CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 04/10/07
AGENDA ITEM
WORK SESSION ITEM WS#2

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Draft Environmental Impact Report for the Route 238 Corridor Improvement Project

RECOMMENDATION:

It is recommended that the City Council review and comment on this report.

BACKGROUND:

The purpose of this work session is to provide an opportunity for Council to review the Draft Environmental Impact Report (DEIR) prepared for the Route 238 Corridor Improvement Project.

Project Description and Objectives

In general, the Route 238 Corridor Improvement Project includes changes in circulation and in lane directions; a downtown one-way loop street system; grade separations at the Foothill Boulevard/Mission Boulevard/Jackson Street intersection and at the Jackson Street/Watkins Street intersection; improvements to the Mission Boulevard/Carlos Bee Boulevard intersection; road widening and conversion of parking lanes to peak hour travel lanes; and other roadway improvements along Foothill and Mission Boulevards. The primary project objectives are to reduce traffic congestion in downtown Hayward and on Foothill/Mission Boulevards; improve traffic operations at the Mission/Foothill/Jackson intersection; construct a facility that will accommodate current and future traffic demands in the corridor; improve access to the California State University campus in Hayward; and to be eligible for Measure B funding. In addition, the project seeks to provide for bicycle access along Mission Boulevard and Foothill Boulevards, and to improve pedestrian access in the downtown area. A more complete description may be found in Chapter 2 of the DEIR. Copies of the DEIR were previously distributed to the Council.

Public Review

The public will have an opportunity to provide oral and written comments on the DEIR at the April 26 Planning Commission meeting. The deadline for written comments is Friday, May 4, 2007. After the close of the official comment period, a Final EIR (FEIR) will be prepared containing responses to comments on the DEIR and any revisions as appropriate. The FEIR is anticipated to be brought before Council for consideration in July 2007.

DISCUSSION:

The DEIR, prepared in accordance with the California Environmental Quality ACT (CEQA) regulations, was prepared primarily by the city's consultant, Mark Thomas and Company and its sub-consultants, in particular Jones and Stokes Associates. The Executive Summary of the DEIR, which includes the Summary of Environmental Impacts and Mitigations, is attached (see Exhibit A). The project described in the Draft EIR is consistent with the project Council approved in March 2005, for submittal to the Alameda County Transportation Authority. The Draft EIR was prepared with consideration of comments from the December 2005 Scoping Meeting, July 2006 Council work session, and responds to the additional direction Council provided at the February 13, 2007, work session.

At Council's July 2006 work session, four alternatives for environmental analysis in addition to the project were presented. These alternatives included: the no project alternative, as required by CEQA; the expanded loop project, which extends the northerly limits of the one-way travel on Foothill and Mission Boulevards to Mattox Road; the full grade separation with no downtown widening (minimal downtown right-of-way acquisition), and a transit alternative, which includes an expansion of transit services. A more complete discussion of these alternatives may be found in Chapter 4 of the DEIR.

The DEIR included a number of findings relative to impacts on the environment and recommended mitigation measures where appropriate. The key findings in the DEIR include the following:

Transportation and Circulation

Traffic

By 2025, traffic in the corridor during the AM and PM peak periods is expected to increase by about 36 percent in the no project scenario. Additionally, eight (8) intersections in the AM peak hour and fourteen (14) intersections in the PM hour are forecast to operate at Level of Service (LOS) F without the project. Travel times along the corridor are projected almost double what exists today. Consequently, major benefits of the project include improved traffic operation, and reduced corridor travel times and congestion, when compared to the 2025 no project scenario.

Using the City of Hayward Travel Demand Model, projected 2025 travel times along the corridor were calculated from the Foothill Boulevard/Mattox Road intersection to the Mission Boulevard/Industrial Parkway intersection. In the AM peak hour, the project results in about a 13-minute travel time savings over the no project scenario in the northbound direction, and a 6-minute travel time savings in the southbound direction. In the PM peak hour, there is projected to be a 24-minute savings in the northbound direction and a 4-minute savings in the southbound direction. It should be noted that even though the southbound travel times with the project take into account the longer distance traveled along the mini-loop, i.e., A Street and Mission Boulevard, the reduced congestion does still result in travel time savings.

Additionally, compared to the no project option, the project reduces the number of intersections forecast to operate at Level of Service (LOS) F in 2025. The project would result in three intersections operating at LOS F in the AM, as compared to eight (8) with the no project, and six

(6) intersections operating at LOS F in the PM, as compared to fourteen (14) under the no project scenario.

