayor-Council@hayward-ca.gov,

File Hayward Planning, re Walmart 040512, #1 (040412)

---- Forwarded Message ----
From: PATRICIA FLUSCHE <pflusche61@sbcglobal.net>
To: sonja.dalbianco@hayward-ca.gov; List-Mayor_Council@hayward-ca.gov
Cc: dtemkin@me.com
Sent: Wed, April 4, 2012 10:07:09 AM
Subject: Proposed Walmart Market - Whipple Road & I-880

Hayward Planning Commission
City Hall
777 B Street
Hayward, CA 94541

Dear Chairperson Marquez and Planning Commissioners,

I am writing on behalf of the Residents' Association of Eden Roc Mobile Home Park in Hayward, to inform you of our support for the proposed Walmart Marketplace to be located on Whipple Road, filling the vacant Circuit City building.

We thoroughly discussed the pros and cons, and found more pros than cons to the Marketplace coming into our city. It will give the residents of Hayward a true grocery store to shop in for quality goods and foods, within the City of Hayward, at a convenient location.

We desperately need the jobs and revenue the Walmart Marketplace will bring to the city, not to mention bringing traffic to the small businesses struggling in that area, suffering since Circuit City closed. It would also encourage more businesses and jobs into the area.

We look forward to the opportunity to shop within our city and not have to travel to Union City, Fremont or even San Leandro, and keep our tax dollars in the city of Hayward.

We sincerely hope you take our support of the proposal under consideration when voting on this matter.

Thank you for your consideration,

Sincerely,

Patricia Flusche
Secretary, Eden Roc Residents' Association

Rassier Properties

John T. Rassier
Managing Director
jtrassier@rassierproperties.com

April 3, 2012

Hayward Planning Commission
Hayward City Hall
777 B Street
Hayward, CA 94541

Subject: April 5th Hearing on Walmart Market

Planning Commission Chair Marquez & Commissioners,

I am the Managing Director of the Georgian Manor Mobilehome Park, as well as the Stratford Village Business Park located adjacent to the mobile home park. As a Hayward Property Owner and Business Owner, I would like to register my support for the permitting of the Walmart Market at the abandoned Circuit City building at Whipple Road and Industrial Parkway.

The Walmart Market and Pharmacy will provide a very important service and benefit to the residents of Georgian Manor. Georgian Manor is a Senior Park, with many residents on fixed incomes; Walmart will provide them the opportunity to have access to affordable groceries and their pharmacy needs.

I would ask you to support this Project for the benefit of the entire neighborhood. The continued vacancy of the existing Premises (the former Circuit City Store), continues as a negative impact on the area.

Your approval of the Walmart Project will help attract more businesses to our neighborhood, and will also provide many jobs to all age groups that live in our area of the Hayward Community.

Sincerely,

John Rassier
Managing Director
The Georgian Manor Mobile Home Park

MAIN OFFICE: 321 Hartz Avenue, Suite 7 Danville, California 94526 (925) 552-7800 Fax (925) 552-7802
TEXAS OFFICE: 207 San Jacinto Blvd., Suite 300 Austin, Texas 78701 (512) 541-3510 Fax (512) 541-3511

From: Leslie Burton [mailto:caburton720@yahoo.com]
Sent: Sunday, April 01, 2012 2:29 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

From: Roy Gordon [mailto:ninerroy@gmail.com]
Sent: Sunday, April 01, 2012 12:59 PM
To: emarqana@hotmail.com; Dianne.McDermott@fremontbank.com; saralamnin@sbcglobal.net; mendall@sbcglobal.net; mefaria@srhca.org; marylay@comcast.net; Sonja Dal Bianco
Subject: Walmart Full Service Supermarket

Dear Commissioners,

First of all, thank you for taking a positive stance in saying no to the Alameda County airport's commission to place guidelines on construction near the Hayward Airport. This is a matter to be left under control in our city.

On Thursday, April 5, you will have the opportunity to allow a new tenant for the empty Circuit City store on Whipple Rd. This building has been vacant for approximately two years and is a source of armed robberies and graffiti. Since Circuit City closed, just a few merchants are left at the shopping mall. This makes them vulnerable to all sorts of crimes. You have the opportunity to turn that situation around.

Hayward has too many vacant buildings and too few businesses willing to relocate to Hayward. Take a look at the vacant buildings on B St., Mission Blvd. and Foothill Blvd. This cannot be just blamed on a bad economy. We have been living in Hayward since 1974 and have seen a steady decline in the number of businesses and steady increase in vacant buildings. This decreases our property tax base and our sales tax base. We have a 14 million dollar deficit and cannot afford to turn away strong quality businesses. We need strong leadership to help turn this around. You can start this process by providing the leadership needed at this time.

The proposal for the Walmart full service supermarket will accomplish many things. This will fill a large empty building, bring jobs to Hayward, bring much needed services to a part of Hayward that is presently under served and increase our tax base. The Hayward residents in the south part of Hayward have very limited choices for shopping other than going to Union City Landing. Our residents spend their money in Union City when we could easily provide the shopping location locally for them. Many residents are senior citizens living in mobile home parks in the vicinity. Let's provide them with a full service supermarket that would be closer and benefit all of Hayward. Union City was not concerned with Hayward when they brought all of those chain restaurants to Union City Landing.

One other factor to take into consideration is the ripple effect that could take place if Walmart is not allowed to pursue with their proposal, which has already been approved by the planning director as meeting the requirements for the permits necessary in Hayward. Southland Mall has been negotiating with several prospective tenants for the Lucky store that was closed over three years ago. The Southland Mall area is another under served area with thousands of residents not having a full service market on the west side of Highway 880. If Walmart is turned down after

spending so much time and money, other potential supermarkets are going to consider Hayward to be a place that is not friendly to business.

Please don't let politics govern your decision or those non-residents that support their own agendas, decide what is best for the citizens of Hayward.

Sincerely,

Roy & Jodie Gordon
1269 Stanhope Ln.
Hayward, CA 94545
ninerroy2898@att.net
783-3508

PS. Sonja, please pass this email along to Rodney Loche. I did not have his email. It might be good to copy the others in case any of their email addresses are not correct.

From: von kheang [mailto:vonkheang05@yahoo.com]
Sent: Sunday, April 01, 2012 2:33 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

-----Original Message-----
From: Mina Royo [mailto:jeromina@yahoo.com]
Sent: Saturday, March 31, 2012 7:01 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support it but it's too close to the union city walmart

Sincerely,

Mina Royo-Alamil

From: shuxianhao hao [mailto:shuxian7749@yahoo.com]
Sent: Saturday, March 31, 2012 4:28 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I am a Hayward resident, I support Walmark. philip

From: shuxianhao hao [mailto:shuxian7749@yahoo.com]
Sent: Saturday, March 31, 2012 4:25 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Please show me the location. thanks. philip

From: KC IP [mailto:akcip@yahoo.com]
Sent: Friday, March 30, 2012 11:44 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support the new Walmart at Hayward.

From: denise pello [mailto:denise_pello@yahoo.com]
Sent: Friday, March 30, 2012 6:16 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes I support a Walmart Grocery Store.
Denise Pello

Date: 3/30/12

04/02/12 12:05 PM

From: Diana Smith
1399 Jerez Ct.
Hayward, CA. 94544

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission:

Besides owners of other grocery stores who wouldn't want a lower priced Wal-Mart Grocery Store? I bet the employees of other store would also shop at Wal-mart, if Grocery Store. Hayward is Low Income area and it sucks to live here. I shop at Grocery Outlet, Wal-mart and Smart + Final (fruit + veggies) so it would be nice to shop at one store. I make good money but don't want to waste it on high prices of food. I would rather spend it on vacations. So what's the problem in letting Wal-mart Grocery Store move into Hayward. They have Walmart Supercenters which are very nice to shop at. But, not around here so lets get a nice low price grocery store in Hayward. Diana Smith

---

From: Carmen Torres [mailto:ctorres_sing@yahoo.com]
Sent: Thursday, March 29, 2012 11:04 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I am in support to have a walmart market in Hayward. We support more job opportunities for our city.

Carmen Torres
Hayward, Ca. 94541

From: Bobbi Peterson [mailto:bobbi.peterson58@yahoo.com]
Sent: Thursday, March 29, 2012 3:56 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

This new walmart is much needed. I offers growth for all!

From: Virginia Tse [mailto:vigin107@yahoo.com]
Sent: Thursday, March 29, 2012 3:16 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

It's a good idea to have a new Walmart Market, fully support!

From: teresa cruz [mailto:dsmom24@yahoo.com]
Sent: Thursday, March 29, 2012 1:06 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support any new business that will bring jobs to Hayward.

Teresa Cruz
1534 Balein Ct
Hayward, ca 94544

From: Rose Rodelo [mailto:rodelorose@yahoo.com]
Sent: Thursday, March 29, 2012 11:40 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support the opening of a new Walmart Store in Hayward Ca.
Thank you.

From: Steve Adediji [mailto:steveade@yahoo.com]
Sent: Thursday, March 29, 2012 9:53 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Steve Adediji

From: Mary Ann Libunao [mailto:maryann_libunao@yahoo.com]
Sent: Thursday, March 29, 2012 9:48 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support Walmart Market on April 05.

From: Ahsan Khan [mailto:kahsan20@yahoo.com]
Sent: Thursday, March 29, 2012 8:52 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I want the the new walmart at circuit city

Name : Ahsan Khan
Resident of Hayward

From: Gary Lesmeister [mailto:g_lesmeister@yahoo.com]
Sent: Thursday, March 29, 2012 5:21 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

It is good for shoppers and is a tax base for area. I have to go to far for a good full service food store

Gary Lesmeister
TimeMaster
729 Shawnee Ct
Hayward, CA 94544

510 329-8629
g_lesmeister@yahoo.com

From: Margo Parker [mailto:margoparker@ymail.com]
Sent: Thursday, March 29, 2012 4:35 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I Would like to see this go up at thge old Lucky's store in Southland for those who have no place to buy their food.
Since they closed Lucky's we have to travel far to buy what we need,like up to other lucky's store off Jackson st.
Welcome this either way,still better then nothing ,right.

From: Khodr, X X [mailto:x.khodr@aramco.com]
Sent: Thursday, March 29, 2012 2:00 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

My neighbors and I like the option of having a low-price grocery store closer to where we live. If you would like to bring this NEW WALMART MARKET to Hayward

Thanks and regards.

Mohamad K Khodr
PQM, Third Party Projects Inspection
PID/NAPIS
BGP, Engineering Inspection Office @ Berri
E Mail : khodrxx@aramco.com
Tel# 678-5762
Mob# 0504835342

أرامكو السعودية
Saudi Aramco

From: George Montemayor [mailto:gmmontemayor@yahoo.com]
Sent: Thursday, March 29, 2012 1:17 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes, **I like the option of having a low-price grocery store (Walmart) closer to where we live in Hayward.**

From: jelexeyia jenkins [mailto:jelexeyia@yahoo.com]
Sent: Thursday, March 29, 2012 12:50 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

new walmart yes!!!!!!!!!!!!!!!!!!!!!!!!

From: siu wan lee [mailto:windytiti@yahoo.com.hk]
Sent: Wednesday, March 28, 2012 8:59 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes, I would like to have a new Walmart in Hayward.

From: Manny Esguerra [mailto:mannyesguerra51@yahoo.com]
Sent: Wednesday, March 28, 2012 8:32 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

—Original Message—
From: suneel@hisfo.com [mailto:suneel@hisfo.com]
Sent: Wednesday, March 28, 2012 7:29 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Sent via BlackBerry by AT&T

From: Sunny Balsells [mailto:sunnywilson13@yahoo.com]
Sent: Wednesday, March 28, 2012 6:33 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

This is a great thing for us in hayward as we have limited shopping options in the area. We need lower price options. This project has my full support.

Sunny Balsells

Sent from my Motorola ATRIX™ 4G on AT&T

From: Marvin Gonzalez [mailto:g.marvin77@yahoo.com]
Sent: Wednesday, March 28, 2012 6:21 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Please Relay My Support for Walmart Market on April 5.
Marvin Gonzalez

From: brusa [mailto:brusa@bru-sa.com]
Sent: Wednesday, March 28, 2012 5:56 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Beckie Underwood (if you've known me more than 6 months...please try to start spelling Beckie correctly! The tons of you that aready do...thank you and please ignore this!)

Grandmother of the cutest, smartest granddaughters in the whole entire world!
Visit my picture trail at: http://www.picturetrail.com/brusa

-----Original Message-----
From: Rhoda Butler [mailto:atouchofcarmel@yahoo.com]
Sent: Wednesday, March 28, 2012 5:41 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

You have my support

Sent from my iPhone

From: tatiana blake [mailto:tatiblake@yahoo.com]
Sent: Wednesday, March 28, 2012 5:36 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

yes i support

From: E B [mailto:hawie2@yahoo.com]
Sent: Wednesday, March 28, 2012 4:53 PM
To: Sonja Dal Bianco
Subject: Please approve the Walmart Market at Whipple in Hayward:

Dear Sonia: I am attaching a letter I wrote to the planning commission regarding the hearing on the planned Walmart Market store on Whipple rd in Hayward.

I appreciate your help in fordwarding it the planning commision before their meeting.

Etenesh Benti
Quzinos owner.

From: Quan Vu [mailto:f430vu@gmail.com]
Sent: Wednesday, March 28, 2012 4:49 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support this New Walmart in Hayward initiative. Thanks.

--

Best regards,

Quan.

Quan Vu | email: f430vu@gmail.com | mobile: 408-373-9173

From: Jo Ann Gonzalez [mailto:momabear843_1313@yahoo.com]
Sent: Wednesday, March 28, 2012 4:42 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes I do support this...