However, the DEIR also notes that the following intersections would operate with more delay than under the no project alternative:

- Foothill Boulevard/Mattox Road - This intersection is predicted to experience LOS F conditions by 2025 with and without the project. Project conditions would cause a further increase in delay during the peak AM hour by two (2) seconds and an increase of fifteen (15) seconds during the peak PM hour over the no project conditions.
- Foothill Boulevard/Grove Way - This intersection is predicted to experience peak hour LOS E conditions by 2025 without the project. The AM LOS remained at E, but delay increased by eight (8) seconds. However, the project would add twenty-four (24) seconds during the PM peak, thus decreasing the PM LOS condition to F at this intersection.
- Mission Boulevard/A Street - This intersection is predicted to experience LOS F at the PM peak with and without the project. The PM delay will be reduced by nine (9) seconds. However, the project would add fifty-two (52) seconds of delay during the AM peak, thus decreasing the AM LOS condition to F at this intersection.
- Mission Boulevard/D Street - This intersection is predicted to experience PM LOS F conditions by 2025 with and without the project. However, the project would add a thirty (30) second delay at this intersection, during the PM.

Therefore, although the project would result in beneficial improvements to travel times through the corridor and would improve far more intersections than it would adversely affect, the impacts on LOS at the four (4) specific intersections resulting from the proposed project mentioned above are considered to be significant and unavoidable.

Short Term Construction Traffic

The nature of some of the construction for the project will result in some significant changes in traffic patterns that could be defined as significant impacts. The DEIR notes that during construction stages 2, 3, and 4, there could be significant impacts to access and circulation. This could also affect emergency response times and public safety. A traffic management plan will be developed and implemented to reduce the impacts, but not to a less-than-significant level. This impact is also significant and unavoidable.

A similar situation existed during the construction of the Harder Road underpass. There was a significant increase in traffic congestion, which affected emergency response times. To address this impact, the City installed emergency vehicle pre-emption on the affected traffic signals. This action was able to mitigate but not eliminate all of the impacts.

Bicycle Circulation

The project has the potential to create a barrier to existing bicycle movements, particularly at the grade separations. As mitigation, the City will construct several new alternate bicycle facilities

that will allow bicyclists to navigate the grade separation. These new facilities will include the following:

- A Class III bike route (or Class II bike lanes) on Montgomery between the city limits and B Street.
- A Class III bike route on Watkins Street between B Street and Fletcher Lane.
- A Class III bike route on Fletcher Lane between Watkins Street and Mission Boulevard.
- A Class II bike lanes/Class III bike route on Main Street between Sunset and D Street.

The implementation of this mitigation measure will reduce the impacts to less than significant.

Pedestrian Circulation

One issue mentioned by the public relative to the project impacts was pedestrian circulation, particularly in the downtown and around the grade separations. The proposed project includes design features that would maintain pedestrian movements. One such feature is the construction of a new sidewalk on the east side of Mission Boulevard between D Street and a planned, new signalized crosswalk in both directions of Mission Boulevard at or just south of Jackson Street. As previously reported to Council, such a pedestrian-actuated signal could be provided without causing disruption to traffic flow. The overall effect of the project on pedestrian circulation is less than significant.

Parking

CEQA only requires analysis of parking impacts when a project requires the construction of additional parking. Although this project will not require the construction of any new parking facilities, nevertheless, the DEIR analyzed the impact of the project on the parking supply, since such concerns had been raised by the public. Although the project results in the permanent loss of fifty-four (54) on-street parking spaces in the downtown, the construction of previously approved parking facilities adequately addresses the projected demand. Thus, the project would result in a less than significant impact to parking, because it would not require construction of additional parking facilities.

On Mission Boulevard south of Jackson Street, on-street parking will be converted to travel lanes during the peak hours. The DEIR includes a parking utilization observation completed during the PM peak period, the results of which are reflected in the table on the next page. As is illustrated, only 23 of the 75 on street parking spaces were in use when this observation was taken. With regard to the on-site parking at the dealerships, only 34 of the 66 total customer spaces were in use by customers when the observation was taken. Consequently, on-site parking can accommodate the reduction in on-street parking. Thus, the removal of peak hour on-street parking in this segment would not be considered a significant impact.