~~ Jo~~

-----Original Message-----
From: Vishy Parthasarathy [mailto:pvishy@yahoo.com]
Sent: Wednesday, March 28, 2012 4:40 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes I support

Regards,
Vishy

From: Denise Hensing [mailto:denise_hensing@yahoo.com]
Sent: Wednesday, March 28, 2012 4:35 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Dear Ms. Dalbianco,
I support the new walmart market in the abandoned circuit city location. In addition to adding new jobs to our area, we would be adding an affordable grocery market. Im all for it. I have lived in Hayward most of my 51 years and I would have no problem shopping at Wal-Marts new market. Sign me up for my support. Thank-you.
Respectfully,
Denise Hensing

From: Anthony Gatson [mailto:awgent@aol.com]
Sent: Wednesday, March 28, 2012 4:20 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

-----Original Message-----
From: jonhanle@yahoo.com [mailto:jonhanle@yahoo.com]
Sent: Wednesday, March 28, 2012 4:13 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes. I support to have a super walmart in hayward

From: Prabhashni Prasad [mailto:prabhashniprasad@yahoo.com]
Sent: Wednesday, March 28, 2012 3:57 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

From: Onorato Campopiano [mailto:occanusay@yahoo.com]
Sent: Wednesday, March 28, 2012 3:28 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I am FOR the Walmart Grocery store.

-----Original Message-----
From: Mz. Letitia Morris [mailto:letitiamorris1973@yahoo.com]
Sent: Wednesday, March 28, 2012 3:27 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I would support it 100%

From: Reinhardt, Karena [mailto:KReinhardt@samuelmerritt.edu]
Sent: Wednesday, March 28, 2012 3:02 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Karena Reinhardt
25580 Franklin Avenue Unit 4
Hayward, CA 94544
510-917-1699
Kreinhardt74@hotmail.com

From: joy batteate [mailto:joyssp@yahoo.com]
Sent: Wednesday, March 28, 2012 2:31 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

It is needed!!

From: Josephine Campbell [mailto:jocamp52@yahoo.com]
Sent: Wednesday, March 28, 2012 2:23 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes for sure, we need it.
I have to drive all the way to Union City to go to Walmart .

Josephine Campbell
All Credit Card Services
510-583-9800 main
510-583-9805 fax

info@allcreditcardservices.com
www.allcreditcardservices.com

From: Pam Prasad [mailto:honeypillay@yahoo.com]
Sent: Wednesday, March 28, 2012 2:21 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support

-----Original Message-----
From: Jihan Johnson [mailto:jihan.johnson@yahoo.com]
Sent: Wednesday, March 28, 2012 2:15 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Sent from my iPhone

From: Janet Zhou [mailto:janetzhou79@yahoo.com]
Sent: Wednesday, March 28, 2012 2:12 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Hi, I would like Register my support for a New Warmart Market Grocery Store in Hayward.

Regards,

janet

From: Yiang Han (yiahan) [mailto:yiahan@cisco.com]
Sent: Wednesday, March 28, 2012 1:55 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Fully support!

From: Lisa Kelsey [mailto:kelsey.lisa@gene.com]
Sent: Wednesday, March 28, 2012 1:43 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support this new Walmart market in Hayward.

Thank you,
Lisa Kelsey

--
Lisa M. Kelsey, MA, LMFT
Product Development Regulatory Labeling (PDRL)
Genentech, A Member of the Roche Group
South San Francisco Office
Phone: 650-225-3077
Mobile: 650-867-5869

From: William Powers [mailto:powerswe@gmail.com]
Sent: Wednesday, March 28, 2012 1:41 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

From: Dominga Hernandez [mailto:dominga5@yahoo.com]
Sent: Wednesday, March 28, 2012 1:28 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I will support a New Walmart Grocery Store in Hayward, I wish it was a different location, this location is too congestion.
If I do go to a walmart (which is not often) I would like the idea that the city of Hayward recieves $$ and for mor jobs available here locally.
Please add me to the petition,

Dominga Hernandez
27666 Calaroga Ave
Hayward CA 94545
209403-1226 cell phone

-----Original Message-----
From: arshad ali [mailto:arshadali1000@yahoo.com]
Sent: Wednesday, March 28, 2012 12:49 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support to have this walmart in Hayward.
Thanks.

Arshad Ali (510) 586-4535

-----Original Message-----
From: Alex Buendia [mailto:albuendia_abuendia@yahoo.com]
Sent: Wednesday, March 28, 2012 12:43 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I approve this proposal.

Sent from my iPhone

From: Tim Lan [mailto:tim.lan@onobbq.com]
Sent: Tuesday, March 27, 2012 4:06 PM
To: List-Mayor-Council
Cc: dtemkin@me.com
Subject: April 5th Planning Commision hearing: Walmart Market and Pharmacy

Hello,

I am writing on behalf of Ono Hawaiian BBQ located at 2472 Whipple Rd. #4, Hayward CA 94544. The anchor space in our shopping center has been vacant for a few years now after Circuit City closed. We are excited to hear that Walmart Market is interested to move into our shopping center. Walmart Market will be a great addition to our shopping center and the neighborhood. Please see the attached letter showing our support to bring Walmart Market to this location.

Thanks

Tim

We have moved!

Sincerely,
Tim Lan
Director, Business Development
Ono Hawaiian BBQ | Nubi Yogurt | Zen Chinese Kitchen
M: 415.312.5175 | O: 909.594.3388 ext 141 | F: 909.594.8388
21700 Copley Drive, Suite 320, Diamond Bar, CA 91765
www.OnoBBQ.com | www.NubiYogurt.com | www.ZenCK.com

From: yong ying [mailto:yong_ying@hotmail.com]
Sent: Friday, March 23, 2012 9:55 PM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: Support Hayward Walmart Market

To Whom This May Concern:

I'm sending this email to show my support for Hayward Walmart Market in the old Circuit City location near 880 & Whipple Rd. I hope Hayward will be prosperous by having Walmart market there.

Your best attention and favorable decision on April 5th hearing will be appreciated.

Best regards,
Yong Ying

From: Kou-yie Chen [mailto:taggy53@yahoo.com]
Sent: Thursday, March 22, 2012 12:50 PM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: I Support Hayward Walmart Market

Dear Sirs,

I'm sending this email to show my support for Hayward Walmart Market in the old Circuit City location near 880 & Whipple Rd. I hope it will vitalize Hayward and it be more prosperous by having Walmart market there.

Your best attention and favorable decision on April 5th hearing will be appreciated.

Best regards,
Chris Chen
3667 Depot Road
Hayward, CA 94545

From: Candy Chen [mailto:cschen53@yahoo.com]
Sent: Thursday, March 22, 2012 12:21 PM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: Support Hayward Walmart Market

To Whom This May Concern:

I'm sending this email to show my support for Hayward Walmart Market in the old Circuit City location near 880 & Whipple Rd. I hope Hayward will be prosperous by having Walmart market there.

Your best attention and favorable decision on April 5th hearing will be appreciated.

Best regards,
Candy Chen
2718 Seadrift Lane
Hayward, CA 94545

HAYWARD
CHAMBER *of*
COMMERCE

March 28, 2012

David Rizk
Hayward Planning Director
Hayward City Hall
777 B Street
Hayward, CA 94541

Dear Mr. Rizk,

The Hayward Chamber of Commerce agrees with the city staff determination that a Walmart Market is an "allowable use" and fits the subregional zoning for the proposed site at the former Circuit City building on Whipple Road. We are in full support of the effort of the property owner to reuse or recycle that vacant building for a grocery store operated by Walmart. This follows unanimous votes of support from our Government Relations Council on March 1 and Board of Directors on March 22.

South Hayward is a community that has been calling for a full-service grocery store for some time and the former Circuit City building has been empty for more than three years. The vacancy has resulted in crime, vandalism, vehicle "sideshows," and graffiti. The restaurant of one of our chamber members adjacent this empty building has been robbed three times, twice at gunpoint in front of patrons.

A grocery store in this location would rejuvenate business in the area and create more shopping options for Hayward residents. The market will provide about 100 jobs and badly needed sales taxes for a city budget expected to be $14 million smaller this fiscal year than last.

Hayward also will benefit from an enhanced partnership with the Walmart Foundation and its efforts addressing hunger, workforce development, sustainability, and support for schools. Our K-12 system has profound needs, some of which could be addressed by working with the Walmart Foundation's scholarships and Teacher Rewards programs.

As a member of the Hayward Chamber of Commerce, Walmart Market is determined to be a good corporate citizen of Hayward and will be an active participant in the life of our community. Property owner Hayward 880 LLC also is a chamber member and is committed to continue its work to rejuvenate the business community in South Hayward. Again, the chamber urges your continued support of this opportunity.

Sincerely,

Kim Huggett
President & CEO

22561 Main Street, Hayward, CA 94541 Tel (510)537-2424 Fax (510)537-2730 www.hayward.org

Etenesh Benti
Owner, Quiznos
2472 Whipple Road, Suite 2
Hayward, California 94543

March 28, 2012

City of Hayward
Planning Commission
777 B Street
Hayward, California 94541

Subject: Please approve the Walmart Market at Whipple Road and I-880

Dear Planning Commission Chair & Members,

Five years ago, my husband and I invested our life's savings to open our small business in Hayward - Quiznos at Whipple Road and I-880. At that time, we thought that opening this business would give me more time to spend with our daughter who was four years old at the time.

Five years later, we find ourselves struggling to stay in business in what was once a thriving shopping complex, but is now mostly abandoned and fraught with drug dealing, gang activity and crime. Our business is hanging by a thread, and we turn to you for help.

As a small business in Hayward, my husband and I plead with you: PLEASE ALLOW THE WALMART MARKET TO OPEN IN OUR SHOPPING COMPLEX! We look to you, our city leaders, to make smart decisions to bring more businesses and tax dollars to our community - not take them away.

Hayward has the opportunity to become a thriving city, with retail and grocery opportunities for our residents, bringing in more tax dollars for services like more police to combat crime in our city. The now abandoned Circuit City building is the perfect location for a store, and there is a company (Walmart Market) that wants to do business there, bringing vitality back to our shopping complex.

More importantly for me, as a local small business owner, Walmart Market will bring customers - customers we really need to be able to make a living and stay in business in Hayward.

It is the American Dream to be able to own a business and thrive for the benefit of our family. Please take this into consideration when you vote on the Walmart Market on April 5th. The decision you make, will decide my business and my family's future. Please don't let us down.

Best regards,

Etenesh Benti
Owner, Quiznos

March 27, 2012

Planning Commission
City of Hayward
777 B Street
Hayward, CA 94541

Dear Planning Commission Chair Marquez & Members:

I own Ono Hawaiian BBQ in the Whipple Road shopping center close to I-880 in Hayward. I am writing to ask you to approve the permitting of the proposed Walmart Market & Pharmacy when it comes before you for a vote on April 5th.

It is no secret that the shopping center where my restaurant is located is blighted and wrought with gang activity, drug dealers and other criminal activity. In the last couple of years, there have been over one hundred 911calls for service at our complex, as it has become the hang out for criminals.

It is also widely known that since Circuit City went out of business, at least four other business in our complex have gone out of business. It's really quite simple: It is difficult to attract customers in a shopping complex that is 85% abandoned, not to mention the fact that residents are afraid to frequent a nearly-abandoned complex after dark.

We are the small businesses that choose to stay in Hayward and we are asking for your assistance. Please approve the Walmart Market application as an opportunity to breathe economic life back into our complex. The old Circuit City building was permitted for this purpose; please don't let politics get in the way of what is best for Hayward small businesses and our citizens.

I have a vision of turning the Whipple Road shopping center into a thriving economic center, of which the Walmart Market could be an anchor. Hayward needs the jobs, the tax revenue, and more shopping opportunities for residents.

Please join me in embracing this vision by approving the Walmart Market permit on April 5th.
Thank you.

Sincerely,

Joshua Liang
Owner, Ono Hawaiian BBQ
Hayward

HAYWARD
CHAMBER *of*
COMMERCE

RECEIVED
MAR 29 2012
PLANNING DIVISION

March 27, 2012

Mr. Al Mendall
Member, Hayward Planning Commission
City of Hayward
777 B Street
Hayward, CA 94541

Dear Mr. Mendall,

The Hayward Chamber of Commerce urges you to support the effort of the property owner of the former Circuit City site on Whipple Road to reuse or recycle that vacant building for a grocery store operated by Walmart. This follows unanimous votes of support from our Government Relations Council on March 1 and Board of Directors on March 22. We agree with the city planning staff determination that a Walmart Market is an "allowable use," meeting the subregional zoning for the site.

South Hayward is a community that has been calling for a full-service grocery store for some time and the former Circuit City building has been empty for more than three years. The vacancy has resulted in crime, vandalism, vehicle "sideshows," and graffiti. The restaurant of one of our chamber members adjacent this empty building has been robbed three times, twice at gunpoint in front of patrons.

A grocery store in this location would rejuvenate business in the area and create more shopping options for Hayward residents. The market will provide about 100 jobs and badly needed sales taxes for a city budget expected to be $14 million smaller this fiscal year than last.

Hayward also will benefit from an enhanced partnership with the Walmart Foundation and its efforts addressing hunger, workforce development, sustainability, and support for schools. Our K-12 system has profound needs, some of which could be addressed by working with the Walmart Foundation's scholarships and Teacher Rewards programs.

As a member of the Hayward Chamber of Commerce, Walmart Market is determined to be a good corporate citizen of Hayward and will be an active participant in the life of our community. Property owner Hayward 880 LLC also is a chamber member and is committed to continue its work to rejuvenate the business community in South Hayward. Again, the chamber urges your support of this opportunity.

Sincerely,

Kim Huggett
President & CEO

22561 Main Street, Hayward, CA 94541 Tel (510)537-2424 Fax (510)537-2730 www.hayward.org

HAYWARD
CHAMBER *of*
COMMERCE

March 27, 2012

Mariellen Faria
Member, Hayward Planning Commission
Hayward City Hall
777 B Street
Hayward, CA 94541

Dear Ms. Faria,

The Hayward Chamber of Commerce urges you to support the effort of the property owner of the former Circuit City site on Whipple Road to reuse or recycle that vacant building for a grocery store operated by Walmart. This follows unanimous votes of support from our Government Relations Council on March 1 and Board of Directors on March 22. We agree with the city planning staff determination that a Walmart Market is an "allowable use," meeting the subregional zoning for the site.

South Hayward is a community that has been calling for a full-service grocery store for some time and the former Circuit City building has been empty for more than three years. The vacancy has resulted in crime, vandalism, vehicle "sideshows," and graffiti. The restaurant of one of our chamber members adjacent this empty building has been robbed three times, twice at gunpoint in front of patrons.

A grocery store in this location would rejuvenate business in the area and create more shopping options for Hayward residents. The market will provide about 100 jobs and badly needed sales taxes for a city budget expected to be $14 million smaller this fiscal year than last.

Hayward also will benefit from an enhanced partnership with the Walmart Foundation and its efforts addressing hunger, workforce development, sustainability, and support for schools. Our K-12 system has profound needs, some of which could be addressed by working with the Walmart Foundation's scholarships and Teacher Rewards programs.

As a member of the Hayward Chamber of Commerce, Walmart Market is determined to be a good corporate citizen of Hayward and will be an active participant in the life of our community. Property owner Hayward 880 LLC also is a chamber member and is committed to continue its work to rejuvenate the business community in South Hayward. Again, the chamber urges your support of this opportunity.

Sincerely,

Kim Huggett
President & CEO

22561 Main Street, Hayward, CA 94541 Tel (510)537-2424 Fax (510)537-2730 www.hayward.org

Date: March 27, 2012

From: CARLOS P. VEGA
28636 MIRANDA ST.
HAYWARD CA 94544

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RECEIVED
MAR 29 2012
PLANNING DIVISION

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission:

Greetings!

For me and my family, Wal-Mart is most welcome here in Hayward.

We support the opening of Wal-Mart Hayward, CA.

Thank you.

sincerely,

CARLOS P. VEGA and family

Date: 3/26/12

03/29/12

FR: OSCAR AMAYA
2780 Shellgate Cir
Hayward, CA 94545

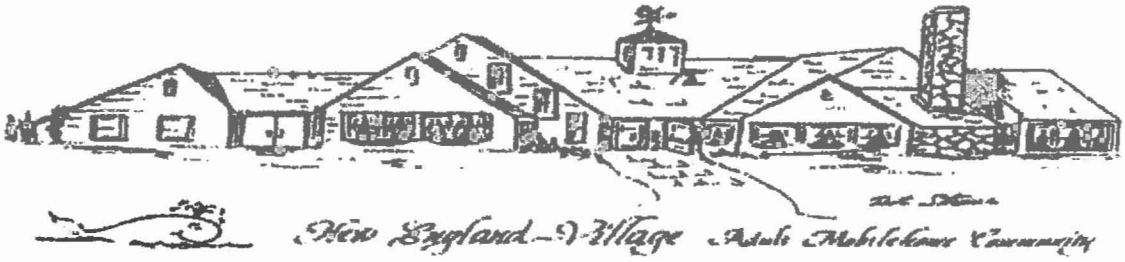
Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California; Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

I voted for you. I support Walmart Market. Revenue for Hayward and good value for residents.

Oscar Amaya



New England Village Mobile Home Residents Association
940 New England Village Drive, Hayward, CA 94544

March 21, 2012

Hayward Planning Commission
777 B Street
Hayward, CA 94541

Dear Chairperson Marquez and Planning Commissioners,

We, the Board of Directors of the New England Village Residents Association have voted unanimously in favor of the proposed Wal-Mart grocery store to be located at the former Circuit City location at Whipple and 880.

The residents of this area have not had a true grocery store since Lucky at Fairway Park closed. We have been forced to shop several miles away in Hayward or go to Union City. The existing warehouse type stores, in our area, are not acceptable to all residents.

We are looking forward to the opportunity to shop in Hayward, at this location, and not give tax dollars to Union City or Fremont.

We represent a community of over 600 residents and there are 6 other Manufactured Home Parks in this area, with over 2,000 residents. We need and want a true grocery store in our area.

Thank you for the opportunity to present our thoughts and feelings on this proposal and thank you for your service to the residents of Hayward.

Sincerely,

Thomas M. Roberts
President
New England Village Residents Association

New England Village Mobile Home Residents Association
940 New England Village Drive, Hayward, CA 94544

March 21, 2012

Hayward Mayor and City Council
777 B Street
Hayward, CA 94541

Dear Mayor Sweeney and Council members.

The Board of Directors of the New England Village Residents Association are in favor of the proposed Wal-Mart grocery store at the former Circuit City location at Whipple and 880.

We represent a community of 600+ residents and firmly believe in keeping sales tax dollars in Hayward.

There are 6 other Manufactured Home Parks in south Hayward and we need a true grocery store, close by, that is not in Union City.

Thank you for the opportunity to address this proposal in a positive way and we thank each of you for your service to the residents of Hayward.

Sincerely,

Thomas M. Roberts
President
New England Village Residents Association

EDEN SHORES

March 18, 2012

Hayward Planning Commission
City Hall Building
777 B Street
Hayward, CA 94541-5007

Dear Chairperson Márquez & Planning Commissioners,

I am writing on behalf of the Eden Shore HOA Board of Directors to advise you of our support for the proposed Walmart Market & Pharmacy to be located in the abandoned Circuit City building on Whipple Road & I-880.

On March 7th, 2012, during a special HOA open meeting, The Board of Directors of the Eden Shores Homeowners Association voted unanimously to support this proposed Walmart Market because the families who reside in our community are in need of nearby new shopping opportunities, especially ones that offer affordable groceries.

There are other important reasons we would like you to support the Walmart Market project when it comes before you for a vote on April 5:

- Increase tax revenue- our nearest grocery store (Lucky's) is not located in Hayward, but is in Union City. Our residents should have the opportunity to shop for groceries nearby and in our own city to make the sales revenue stay within the City..
- Reduce Crime- The shopping center that would house the proposed new Walmart Market is in a mostly abandoned shopping center that is currently a haven for crime and gang activity. Economic vitality at the shopping center would definitely deter crime and cut down on the number of police calls to the area.
- Provide short term and long term local jobs- In this era of economic hardship, our residents need jobs. This new Walmart Market would bring sorely-needed jobs and tax revenues to Hayward, and possibly attract more businesses and jobs into our city.

As Hayward residents who reside near the proposed Walmart Market location, we sincerely hope you will take our strong support for this project into consideration before you vote on the matter. We also ask that you put political interests and special interest groups aside and make a decision that is based on what is good for all regular Hayward Citizens.

Thank you for your consideration.

Sincerely,

David Huang, AIA
President,
Eden Shores Homeowners' Association

EDEN SHORES

March 18, 2012

Hayward Mayor & City Council
City Hall Building
777 B Street
Hayward, CA 94541-5007

Dear Mayor Sweeney & Council members,

I am writing on behalf of the Eden Shore HOA Board of Directors to advise you of our support for the proposed Walmart Market & Pharmacy to be located in the abandoned Circuit City building on Whipple Road & I-880.

On March 7th, 2012, during a special HOA open meeting, The Board of Directors of the Eden Shores Homeowners Association voted unanimously to support this proposed Walmart Market because the families who reside in our community are in need of nearby new shopping opportunities, especially ones that offer affordable groceries.

There are other important reasons we would like you to support the Walmart Market project when and if it comes before you for a vote:

- Increase tax revenue- our nearest grocery store (Lucky's) is not located in Hayward, but is in Union City. Our residents should have the opportunity to shop for groceries nearby and in our own city to make the sales revenue stay within the City..
- Reduce Crime- The shopping center that would house the proposed new Walmart Market is in a mostly abandoned shopping center that is currently a haven for crime and gang activity. Economic vitality at the shopping center would definitely deter crime and cut down on the number of police calls to the area.
- Provide short term and long term local jobs- In this era of economic hardship, our residents need jobs. This new Walmart Market would bring sorely-needed jobs and tax revenues to Hayward, and possibly attract more businesses and jobs into our city.

As Hayward residents who reside near the proposed Walmart Market location, we sincerely hope you will take our strong support for this project into consideration before you vote on the matter. We also ask that you put political interests and special interest groups aside and make a decision that is based on what is good for all regular Hayward Citizens.

Thank you for your consideration.

Sincerely,

David Huang, AIA
President,
Eden Shores Homeowners' Association

City of Hayward Planning Commission & City Council:

We are residents of Spanish Ranch I in Hayward and we are writing to express our support for your approving a new Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. We ask you to consider our support when you vote on this issue. Thank you.

Signature	Print Name	Email Address
		charlyvega14@yahoo.com
	CARLOS P. VEGA	28636 MIRANDA ST Hayward CA 94544
	SILVESTRE G. GARCIA	—do—
	JERRY HIGGINS	[illegible]
	[illegible]	[illegible]
	JUNE CHRISTIAN	
	[illegible]	[illegible]
	DENNIS ROGERS	
	GEORGE GARCIA	—
	Diana Smith	dianarsmith1@gmail.com
	CHRISTINE E. HALL	brattmac22@att.net
	[illegible]	
	[illegible] T. Dolby	
	[illegible]	Bernhamglover@gmail.com
	Jim E. Mullins	EDMullins411@gmail.com
	Jenny Link	
	Ray Link	[illegible]
	ELAINA SILVA	

City of Hayward Planning Commission & City Council:

We are residents of Spanish Ranch I in Hayward and we are writing to express our support for your approving a new Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. We ask you to consider our support when you vote on this issue. Thank you.

Signature	Print Name	Email Address
	Ping Ye	Ganhe_j@hotmail.com
	Cheryl Ellis	cherylellis@sbcglobal.net
	Barbara A. Rogers	brkrll55@earthlink.net

EDEN SHORES

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Eden Shores in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Email Address
	Lomy Feiix	lomyfeiix.50@yahoo.com
	CANDY CHEN	Cschen53@yahoo.com
	NENITA A. EDRALIN	NENITA@HANAIISF.COM
	Minh Hoang	2863 Dave Circle
	Yvette Gonzalez	2707 Ships Rd.
	OSCAR AMAYA	OSCAR2780@YAHOO.COM
	[illegible]	
	Raquel Heredia	LOVETHEIDEA raquelcp@sbcglobal.net
	[illegible]	jhiray@yahoo.com
	[illegible]	2861 [illegible] Circle Hayward CA
	JOOD OBNIANA	29188 MARSHBROOK DR.
	Julius JAOIEP	29136 EDEN SHORES DR
	QUYEN CHUNG	2741 Driftwood Ct
	Romeo Aberin	meong2106@msn.com
	Michelle Aldridge	maga1023@yahoo.com

EDEN SHORES

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Eden Shores in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Email Address
	Danny Teng	dannyteng@yahoo.com
	Stephanie Serew	
	ANGEL MARION	BSY MARION YA HOO.CO
	DAVID HUANG	2746 PLOVER CT
	Dirk Co	2625 Northern Cross
	BETTY HUANG	2746 PLOVER CT. HAYWARD
	JIMMY UEN	2683 SHELGATE CIR HAYWARD
	Ann Pham	2665 Jethylly Hay
	ALKA SIPPY	alka.sippy@gmail.com
	JACK BAHL	[illegible]
	[illegible]	NONE
	DAVID TAS	TASTAS@HOTMAIL.COM
	PETER LUAN	YCLUAN@SBCGLOBAL.NET

03/26/12 13:37 CLK

Date: 3-24-12

From: George Garcia
1524 ORTEGA AVE
HAYWARD CA

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission:

I AM SUPORTING THE WALL-MERT STORE I THINK IS GOOD FOR THE CITY OF HAYWARD + FOR THE CITIZENS OF HAYWARD

THANK YOU
George Garcia
and
Lilia U. Garcia

David Rizk

From: David Rizk
Sent: Tuesday, January 24, 2012 2:29 PM
To: 'kendahyl@aol.com'
Subject: RE: Walmart grocery store on whipple
Attachments: 2012-1-19 Determination Letter.pdf

Categories: Business

Kendahyl:
The attached letter should answer your questions. In summary, I have determined that the proposed Walmart grocery store is an allowed use at the former Circuit City building at 2480 Whipple Road. My decision may be appealed to the Planning Commission, or called up to City Council by a City Council member. A written submittal for an appeal or call-up is due by 5:00 pm on Friday, February. 3. If we receive a written appeal or call-up request by that date and time, staff will schedule a public hearing before the Planning Commission or City Council. Please let me know if you have any other questions.

David Rizk, AICP
Director of Development Services
City of Hayward
777 B Street
Hayward, CA 94541
(510) 583-4004
Fax: (510) 583-3649
david.rizk@hayward-ca.gov
www.hayward-ca.gov

From: kendahyl@aol.com [mailto:kendahyl@aol.com]
Sent: Monday, January 23, 2012 9:03 AM
To: David Rizk
Subject: Walmart grocery store on whipple

hi good morning david
i contact you because i would like to know more about plans for walmart only grocery store near union city border on whipple road? and if things were still were moving forword with plans to devloped that shopping center ?and if so when will next meeting be to disscuss this becuase i would like to attend
kendahyl

Date: March 23, 2012

03/26/12 09:09 CLK

From: Christine E. Hall
28878 La Corona St.
Hayward, Ca. 94544-6227

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission: Re: Walmart Market, I'm all for having this market in Hayward because of every day low prices, will create jobs, revitalize the shopping + the neighborhood new businesses to move in, additional tax revenues for Hayward, also will reduce crime. Walmart would help more options for grocery shopping ~~options~~, ~~losing~~ keep their businesses. Also, it could help re-build Southern gateway. Thank you in advance for taking the time to read my ~~opin~~ letter.

03/23/2100

Date:

FR: Raquel Heredia
Javier Heredia
Lizette Heredia

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;
Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

We love the idea, Will be great to have a Wal-Mart Grocery Store in our area.

Sincerely,
Raquel Heredia & family

03/29/12 15:29 (0)

Date: 3/22/12

FR: Cicile Amaya
2780 Shellgate Circle
Hayward 94545

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;
Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

I freely support Walmart's proposal to open a grocery store at the former site of Circuit City for the main reason that it will generate additional revenue from sales tax and it will create jobs for the community. With the current bad economic situation, it would be stupid to let the opportunity pass. For sure, other cities would welcome Walmart grocery store in their area in the blink of an eye. Thank you.

From: Desirae Schmidt [mailto:dschmidt@ufcw5.org]
Sent: Tuesday, May 15, 2012 1:23 PM
To: Michael Sweeney; Barbara Halliday; Olden.Henson@haywardca.gov; Bill Quirk - Forward; Francisco Zermeno - Forward; Marvin Peixoto; Mark Salinas; mendall@sbcglobal.net; saralamnin@sbcglobal.net; emarqana@hotmail.com; RodneyLoche@sbcglobal.net; dianne.mcdermott@fremontbank.com; mefaria@yahoo.com; marylav@comcast.net
Subject: Opposed to the Wal-Mart Grocery Store at Whipple Road
Importance: High

Hello all,

Attached herewith are residents of Hayward opposed to the Wal-Mart Grocery Store at Whipple Road. There are more that we will be sending in.

Thank you,

**¨)*
¸.·´¸.·¨) ¸.·*¨)*
(¸.·´ (¸.·Have a blessed day!

Desirae Schmidt
Assistant to the Collective Bargaining Director
UFCW Local 5 Alameda County
Phone: (510) 583-8411
Fax: (510) 889-6415

City of Hayward Planning Commission and City Council;

Walmart increases unemployment. For every 10 people Walmart employs at low wages, another 11 people making higher wages with health benefits are unemployed. We, the undersigned residents of Hayward respectfully request you protect good jobs, local businesses and the economic life of our City, do hereby express our opposition to a Wal-Mart grocery store at the old Circuit City location on Whipple Road.

SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	Manuel R Montero	
	Susan Flood	
	Carlos Sosa	
	Ensebio Mendoza	
	Ulises Santella	
	Estela Santella	
	Ana Cazetto	
	Manuel Tucson	
	ERIC ESPINOSA	
	ROSALEE LUIS	
	Monique Sanchez	
	Maria Lozano	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	Tam Do	
	Meleselisa Letuiga	
	[illegible]	
	[illegible]	
	[illegible]	
	NANCY Lewis	
	MIKE Lewis	
	Ida Myers	
	Celina Mojica	
	DIANE CREEDEN	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	(5) 866-9258	
	Delia Johnson	
	TED EVAN	
	Yvonne Vargas	
	Stefan Castaneda	
	Mickie Vargas	
	Nelson Powell	
	Eric Frish	
	[illegible]	
	[illegible]	
Anthony Anderson Jr	[illegible]	
Andrew Anderson	Andrew Anderson	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL ZIPCOD
	Sharon Burgess	
	Tiffany Lobao	
	Lisa Fuentes	
	Melvin Thomas (5) 200-2838	
	James P Schirm	
	Ashley Arnstell	
	[illegible]	
	Daniel Pangelina	
	Lucco Montalvo (5) 427-9781	
	Keletha Graham	
	Markeisha Gaines	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	David McCracken	
	John Carbonell	
	Quincy Taylor	
	(4) 784-4102	
	Rebecca Becerra	
	Connie Diggs	
	Denise Velasquez	
	mike Campbell	
	[illegible]	
	Virginia Vasquez	
	Anthony [illegible]	
	Ashley Brill	
	Tom Deibert	
	Kristin Michelle	
	Timesha Gilbert	
	FRANCISCO LOPEZ	
	Azuka Ezuchi	
	Christina Arellano	
	Jorge Lopez	
	Judith Velarde	
	Karen Summerville	
	Sherelle Porter	
	Antonio Aguirre	
	George Lopez	
	Lisa McCombs	
	Shanna Mendez	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL ZIP CODE
	Brian Horton	
	Simon Vecchio	
	Linda Teran	
	Selma Moira	
	Janet Martinez	
	Rhonda Martinez	
	Jesus Cabrera	
	CARLOS MOURA	
	Amy Kung	
	Jose Preciado	
	Michelle Gomes	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	Jeanetta Davis nettalovesgod09@yahoo.c	
	Tamara Shular Teeshular@yahoo.com	
	Daine Uyeda	
	Ronald Neal (Irene Neal)	
	Roger Chavez	
	Vanessa Martinez Ruiz	
	Carlos Perez	
	Imelda S. Sapanlay	
	Renn Paul Sapanlay	
	[illegible]	
	Christopher Pringle	
	SUSANNE Horton	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	Miguel Lopez	
	Jomayra Sierra	
	Joel Lopez	
	Jocelyn Lopez	
	Alma Sierra	
	Rena Martinez	
	Said Martinez	
	Donald Stewart	
	MARILYN SANTIAGO	
	[illegible]	
	[illegible]	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	SAMUEL L Kelly	
	Cynthia Marvale Pringle	
	Silvia Brandon Peier	
	silviantonia@gmail.com	
	James C. Forsyth	
	Jennifer Ray	
	Mary Ruiz	
	MICHAEL TROCHE	
	Gloria Rodriguez	
	Sally Alarcon	
	Lydia Jack	
	Tiffany Hawkins	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	Julie Granostaff	
	Isabel NAVARRC	
	Matt coffin	
	Jaime Mares	
	Brad Willey	
	Cheri Pinto	
	Marco Montufar	
	Habib-MOSAREC	
	CAESAR ALVARADO	
	Tiffany Gonzalez	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	Roberto Mendoza	
	Paul Novak	
	Abilio	
	Abilio	
	Brenda Heinle	
	Tosi Novak	
	Rebekah Novak	
	Rachel Novak	
	BERNICE RODRIGUES	
	YVONNE MADRID	
	KRISTA McCORMICK	
	FRANCISCO MADRID	
	LORI USINGER	
	Carmen Martinez	
	Anna Mayo	
	Lorraine Mayo	
	Gilbert Abeyta	
	Robert Mayo	
	Mary Jane Abeyta	
	Mary Ann Abeyta	
	G. Abeyta	
	JOE Sandoval	
	Lupe Abeyta	
	Olivia Abeyta	
	Moses Abeyta	
	Louis Hovey	
	Kevin Abeyta	

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	Angeli Aguirre	Tarrant Hayward
	MARK MARSH	
	RAMESHA [illegible]	
	Rudolfo [illegible]	
	[illegible] Guillermo	
	[illegible]	
	[illegible] Rodriguez	
	MARISSA MARSH	
	Ophelia Carrillo	
	Ana Pereira Galindo	
	Jose J Marque	
	Emma Aguirre	
	Omar Omari	
	Valencia Beauchamp	
	Moktar Mahmoud	
	Helen M Cochems	
	Carol Sanchez	
	Maria Vigil	
	Rich Trullinger	
	[illegible]	
	PETRA VALMOTA	
	[illegible]	
	[illegible] MIR	
	[illegible]	
	HARTI NAND	
	Nicolette Williamson	
	Michele Bryan	
	SARAH DEILY	
	[illegible]	
	[illegible]	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	OTHELLA JORDAN	
	ROBERT J HOOD	
	TERESA IBARRA	
	[illegible]	
	Mar K Hegland	
	Jenne Ramirez	
	Marcella Sanders	
	[illegible]	
	Maria Flores	
	Steve Talamo	
	Mahina Pousini	

No Wal-Mart Neighborhood Market in Hayward

I respectfully ask that Planning Commission to stop the planned Wal-Mart on Whipple Road in the former Circuit City by upholding the appeal of the zoning approval of the Wal-Mart project. The project does not meet the criteria of the current regional or sub-regional market base zoning. The Wal-Mart will also be an economic burden on city services and infrastructure. They will sell primarily non-taxable merchandise but will service primarily Union City residence. Our tax dollars will subsidize the store's police, fire and emergency services.

NAME(S): Trung Le

SIGNATURE(S): [signature]

ADDRESS: 2872 Breaker ~~Cody~~ circle, Hayward CA 94545

ZIP: 94545 PHONE:

EMAIL: trung ML510@yahoo.com

former Circuit City by upholding the appeal of the zoning approval of the Wal-Mart project. The project does not meet the criteria of the current regional or sub-regional market base zoning. The Wal-Mart will also be an economic burden on city services and infrastructure. They will sell primarily non-taxable merchandise but will service primarily Union City residence. Our tax dollars will subsidize the store's police, fire and emergency services.

NAME(S): TEODORA A. HERNANDEZ-FRANCISCO

SIGNATURE(S): [signature]

ADDRESS: 250 W. JACKSON ST. #37

ZIP: 94544 PHONE:

EMAIL: thernandez60@yahoo.com

No Wal-Mart Neighborhood Market

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NAME(S): Elizabeth Johnson

SIGNATURE(S): [illegible]

ADDRESS: 3010 Brae Burn Ave

ZIP: 94544 PHONE: 510-400-9504

EMAIL:

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NAME(S): Denise Orr / Keith Orr

SIGNATURE(S): Denise Orr / Keith Orr

ADDRESS: 21713 Westfield Ave Hayward

ZIP: 94541 PHONE: 510 325-4094

EMAIL: Odenise22@yahoo.com

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): James & Jennifer Fields

SIGNATURE(S): James Fields Jennifer Fields

ADDRESS: 26763 Amapola St Hayward

ZIP: 94545 PHONE:

EMAIL:

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NAME(S): Christine M. Bouyer

SIGNATURE(S): Christine M Bouyer

ADDRESS: 25874 Scripps St.

ZIP: 94545 PHONE: 510-544-6910

EMAIL: Vantrista@gmail.com

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): Sam Perez

SIGNATURE(S): Sam Perez

ADDRESS: 2174 S Westfield Ave

ZIP: 94541 PHONE: —

EMAIL: —

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): Paul Novak

SIGNATURE(S): Paul Novak

ADDRESS: 353 Willow Ave, Hayward

ZIP: 94541 PHONE: (510) 415-7309

EMAIL: pnovak777@att.net

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): QIONG OU

SIGNATURE(S): Qiong Ou

ADDRESS: 2070 PARK ARROYO PL. HAYWARD. CA.

ZIP: 94545 PHONE: 510-350-6888

EMAIL:

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NAME(S): JOSÉ I. FARIA

SIGNATURE(S): José I. Faria

ADDRESS: 25490 BELMONT AVE

ZIP: PHONE:

EMAIL:

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NAME(S): DOUG MENEZES

SIGNATURE(S): Douglas Menezes

ADDRESS: 26210 VENTURA AVE HAYWARD

ZIP: 94544 PHONE: 510 782-6926

EMAIL:

No Wal-Mart Neighborhood Market in Hayward

I respectfully ask that Planning Commission to stop the planned Wal-Mart on Whipple Road in the former Circuit City by upholding the appeal of the zoning approval of the Wal-Mart project. The project does not meet the criteria of the current regional or sub-regional market base zoning. The Wal-Mart will also be an economic burden on city services and infrastructure. They will sell primarily non-taxable merchandise but will service primarily Union City residence. Our tax dollars will subsidize the store's police, fire and emergency services.

NAME(S): DOUG MENEZES

SIGNATURE(S): Douglas Menezes

ADDRESS: 26210 VENTURA AVE HAYWARD

ZIP: 94544 PHONE: 510 782-6926

EMAIL:

Neighborhood Market in Hayward

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NAME(S): Brenda Heinle / Camille Smith

SIGNATURE(S): Brenda Heinle / Camille Smith

ADDRESS: 22717 ALICE ST HAYWARD CA

ZIP: 94541 PHONE: 510 512-0548

EMAIL:

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): CEDRIC JOHNSON Jeri Pawlaski

SIGNATURE(S): Jeri Pawlaski

ADDRESS: 21933 Hayward, CA 21933 Vallejo St

ZIP: 94541 PHONE: 415-505-2308 510-706-9196

EMAIL: CCJ@LOVE@NETZERO.NET JeriPaw1215@AOL.com

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NAME(S): IRMA COCKRUM

SIGNATURE(S): Irma Cockrum

ADDRESS: 27954 Pueblo Springs

ZIP: 94545 PHONE: UNLISTED

EMAIL: NONE

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): NORMA ACOSTA

SIGNATURE(S): [illegible]

ADDRESS: 26691 Colette St Hayward CA

ZIP: 94544 PHONE: 510 538-4408

EMAIL: n-acosta10@yahoo.com

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NAME(S): Timothy Miccoli

SIGNATURE(S): Timothy Miccoli

ADDRESS: 595 Blossom Wy #13 Hayward ca

ZIP: 94541 PHONE: 510 491-5514

EMAIL: None

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): Maria G Sandoval

SIGNATURE(S): [illegible]

ADDRESS: 21382 Locust ST Hayward, Ca

ZIP: 94541 PHONE: 510 861-1377

EMAIL:

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NAME(S): Debbie Roth REGINA ROBIDEAUX

SIGNATURE(S): Debbie Roth [illegible]

ADDRESS: 22193 Victory Drive

ZIP: 94541 PHONE:

EMAIL:

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NAME(S): Steve Bouyea

SIGNATURE(S): Arn Bouyea

ADDRESS: 25874 Scripps St Hayward CA

ZIP: 94545 PHONE: 510 783 3957

EMAIL: Chefz@sbcglobal.net

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NAME(S): Isabel Uribe

SIGNATURE(S): Isabel Uribe

ADDRESS: 21911 Western Blvd, Hayward CA

ZIP: 94541 PHONE: (510) 537-4164

EMAIL:

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NAME(S): Bambang Setiono

SIGNATURE(S):

ADDRESS: 25507 Huntwood Ave

ZIP: 94544 PHONE: (415) 425-7002

EMAIL:

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NAME(S): Lisa Prentiss Kelly Prentiss

SIGNATURE(S): Lisa Prentiss Kelly Prentiss

ADDRESS: 19367 Waverly Ave Hayward

ZIP: 94541 PHONE: 510 276-5850

EMAIL:

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NAME(S): Ankshwar Singh

SIGNATURE(S): Ankshwar Singh

ADDRESS: 26858 Whitman St. Hayward CA

ZIP: 94544 PHONE: 510-289-1700

EMAIL: Spdbd747@yahoo.com

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NAME(S): ELSIE & CARL JORSTAD

SIGNATURE(S): Elsie Jorstad Carl Jorstad

ADDRESS: 24837 CANYON VIEW COURT

ZIP: 94541 PHONE: (510) 331-6689

EMAIL: elsiejorstad@hotmail.com

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): Carol D'Oliveira

SIGNATURE(S):

ADDRESS: 45 De Vaca Way, Hayward, CA

ZIP: 94544 PHONE: N/A

EMAIL: N/A

No Wal-Mart Neighborhood Market in Hayward

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NAME(S): Ana G. Castaneda Ana M Castaneda

SIGNATURE(S): Ana G Castaneda Ana M Castaneda

ADDRESS: 27508 Gainesville Ave Hayward CA 945

ZIP: 94545 PHONE: 510 5086218

EMAIL: Tapatia Morena@Yahoo.com

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NAME(S): George Lefler

SIGNATURE(S): [illegible]

ADDRESS: 19667 Waverly Ave. Hayward Ca

ZIP: 94541 PHONE: (510) 552-5922

EMAIL:

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NAME(S): RHOADES GLADYS

SIGNATURE(S): Gladys J Rhoades

ADDRESS: 3434 Big oak ct Hayward ca

ZIP: 94542 PHONE: 510-909-2210

EMAIL:

From: Katy Ramirez
Sent: Friday, May 18, 2012 1:35 PM
To: Richard Patenaude
Subject: RE: NO to WALMART message

Hi Richard,

I interpreted the voice mail message received and will add to the incoming correspondence in opposition of the project.

Hi, my name is Sonja Cotes at xxxxxxxxxx. I'm just calling to say no to Walmart.

From: Richard Patenaude
Sent: Friday, May 18, 2012 1:13 PM
To: David Rizk
Cc: Katy Ramirez
Subject: NO to WALMART message

Richard E. Patenaude, AICP
Planning Manager
City of Hayward
510.583.4213

From: Microsoft Exchange **On Behalf Of** 5108282294
Sent: Friday, May 18, 2012 11:07 AM
To: Richard Patenaude
Subject: Voice Mail from XXXXXXXXXX (15 seconds)

You received a voice mail from XXXXXXXXXX

Caller-Id: XXXXXXXXXX

Sent by Microsoft Exchange Server 2007

m | r | wolfe
& associates, p.c.
attorneys-at-law

April 4, 2012

By Fax & E-Mail

Elisa Márquez, Chair
Members of the Planning Commission
c/o City Clerk
City of Hayward
777 B Street
Hayward, CA 94541
Fax: (510) 583-3636
Email: CityClerk@hayward-ca.gov

Re: Appeal of Planning Director's Zoning Consistency Determination – Proposed Walmart Neighborhood Market at 2480 Whipple Road (CUP No. PL-2004-0039)

Dear Chairperson Márquez and members of the Planning Commission:

On behalf of appellants Desirae Schmidt and UFCW Local 5 and its members who live and/or work in Hayward, we write to urge the Planning Commission to UPHOLD the above-referenced appeal, and to overturn the Planning Director's January 19, 2012 determination that a proposed 34,000 square foot Walmart Neighborhood Market occupying the former Circuit City building at 2480 Whipple Road is consistent with governing provisions of the Hayward Zoning Ordinance as well as with applicable conditions contained in CUP No. PL-2004-0039. As explained in further detail below, a relatively small, neighborhood serving grocery store is plainly inconsistent with the Zoning Ordinance and the CUP, both of which mandate that any commercial use at this location serve a regional or sub-regional market base. Since the Neighborhood Market clearly does not, the Planning Commission should require the applicant to apply for a variance and/or modification to the CUP.

I. Introduction And Summary.

With due respect to the Planning Director, the consistency determination finds no basis in the pain language of the zoning ordinance, the use permit conditions, nor indeed in common sense. The proposed 34,000 s.f. supermarket is simply not a region or sub-region-serving commercial retail use by any reasonable measure. In terms of its size and product mix it bears all the characteristics of a typical neighborhood or community-serving grocery store. Indeed, Walmart has explicitly promoted this retail format nationwide as "Neighborhood Markets," describing it as offering a "quick and convenient

shopping experience." (*See* www.walmartstores.com/ about us). To conclude that customers will travel from across the Bay Area region or the East Bay sub-region to patronize a 32,000 s.f. supermarket – smaller than an average Safeway – is patently unreasonable. Because the store will not serve a regional or sub-regional market base, it is therefore impermissible in the Industrial Zoning District under the clear provisions of the Hayward Zoning Code.

Moreover, contrary to the Planning Director's conclusions, a new supermarket at this location will in fact generate new or more severe environmental impacts than the closed Circuit City. A supermarket generates significantly more vehicle trips from customers than an electronics store (needless to say, consumers shop for groceries far more frequently than for home electronics), and significantly more deliveries by heavy-duty diesel trucks. The proposed Neighborhood Market will therefore not only aggravate traffic congestion in the area, but will increase noise levels and emissions of air pollutants, including particulate matter from diesel exhaust, potentially impacting citizens living in the nearby residential area in Union City. These impacts were neither fully evaluated nor mitigated in the 2004 negative declaration originally approved for the original shopping center project's CUP. Further environmental review in the context of a rezone or variance application is therefore warranted.

Finally, the fact that the Circuit City building has been vacant since 2009 by itself suggests that a new CUP is required under Section 10-1.3270, which provides that any use that ceases operation for more than six consecutive months must be deemed "discontinued."

Each of these points is elaborated upon further below.

II. The Proposed Neighborhood Market Will Not Serve a Regional or Sub-Regional Marketing Base.

The Planning Director's determination that the proposed "Neighborhood Market" will serve a regional or sub-regional market is based on three premises, all of which are faulty.

First, the Planning Director concludes that "the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880." This incorrectly suggests that the range of products offered at the market somehow determines the size of the trade area. By this logic, any grocery store regardless of size would, by definition, serve a regional or sub-regional market simply by virtue of offering a "full range" of groceries, pharmaceuticals, and general merchandise. All existing supermarkets in Hayward – and potentially even some larger convenience stores - would thus become regional or sub-regional commercial uses under this definition.

Importantly, the Zoning Ordinance itself recognizes that supermarkets are neighborhood-serving and not region-serving commercial uses. The Ordinance identifies "Supermarket" as a "primary" land use only in the Neighborhood Commercial (CN) Zoning District (§ 10-1.815(a)(5)(ee)), and nowhere else. By contrast, "Supermarket" is permissible in the Regional Commercial (CR) District (§10-1.1400(b)(1)(e)), only if it is ancillary and secondary to a primary commercial use defined as a "major retail anchor" of at least 100,000 square feet. Thus, the Zoning Ordinance clearly considers supermarkets as neighborhood-serving, and by no means regional or sub-regional commercial uses.

The Planning Director also cites the Neighborhood Market's "site to store" program as evidence that it will serve a regional/sub-regional market base. There is no indication of how or why this program, which allows shoppers to order products online and pick them up at the store (much like the average take-out restaurant) would necessarily broaden a small supermarket's trade area. The implication that shoppers will be wiling to drive longer distances from throughout the region or sub-region simply because they can pre-order items online again lacks any factual or analytic basis.

The third basis for the Planning Director's consistency determination is the existing CUP's incorporation by reference of a list of uses permissible in the Central Business District (CBD). As stated in the Director's letter, the conditions of approval for Use Permit No. PL-2004-0039 include the following:

> "The uses permitted in the 'Shops' buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses)[.]" emphasis added.

The list of uses in the referenced section 10-1.1315(a)(5) includes "supermarkets." From this language, the Planning Director concludes:

> "Given the condition language that identifies such listed uses, including supermarkets by reference to the Central Business District, as being considered as having a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base." In other words, the Planning Director has determined that because "supermarket" is included in the list of uses permitted in the CBD by Section 10-1.1315(a)(5), it must therefore necessarily have a regional or sub-regional marketing base.

This conclusion, too, is also patently erroneous. First, as a threshold matter, the condition on its face applies only to the "shops," *i.e.*, the two secondary retail buildings of 5,100 and 6,000 square feet. It does not apply to the separately identified "34,000 square-foot regional retail building." See Condition 1 of "Conditions of Approval" for

Use Permit No. PL-2004-0039. Second, the condition clearly states that in order for a use to be permissible in the shopping center must not only be included in the list of permissible uses in the CBD contained in Section 10-1.1315(a)(5), but must also, as a separate condition, serve a regional/sub-regional marketing base.

Finally, a simple examination of the uses listed in Section 10-1.1315(a)(5) reveals the error of the Planning Director's conclusion. Among the uses included in that list are the following: "Antique store," "Art and art supplies store," "Bakery," "Bicycle Shop," "Bookstore," "Card shops," "Delicatessen," "Floral shop," "Locksmith," etc., etc. By the Planning Director's logic, all of these uses would be deemed to have a regional/sub-regional marketing bases simply by virtue of being included in the list of permissible CBD uses contained in Section 10-1.1315(a)(5). Obviously this is not the case.

We submit that the Planning Director's interpretation of both the CUP and this provision of the Zoning Ordinance is patently erroneous and must be overturned.

III. A Supermarket Will Have New And More Severe Traffic, Air Quality, And Noise Impacts Compared To The Originally Permitted Circuit City Store.

The Planning Director also found that the proposed Walmart Neighborhood Market is consistent with the original CUP because a grocery store would have similar environmental impacts as the closed Circuit City electronics store, primarily in terms of traffic impacts, and that "the proposed change in the type of use would not cause any environmental impact requiring additional CEQA review." Again, this conclusion is unsupported by logic or evidence.

As should be obvious, a supermarket attracts substantially more customer vehicle trips than an electronics outlet. According to the Institute of Transportation Engineers (ITE), trip generation rates for the "Supermarket" land use category (850) are substantially higher than for the "Electronics Superstore" category (863).[1] For example, during the PM peak hour, electronics superstores generate 4.5 trips per 1,000 square feet, while supermarkets generate more than twice that amount: 10.5 trips per 1,000 square feet. *See* ITE, "Trip Generation" Manual, 8th Ed. The extent to which this doubling of vehicle trips during the PM peak period will have significant impacts on nearby roadway segments and intersections is far from clear.

Although the Planning Director's determination letter references a "review" of the 2004 traffic study by the Public Works Department that concluded that any additional delays caused by the grocery store would not reduce levels of service at affected intersections, that "review" was described by the Public Works Department itself as "rudimentary," and was never circulated for public review. In any event, regardless of the trip generation differential, baseline traffic conditions have obviously changed since

[1] The traffic study performed in 2004 in connection with the issuance of the original use permit assumed this building would house an electronics superstore.

2004 and a new, updated impact analysis – with appropriate mitigation measures as necessary – is clearly warranted.

A supermarket will also contribute significantly more noise and air pollution relative to an electronics store, to the detriment of nearby residents. Based on satellite images obtained online, it appears that the building's loading dock is located approximately 200 feet from residences on Mifflin Avenue to the southeast. Because the proposed Neighborhood Market will generate more customer vehicle trips and more diesel truck deliveries, the Planning Director's conclusion that the change in use would not cause environmental impacts warranting CEQA review is incorrect.

IV. A New CUP Is Required Because The Site Has Been Vacant For More Than Six Consecutive Months.

According to the Planning Director, the Circuit City closed in 2009 and the building has remained vacant ever since. Under these circumstances, and given that commercial uses in the Industrial Zoning District are only conditionally permitted, a new CUP is required.

Section 10-1.3270 of the Zoning Ordinance, titled "Discontinued Uses," states:

> "All uses that cease operation for a period of more than six consecutive months shall be deemed to be discontinued, and the use permit establishing said use shall become null and void. Reestablishment of said use shall only be permitted upon obtaining a new use permit."

The Circuit City was the primary commercial use authorized by CUP No. PL-2004-0039. It clearly constitutes a "discontinued use" under the unambiguous provisions of the Section 10-1.3270. Reestablishment of a new commercial use at this industrially zoned location therefore requires a new conditional use permit.

Requiring the applicant to obtain a new use permit is sound policy, given that it would trigger at least some form of additional environmental review. Thus, any new or more severe environmental impacts in the areas of traffic, noise, or air quality could be evaluated and mitigated as necessary within that context.

V. Conclusion.

For all the foregoing reasons, the Planning Director's January 19, 2012 consistency determination is clearly erroneous. The Planning Commission should therefore uphold the appeal and overturn that decision.

Thank you for your consideration of these points.

Yours sincerely,

M. R. WOLFE & ASSOCIATES, P.C.

Mark R. Wolfe

MRW:am

From: Miriam Lens **On Behalf Of** CityClerk
Sent: Monday, May 14, 2012 8:35 AM
To: Barbara Halliday; Barbara Halliday; Bill Quirk - Forward; Francisco Zermeno - Forward; Mark Salinas; Marvin Peixoto; Michael Sweeney; Mike Sweeney; Olden Henson; Olden Henson
Cc: Fran David; Kelly Morariu; David Rizk; Michael Lawson; Maureen Conneely; Sonja Dal Bianco; Katy Ramirez; Miriam Lens; Cecelia Cooke
Subject: FW: WALMART STORES IN HAYWARD, CA

Dear Mayor and Council Members,

Please see e-mail below.

Thank you,

Miriam Lens

From: murca4evr@comcast.net [mailto:murca4evr@comcast.net]
Sent: Saturday, May 12, 2012 7:15 PM
To: CityClerk
Subject: WALMART STORES IN HAYWARD, CA

TO WHOM IT MAY CONCERN,

PLEASE NO WALMART STORES IN OUR CITY OF HAYWARD, CA. WE HAVE WAY TO MANY FOOD STORES AND WE DO NOT NEED ANY MORE BIG RETAIL STORES. ENOUGH IS ENOUGH.

THANK YOU,

R B & EJ MURCA

To: Hayward City Councilmembers c/o Ms. Miriam Lens (City Clerk)
Fax: 510-583-3636
From: Dr. Jennifer Ong
Address: 583 Whittington Lane, Hayward, Ca 94541
Re: Wal-Mart/Hayward
Date: April 27, 2012

Dear Councilmembers,

I am writing as a concerned citizen regarding the Wal-Mart project in Hayward. The Hayward Planning Commission's recommendation against Wal-Mart is the correct one and the City Council should uphold it.

Not only are there serious planning concerns with the project, but Wal-Mart's extraordinarily poor record on treatment of employees should be considered.

There are great retail employers. My dad worked for one. He was able to send me to college and our family had health insurance. That would not have been possible had he worked for Wal-Mart.

As the service sector of our economy grows and the manufacturing sector declines, policymakers must give more serious consideration to what will result if we replace good jobs with low-paying-no-benefit jobs.

Local governments rely on sales tax. So, approving Wal-Mart may appear to be a revenue generator; but in the end, the sales tax revenues generated by low-paying retail jobs will only add to government deficits - low-wage workers cannot afford to purchase items that significantly increase sales tax revenues.

Wal-Mart is leading us in a race to the bottom – they employ more low-wage Americans than any employer and thereby create a demand for their low-priced, low sales tax products.

Please consider these additional facts when the item comes before you. Thank you.

Sincerely,

Dr. Jennifer Ong

Dr. Jennifer Ong

City of Hayward Planning Commission and City Council;

Walmart increases unemployment. For every 10 people Walmart employs at low wages, another 11 people making higher wages with health benefits are unemployed. We, the undersigned residents of Hayward respectfully request you protect good jobs, local businesses and the economic life of our City, do hereby express our opposition to a Wal-Mart grocery store at the old Circuit City location on Whipple Road.

SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	Elaine Murphy	
	Edgar SanRomon	
	[illegible]	
	Karina Marquez	
	Tania Marquez	
	Daisy Markez	
	Ruth Silveira	
	Carlos Martinez	
	Yanet Fuentes	
	Gravin Albarad	
	[illegible]	
	Harpreet Bains	
	Mandeep Bains	
	Argeli Aguilar	
	MARK [illegible]	
	Kalmesha [illegible]	
	Rocio Mendoza	
	Jose Guillermo	
	[illegible]	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	M. Sanger	
	[illegible]	
	Ophelia Cannillo	
	Ana Ferreira Galindo	
	MICHAEL HABIB	
	Jose J Marrero	
	Emma Aguirre	
	Omar Omari	
	Virginia Stevens	
	ISABEL HOSORNO	
	Alonso Duenas	
	Valencia Beauchamp	
	MOHAN MANN	
	Helen M Cochrans	

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	CAROL SANCHEZ	
	Maria Vigil	
	Rich Taulliwgi	
	[illegible]	
	GLORIA VALMOTA	
	YOLANDA GONZALEZ	
	Sungkook Kim	
	Louie de Oliveira	
	Yolanda Triana	
	Edgar Moreno	
	SARAH DEILY	
	[illegible]	
	R. GALANDO	
	Evelyn Lovett	
	Rita Yusuf	
	MUNIR MIR	
	[illegible]	
	LARRY NAND	
	Nicolette Williamson	
	Michele Bymac	
	Margaret Roberts	
	HENRY GREANEY	
	Jesus G Galvan	
	Chris Hurtado	
	Gail L Stillern	
	Sagucira Chilag	
	[illegible] V	
	[illegible]	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	Sergio Rios	
	Eddie Muñoz	
	Alejandro Ramos	
	Mona Burpee	
	David Gomez-Garcia	
	CHRISTINA NWSOM	
	[illegible]	
	AJ [illegible]	
	Jeremy Fernandez	
	RONALD BROOKS	
	Carlos Torres	
	Jennifer Fonseca	
	Monika Dai	
	Omid Mehdavi	
	CAJUAN S. LELL	
	BRANDY BANTA	
	TENCO FRANCO	
	Danny G.	
	Rafael Herrera	
	Elizabeth Wagner	
	[illegible]	
	Quang Duong	

City of Hayward Planning Commission and City Council;

Walmart increases unemployment. For every 10 people Walmart employs at low wages, another 11 people making higher wages with health benefits are unemployed. We, the undersigned residents of Hayward respectfully request you protect good jobs, local businesses and the economic life of our City, do hereby express our opposition to a Wal-Mart grocery store at the old Circuit City location on Whipple Road.

SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	Marcella Sanders	
	Ana Souza	
	Karuna Sharma	
	Jennie Ramirez	
	Marianne Adams	
	Clara Barajas	
	Jatinder Kaur	
	DHIVINDER SINGH	
	Mark Hegland	
	Maria Flores	

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SIGNATURE	PRINTED NAME	ADDRESS, CITY, E-EMAIL
	OTHELLA JORDAN	
	ROBERT J HOOD	
	TERESA IBARRA	
	BALRAJ SAINI	
	Marylou Tamah	
	JOSE HOLU.	
	Pablo Mota	
	[illegible]	
	Byrn Ragnindsh	
	Steve Takam	
	Mahina Pousini	

City of Hayward Planning Commission and City Council;

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SIGNATURE	PRINTED NAME	ADDRESS,CITY,STATE,ZIP
	Haroon Faqiry	
	Raquel Hernandez	
	MARISSA AKABH	
	Junita Jaggi	

From: Katy Ramirez
Sent: Thursday, April 05, 2012 4:02 PM
To: Richard Patenaude (City of Hayward); David Rizk (City of Hayward)
Subject: FW: WALMART OPPOSITION

Richard – FYI I interpreted Mr. Novak's voice mail message (below) and will add to the incoming correspondence.

Hi Richard – its Paul Novak, I am a resident of Hayward and I just wanted to say no to Walmart that you guys are thinking about allowing to be in Hayward. I'm just really for protecting working families and I actually work for a Lucky's and they pay a very good living wage and I know that Walmart would only undermine that. Not only that, they would kind of create a culture of just lower class jobs, which will hurt the middle class here in Hayward as well as the rest of the United States. So I just wanted to mention that and let you know my opinion. Thank you for listening; my phone number is 510-415-7309.

From: Richard Patenaude
Sent: Thursday, April 05, 2012 3:34 PM
To: David Rizk
Cc: Miriam Lens; Katy Ramirez; Sonja Dal Bianco
Subject: WALMART OPPOSITION

From a Lucky employee

Richard E. Patenaude, AICP
Planning Manager
City of Hayward
510.583.4213

From: Microsoft Exchange **On Behalf Of** 5104157309
Sent: Thursday, April 05, 2012 2:51 PM
To: Richard Patenaude
Subject: Voice Mail from 5104157309 (58 seconds)

You received a voice mail from 5104157309

From: Richard Patenaude
Sent: Thursday, April 05, 2012 3:29 PM
To: David Rizk
Cc: Miriam Lens; Katy Ramirez; Sonja Dal Bianco
Subject: WALMART OPPOSITION

I returned the call to Ms. Davidson. She states that she is opposed to the Walmart store as she is a union Safeway employee and believes that Walmart is a bad company to work for.

Richard E. Patenaude, AICP
Planning Manager

City of Hayward
510.583.4213

From: Microsoft Exchange **On Behalf Of** 5103177756
Sent: Thursday, April 05, 2012 1:49 PM
To: Richard Patenaude
Subject: Voice Mail from 5103177756 (55 seconds)

You received a voice mail from 5103177756

Sent by Microsoft Exchange Server 2007

-----Original Message-----
From: Sue Burchfield [mailto:sburch@berkeley.edu]
Sent: Thursday, April 05, 2012 6:42 AM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: walmart market proposal

Dear Planning Commission, Mayor and City Council As a citizen of Hayward (South Hayward area), I would like to express my opposition to the proposed Walmart Market near Whipple.
The addition of this store would add large amounts of traffic to an already congested area.
Instead of that location, Walmart should consider opening a grocery store in the old Lucky's / Albertson's location at Southland Mall.
That area is in need of a grocery store and there is already parking.
Sincerely,
Sue Burchfield

--
Sue Burchfield
Purchasing Assistant III
Biosciences Divisional Services
Ph 510-642-0128 Fx 510-642-6425
142 Life Science Addition
40 C Giannini Hall
Berkeley CA 94720

Received via City of Hayward CRM System

Add/Edit Request

Assigned to: Planner On-duty Request: 30382 Entered on: 04/04/2012 09:07 AM ○ Short form ◉ Long form

Customer Information (3 other requests for customer)

* Last name: Mattos First name: Laura Phone: 510 782-2659 Alt phone: Email: mscantua@att.net
Address: 204 Turlock Way City: Hayward State: CA Zip code: 94544 ☐ Phone when done

Request Classification

View: ◉ Default Topics ○ All Topics

* Topic: Current Planning Projects
Request type: Problem
Entered via: Web
Address or Location: ☐ Same as customer
License #:
Adopt A Block: (Please Select)
Assigned to: Planner On-duty *Do not enter for automatic routing*
Status: Closed
Priority: Normal
IP Address: 99.20.132.106

*** Description: 0 Attachments to this Request**

Extra instructions:

This field is used to describe the problem or question. Customer will see this field.

Hayward has enough grocery stores and the last thing we require or need is another one, especially a Wal-Mart. Please carefully consider and tym down this application for another store.

Thank you L. Mattos

Reason Closed (Contents sent to customer): 0 Attachments to send

This must be filled in to close service request; contents of field are e-mailed for customer notification.

Laura,

Thank you for your comments. I will be sure to forward them on to the Department Head and to the Planning Commission. The Planning Commission will be discussing this item tonight at a Special Meeting of the Planning Commission at 7pm in the City Council Chambers at City Hall. If you have specific questions, please contact David Rizk, Development Services Director at (510) 583-4004.

Expected Close Date: 04/09/2012
Date Closed: 04/05/2012 09:52 AM By: Planner On-duty

(OPTIONAL) You may add an internal note to this request or send an email

Add your notes/message here: Insert message: (Select message from list)

Clarification/notification needed; message sent to customer
Content added as internal notation; not seen by customer
Send to other employee(s) for assistance/questions

From: BERNADINE TEMPLE [mailto:bernadinet@sbcglobal.net]
Sent: Wednesday, April 04, 2012 12:12 PM
To: Suzanne Phlis
Subject: Fw:

Please forward to Sonja for commissioners and to council:

I got Dr. Goldstein, a long time friend, involved in the Walmart saga and he sent these pictures which represent what bleach, as a preservative, can do to lettuce/produce. It kills all bacteria which prevents the produce from going bad. It also kills all the nutritive value!

--- On **Wed, 4/4/12, Harold Goldstein <*hg@publichealthadvocacy.org*>** wrote:

From: Harold Goldstein <hg@publichealthadvocacy.org>
Subject:
To: "bernadinet@sbcglobal.net" <bernadinet@sbcglobal.net>
Date: Wednesday, April 4, 2012, 4:19 PM

Take a look! This lettuce is 6 weeks old.

Good luck.

Harold

Harold Goldstein, DrPH
Executive Director

CA Center for Public Health Advocacy
PO Box 2309
Davis, CA 95617
[t] 530.297.6000 x201
[f] 530.297.6200
hg@publichealthadvocacy.org
www.publichealthadvocacy.org

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TANIMURA
& ANTLE
Romaine Lettuce
Laitue romaine

From: BERNADINE TEMPLE [mailto:bernadinet@sbcglobal.net]
Sent: Tuesday, April 03, 2012 1:29 PM
To: Suzanne Philis
Subject: FW: MSDS sheets on Kay Vegi Wash

Please forward to Sonia. Thank you!

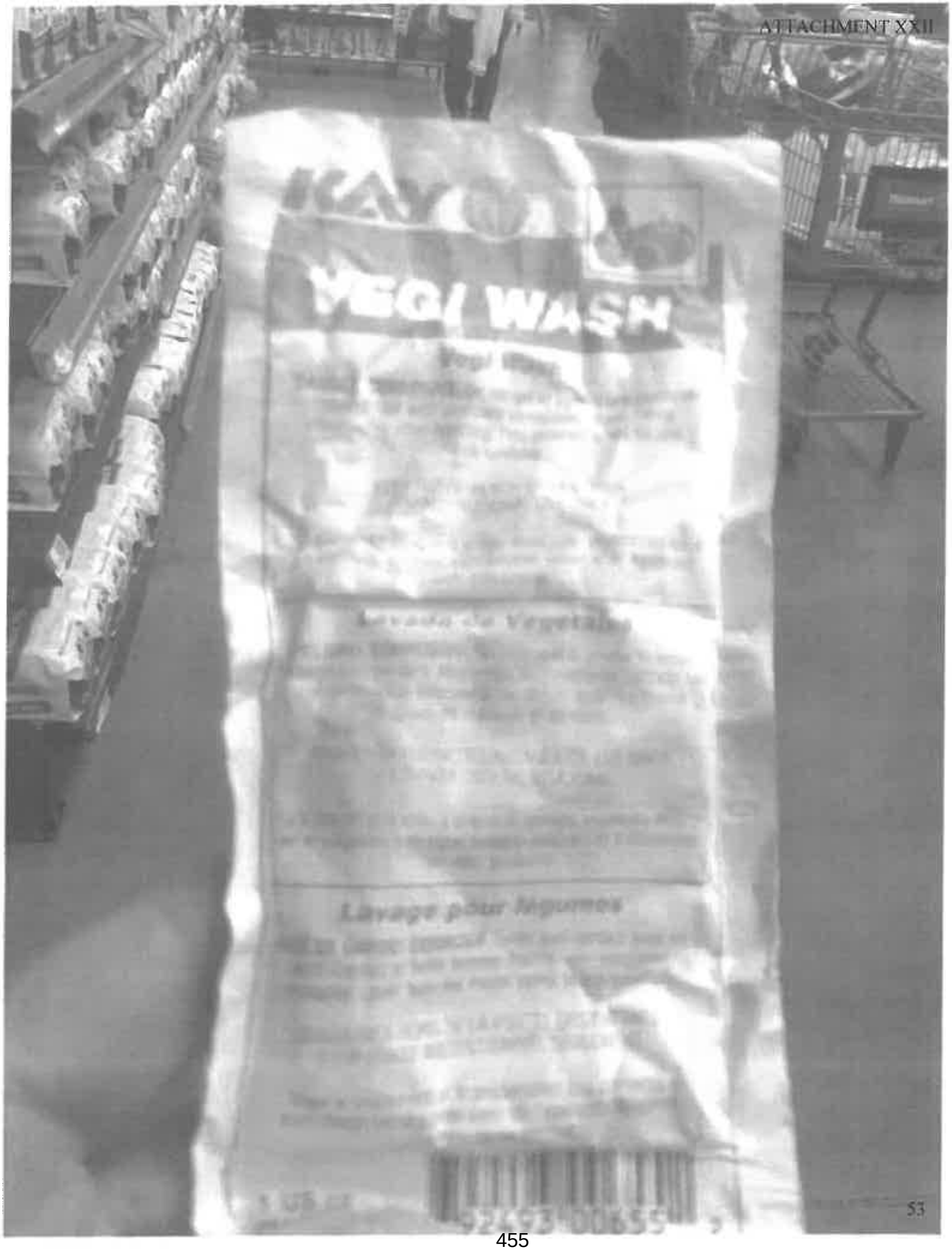
To Planning Commissioners:

A Walmart produce employee (name withheld) working in their back room told me they "rejuvenate" their produce with this product: Kay Vegi Wash.--
Below is a link to the specs on this product via its Material Safety Data Sheet (MSDS). Pictures of this product follow in the next two emails.

Neither Safeway or Lucky's use this cleaning product which is frequently used as a disinfectant or a bleaching agent. They ONLY use plain water for that purpose.
I will be presenting more information at this Thursday's meeting.
Any questions you may call me at 510 708 9866

Bernadine Temple
Dietitian/Nutritionist

http://portal.ecolab.com/servlet/PdfServlet?sid=924740&cntry=US&langid=en-US&langtype=RFC1766LangCode&locale=en_US&pdfname=KAY+VEGI+WASH


KAYO
VEG(WASH
Lavage pour légumes

From: Jeff Robinson [mailto:jrobinson524@gmail.com]
Sent: Wednesday, March 28, 2012 4:58 PM
To: Sonja Dal Bianco
Subject: No to Walmart Market

Say No to Walmart.

I have seen these Big Box stores kill more than one local company. Then they underpay their employees and treat them badly.

I say No to Walmart opening up another location in our town.

Jeff Robinson

03/29/12 16:[illegible]

Date: 3-22-12

FR: Ed Wilson
35 Harris Rd
Hayward

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California; Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

PLEASE DO NOT VOTE FOR WAL-MART.
IT WILL INCREASE UNEMPLOYMENT
IT WILL NOT INCREASE TAX REVENUES
IT TREATS IT'S EMPLOYEES BADLY
IT INCREASES OUR TRADE DEFICIT WITH CHINA

THANK YOU

From: Barbara Sacks [mailto:bisacks8@earthlink.net]
Sent: Monday, March 19, 2012 4:17 PM
To: Barbara Halliday; Francisco Zermeno - Forward; Mark Salinas
Cc: Fran David
Subject: Circuit City Building/Walmart

This card arrived in my mail box today. Note that it is aimed directly at SR1. Wonder how many of the other mobile home parks got this barrage and meeting invitation.

Wouldn't you love to have the money they are spending? Bet Target, Food Max(I think that is the right one...), Chavez Market and Walgreen's have some thoughts on this. Probably lots more, too.

Feel free to share.

Barbara

From: Barbara Sacks [mailto:bisacks8@earthlink.net]
Sent: Monday, February 20, 2012 12:41 PM
To: CityClerk
Subject: Request to distribute information to Planning Commission

For Planning Commission Members:

The attached information from Walmart was distributed over the weekend in my mobile home park, Spanish Ranch #1.

I am sending it to you for your information - not taking a position on the matter. It is my understanding from the flyer that you will be considering this matter on March 8 and I will be checking for agenda/staff reports on the matter as the date gets closer.

Thank you for your ongoing work for out City.
Barbara Sacks
510-783-8176

PROPOSED WALMART MARKET & PHARMACY

Whipple Road at I-880 - Hayward
(Former Circuit City)

INFORMATIONAL MEETING FOR SPANISH RANCH I RESIDENTS

Thursday, March 22nd at 6:30 p.m.

Spanish Ranch I Clubhouse

Refreshments Provided

SHOW YOUR SUPPORT FOR A NEW WALMART MARKET & PHARMACY

Quality Groceries, Produce & Medications for Less!

Spanish Ranch I Resident:

The proposed Hayward Walmart Market & Pharmacy at Whipple Road & I-880 is different from other Walmart stores. It is a stand-alone, full-service grocery store and pharmacy, with fresh produce, deli meats, dairy products, fresh bakery items, pharmaceuticals, health & beauty aids, pet supplies & other household goods.

The proposed Walmart Market & Pharmacy will offer products at Walmart's famous Every Day Low Prices. It will also employ nearly 100 new associates – bringing jobs to the City of Hayward.

THE CITY OF HAYWARD PLANNING DIRECTOR APPROVED THE PROJECT IN JANUARY 2012, BUT IT WAS RECENTLY APPEALED BY A SPECIAL INTEREST GROUP SEEKING TO KEEP OUT COMPETING GROCERY STORES. Please come to the informational meeting on Thursday, March 22nd at 6:30 p.m. at the Spanish Ranch I Clubhouse – TO SHOW YOUR SUPPORT! Thank you.

For Additional Information Contact Property Owner: Dan Temkin Hayward 880, LLC (925) 228-2558 or dan@temkinproperty.com

Walmart Market Brings Affordable Groceries to the Region

What is Walmart Market?

Walmart Market is distinctive from other Walmart stores. It is a stand-alone, full-service grocery store and pharmacy.

Proposed Location

The Walmart Market is proposed for the former Circuit City store on Whipple Road and I-880, at Hayward's southern gateway.

Size

The entire 34,000 square foot former Circuit City building will be remodeled as a full-service grocery store and pharmacy.

Selection

The full-service grocery store and pharmacy will offer a wide variety of products, including fresh produce, deli foods, meat and dairy products, bakery items, fresh foods, canned and packaged goods, dry goods and staples, condiments and spices, pharmaceuticals, health and beauty aids, pet supplies, stationery and paper goods and household supplies.

Value and Convenience

Walmart will offer products at its famous Every Day Low Prices at Walmart Market. In addition, by offering Site to Store at this location, customers can order Walmart Market products, as well as Walmart general retail products, from their homes and pick up their items in the Walmart Market store. This is a free service that allows customers to ship an online order to any Walmart store in the contiguous United States.

Job Opportunities

Walmart Market in Hayward will employ nearly 100 associates.

For additional information, please contact:

Dan Temkin
Hayward 880, LLC
(425) 351-3030
dan@temkinproperty.com

Q: What is the current status of the project?

A: The City of Hayward's Planning Director issued a determination letter on January 19th confirming that the proposed full-service supermarket is a permitted use for the building and that building permits should be issued. On February 3rd, an appeal was filed. A hearing on the appeal is scheduled in front of the Planning Commission on March 8th.

Q: What has been happening at the shopping center since Circuit City went out of business?

A: Circuit City vacated the building in March 2009. Since then, a number of other businesses have failed. The shopping center is 87% vacant. Three of the four remaining businesses have been robbed; one was held up at gunpoint twice in 2011. Between November 2009 and November 2011, there were 110 police incidents including robberies, armed robberies, batteries, drag-racing and drug arrests. The owners of the shopping center have continued to maintain the property in excellent condition even though the expenses at the property far exceed the income.

Q: What will happen after Walmart Market moves in?

A: The shopping center will be revitalized as a result of the traffic generated by a full-service grocery store. New businesses will move into the vacant spaces, providing even more shopping opportunities. Walmart Market will employ nearly 100 associates and other new businesses will add dozens more.

Q: What will happen if Walmart Market does not move in?

A: The mostly-vacant shopping center has become a haven for illicit activities. It will continue to decline. Existing businesses may fail or move out. The owners will no longer be in a position to maintain the property and the result will be a blighted neighborhood at the City of Hayward's southern gateway.

Q: What are the economic benefits for the City of Hayward?

A: For starters, JOBS!!! More than 100 new jobs will be created. Increased sales and property taxes will be generated, along with business license fees and permit fees. A revitalized shopping center will add much needed revenues to the city.

Q: What about construction jobs?

A: The estimated construction cost to convert the former Circuit City store into a Walmart Market is over $3 million. Additional construction work will be generated as other new tenants move in.

Q: Will Walmart Market give back to the Hayward community?

A: Absolutely! In 2010, through its ongoing charitable giving, Walmart stores (along with the Walmart Foundation and Sam's Clubs) donated more than $21.9 million to the California communities they serve.

Q: How do we support this project?

A: Let your voice be heard. Write letters and emails to the Planning Commission, Mayor and City Council. Show up at the Planning Commission Meeting on March 8th and speak at the public hearing. Talk to your neighbors and encourage them to get involved.

YES! I want a Walmart Market at the former Circuit City building at Whipple and Industrial Parkway. The new full-service grocery store would provide convenience and savings, as well as revitalize the existing center.

GET INVOLVED!

- ☐ Please contact me so I can get involved.
- ☐ Please keep me informed about the project.
- ☐ You may use my information to demonstrate support for the project. *

(*Information will not be used for any other purpose.)

Name

Address

City, State, Zip

Email

Phone

Paid for by Wal-Mart Stores, Inc.

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 52 HAYWARD CA

POSTAGE WILL BE PAID BY ADDRESSEE

WALMART
PO BOX 4017
HAYWARD CA 94540-9911

David Rizk

From:	Miriam Lens
Sent:	Friday, March 16, 2012 4:31 PM
To:	Barbara Halliday; Barbara Halliday; Bill Quirk - Forward; Francisco Zermeno - Forward; Mark Salinas; Marvin Peixoto; Michael Sweeney; Mike Sweeney; Olden Henson; Olden Henson
Cc:	Fran David; David Rizk; Richard Patenaude; Cecelia Cooke
Subject:	FW: Article from Bernadine Temple
Attachments:	SKMBT_C65212031615100.pdf
Categories:	Business

Dear Mayor and Council Members:

Ms. Bernadine Temple came to my office and requested that the attached information be distributed to you.

Please let me know if you have any questions.

Thank you,

Miriam Lens, CMC MMA
City Clerk
City of Hayward | Office of the City Clerk | 777 B Street | Hayward, CA 94541 |
☎ Phone: 510-583.4401 | ✉ Email: Miriam.lens@hayward-ca.gov
www.hayward-ca.gov | City Clerk's Blog: www.hayward-ca.gov/cityclerk/

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REPLY ADVISORY: Please be advised that messages sent to me on the City of Hayward e-mail system are not confidential and may be reviewed by other persons without my knowledge. Please do not send messages or attachments that may violate the City of Hayward e-mail policy.

From: Suzanne Philis
Sent: Friday, March 16, 2012 3:31 PM
To: Miriam Lens; Sonja Dal Bianco
Subject: Article from Bernadine Temple

Bernadine Temple would like the attached article forwarded to Planning Commissioners, Mayor & Council, Richard Patenaude, David Rizk and Fran David. Her contact information is included.

Thank you! Suzanne

Bernadine J. Temple
Nutrition Consultant
Phone: (510) 581-2155
Cell: (510) 708-9446
Fax: (510) 581-2275
bernadine@sbcglobal.net

Books+

Shedding light on nutrition gap

Book shows food workers among those least able to feed themselves, families

By Dwight Garner
New York Times

One of the first things to like about Tracie McMillan, the author of "The American Way of Eating," is her forthrightness. She's a blue-collar girl who grew up eating a lot of Tuna Helper and Ortega Taco Dinners because her mother was gravely ill for a decade, and her father, who sold lawn equipment, had little time to cook. About these box meals, she says, "I liked them."

Expensive food that took time to prepare "wasn't for people like us," she writes. "It was for the people my grandmother described, with equal parts envy and derision, as *fancy*; my father's word was *snob*. And I wasn't about to be like that."

This is a voice the food world needs.

McMillan, like a lot of us, has grown to take an interest in fresh, well-prepared food. She's written for *Saveur* magazine, and she knows her way around a kitchen. But her central concern in her journalism and in this provocative book is food and class.

She stares at America's bounty noting that so few seem able to share in it fully, and she asks: "What would it take for we all to eat well?"

Standing in a Wal-Mart, where she has taken a minimum-wage job, McMillan observes that its "produce section is nothing less than an expensive life-support system." Most days, when it comes to vegetables, she's putting lipstick on corpses.

Like Barbara Ehrenreich in her 2001 best-seller "Nickel and Dimed: On (Not) Getting By in America," McMillan goes undercover amid this country's working poor. She takes jobs picking grapes, peaches and pears in California, stocking produce at a Wal-Mart in Delaware and working in a busy Applebee's in New York. She lives, and often fails, to live on only the money she earns.

Scribner
$25, 319 pages

The new McMillan brings about life on the front lines is mostly grim. In the California fields, where she is the only *gringa*, she makes far less than minimum wage, sometimes as little as $25 for nine hours of back-breaking work. She lives in cockroach-filled houses, all she can afford, with more than a dozen other people.

She delivers a brutal take-down of corporations that, in her view, pretend on their sunny websites to treat workers well but in practice use labor contractors that often cheat them. She names names.

She charts the toll this work takes on people's health — "hands, swollen and inundated with blisters the first few days ... a wordsome pain shooting up my right arm." She develops a sprain, which forces her to miss work and ultimately quit. Other workers, she notes, would not have that option.

Among this book's central points is that food workers are, in terms of money and time, among the least able to eat well in America. Most are too exhausted to cook. "By the time I finish my stint at Applebee's," McMillan says, "I'll have learned how to spot the other members of my tribe on the subway: heavy-lidded eyes, blank stares, black pants speckled with grease, hard-soled black shoes."

McMillan's chapters about Wal-Mart and Applebee's are the book's best. She is not a slash-and-burn critic of either company: Both provide needed jobs and treat their employees at least moderately well. But the produce sold at the Wal-Mart where she works is scrappy, often stingy, stunted or merely bland.

"Walmart doesn't always have the freshest stuff," one manager says to her. "That's how we keep the prices low."

The produce management is so sloppy that "the newer among us are still working our way from recognition to acceptance, as if advancing through the stages of grief."

At Applebee's, almost no actual cooking is done: Pre-made food in plastic baggies is heated in microwaves and put on plates. McMillan deplores this practice while also finding it fascinating.

"I watch an endless assembly line," she writes, "a large-scale mash-up that hits the sweet spot between McDonald's and Sandra Lee's 'Semi-Homemade Cooking.'"

McMillan is an amiable writer, yet her book is lighted from within by anger at the poor food options many in this country face. Noting that Detroit is a city of 700,000 without a single store from a national grocery chain, she writes: "Food is one of the only basic human needs where the American government lets the private market dictate its delivery to our communities."

She argues for small changes, like cooking classes, but she's gloomily aware that far more needs to change.

"So far as I can tell, changing ... wages, health care, work hours and kitchen literacy are just as critical to changing our diets as the agriculture we practice or the places at which we shop."

Virginia Friedrichsen
1487 Cartagena Ave.
Hayward, CA 94544-6211

RECEIVED
MAR 06 2012
PLANNING DIVISION

March 4, 2012

City of Hayward
City Hall Building
777 B St.
Hayward, CA 94541-5007
ATTN: Planning Commissioner Mary A. Lavelle

Re: Walmart Market

Dear Planning Commissioner Mary A. Lavelle,

Please do not permit a Walmart Market in south Hayward. The proposed Walmart Market is less than a mile from an existing Food Maxx. If you allow Walmart Market to locate there, it will systematically drive Food Maxx out of business.

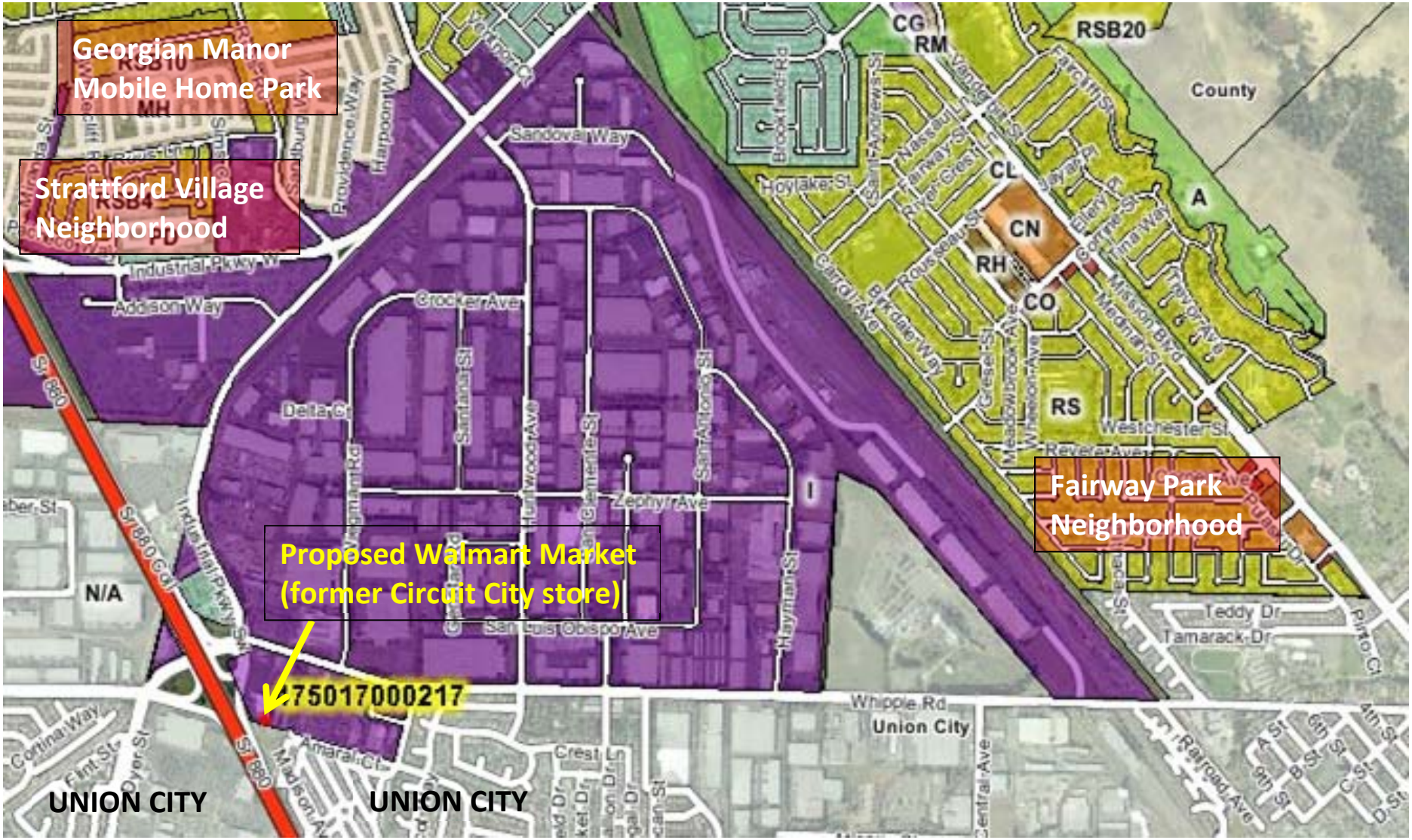
Shopping in any Walmart is a horrendous experience and I certainly will not shop in their market. Without Food Maxx, I'll have to drive to Oliver Corners or to Food Source out on Mission Blvd., even further away. Please do not allow Walmart Market in South Hayward.

Thank you,

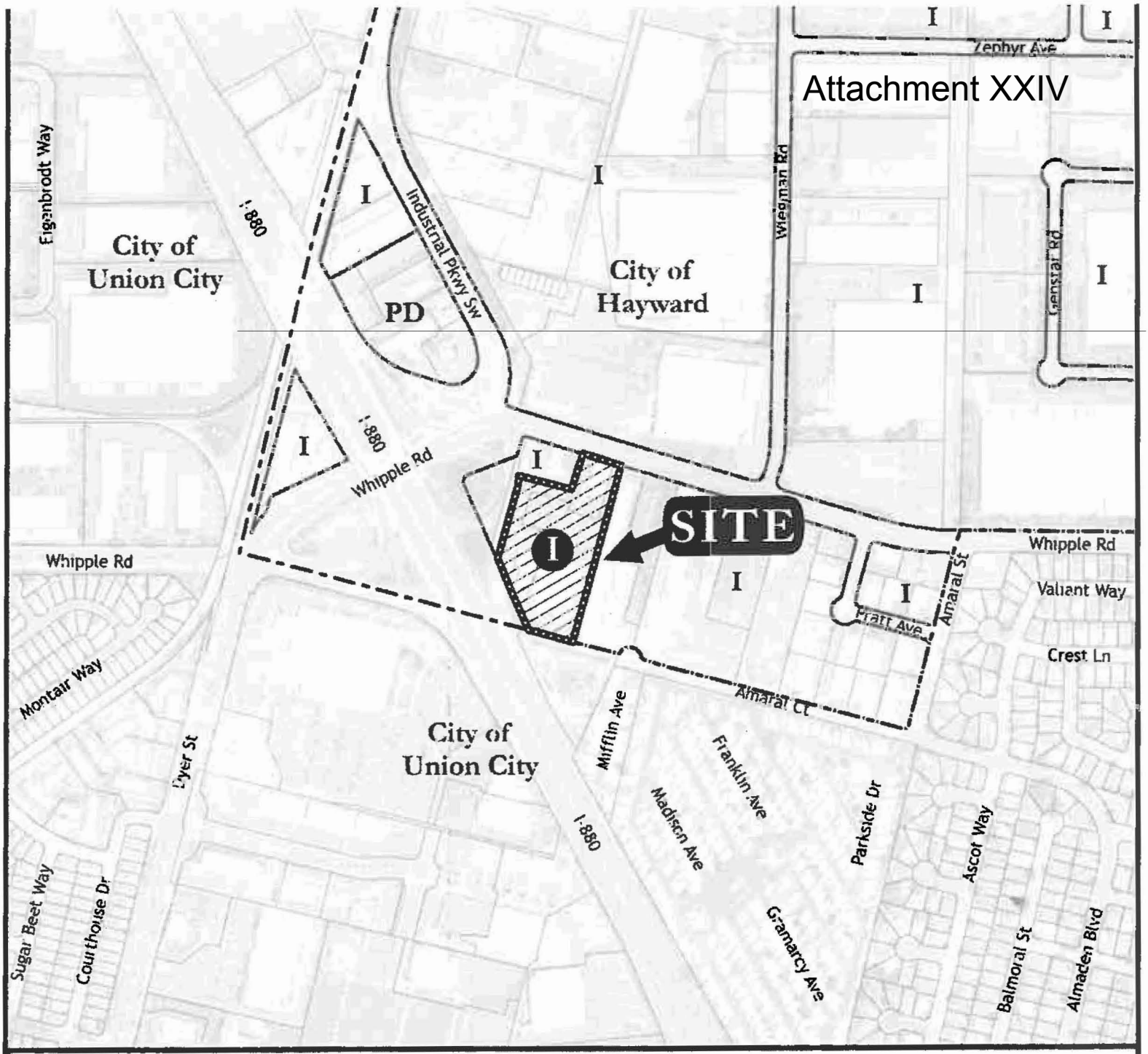
Virginia Friedrichsen

Virginia Friedrichsen

Proposed Walmart Market
(former Circuit City store)
475017000217
Eb Whipple Rd Onrp Sb Sr 880
Eb Whipple Rd Onrp Sb Sr 880
Sb Sr 880 Ofrp Eb Whipple Rd
Sr 880
Sr 880
Nb Sr 880 Ofrp Whipple Rd
Whipple Rd
Wiegman Rd
Censtar Rd
Pratt Ave
Amaral St
Amaral Ct
Crest Ln
Crown Ct
Ascot Way
Parkside Dr
Barclay St
Franklin Ave
Gramarcy Ave
Mifflin Ave
Union City
Dyer St
Flint St
Montair Way



Colored areas represent City of Hayward Zoning Districts



Area & Zoning Map

PL-2004-0039 CUP

Address: 2480 Whipple Rd

Applicant: Walmart Inc

Zoning Classifications

INDUSTRIAL

I Industrial

OTHER

PD Planned Development

N

FEET 200 400