Auto Dealer Parking on Mission Blvd

		Curbside Parking on Mission Blvd.				Dealership On-Site Customer Parking				
Dealer	Address	Spaces	Occupied	Vacant	% occupied	Spaces	Occupied	Dealer cars	Vacant	% occupied
Nissan	24644	10	0	10	0%	0	0	0	0	N/A
Toyota	24773	14	8	6	57%	15	12	1	3	80%
Honda	24919	5	3	2	60%	14	8	5	6	57%
Volkswagen	25115	7	1	6	14%	12	5	2	7	42%
Ford	25501	15	3	12	20%	N/A	N/A	N/A	N/A	N/A
Dodge	25601	6	2	4	33%	9	4	1	5	44%
Chevrolet	25715	9	5	4	56%	12	5	0	7	42%
Mazda	25891	9	1	8	11%	4	N/A	N/A	N/A	N/A
Total		**75**	**23**	**52**	**31%**	**66**	**34**	**9**	**28**	**52%**

Notes:

1. Parking utilization observation was conducted during the PM peak period in October 2006 and February 2007
2. Dealer lot counts are for customer spaces only
3. Customer parking occupancy not observed at one dealer lot with four customer parking spaces
4. Customer parking not visible from road at one dealer

N/A = data not available

Right-of-Way

In order to implement the project, the City will need to acquire private property in several locations along the project alignment. Right-of-way requirements include the deconstruction of twenty (20) buildings, partial acquisition of thirteen (13) parcels, and full acquisition of nineteen (19) parcels. Most of the properties to be acquired are businesses, but there are some residential properties along the south side of D Street between Mission and Foothill that will also need to be acquired. Since any displacements resulting from the project would receive relocation assistance from the City, this impact is considered to be less than significant.

Geology, Minerals and Soils

The proposed grade separations and roadway depressions could be affected by slope failure or seismic activity, considering the close proximity to the Hayward Fault. Adherence to Caltrans/AASHTO/City design standards, as well as employing properly designed cut slopes and pile supported retaining wall foundations, will reduce this impact to less than significant.

Roadways and buildings can also be severely damaged when built over faults that actively creep. The proposed project's grade separations and retaining walls will cross over the Hayward fault in an area of active creep. The City and/or its contractors will install slab bridges and/or reinforced concrete boxes, and incorporate other measures into the design of the foundations for the proposed retaining walls and grade separation structures to minimize impacts due to creep. The City will also be responsible for monitoring and maintaining the conditions of the structural foundations for the life of the project. This mitigation measure will reduce the impacts to less than significant.

Noise

Since the project could cause the exposure of noise-sensitive land uses (such as residences, hospitals, schools, and libraries) to vibration and noise during construction activities, several mitigation measures will be implemented. The City and its contractors will employ measures to limit ground-borne vibration from pile driving and other highly dynamic construction activities. Noise reducing construction practices will be employed, and a noise control plan will be prepared. Finally, the City and its contractors shall disseminate essential information to residents and shall implement a complaint/response tracking program. Implementation of these activities will mitigate the impacts to less than significant.

In addition, the DEIR found that there would be potentially significant impacts to air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, and public services, recreation, and utilities. However, with the implementation of the recommended mitigation measures identified above and in the DEIR, the impacts would be reduced to less than significant.

Visual Representations

Exhibits B and C illustrate the "before" and "after" conditions at the Mission-Foothill-Jackson and at the Jackson-Watkins grade separations. Exhibit B is a view looking westbound towards the Hayward-San Mateo Bridge. Exhibit C is a view along Jackson Street looking eastbound towards the downtown.

Exhibits D and E illustrate "before" and "after" conditions at the intersection of Mission Boulevard and Carlos Bee Boulevard. Other than within the downtown, this is the only location where there is expected to be significant right-of-way impacts. Exhibit D, looking southbound on Mission Boulevard, illustrates the dual southbound-to-eastbound left turn lanes, three through lanes, new sidewalks, the wide curb lane to accommodate bicyclists, and the new landscaping. Exhibit E, a view from eastbound Carlos Bee shows the new eastbound left turn lanes, through lanes, and through-right lane. As can be noted in both exhibits, although the roadway will be widened, the addition of new sidewalks and new landscaping will result in very pleasing aesthetic views.

Exhibits F and G illustrate a typical cross-section for Mission Boulevard south of the grade separation. As illustrated, there will be new pedestrian lighting at the back of the sidewalk, and the median will contain new decorative streetlights with banners and new landscaping. Exhibit G highlights the typical crosswalk treatment at the intersection. It is proposed that high visibility crosswalks be installed in order to provide greater driver awareness as to the presence of pedestrians.

Exhibits H and I illustrate a couple of treatments in the downtown. Exhibit H shows Foothill Boulevard looking north at B Street. This exhibit illustrates a proposed traffic-signal bridge that will span Foothill Boulevard at B Street. Also, note the large trees in the widened sidewalk as well as the decorative streetlights. Another view of this area (Exhibit I) also illustrates the proposed widened concrete sidewalk that will be installed, again, highlighting the presence of pedestrians and emphasizing the downtown as an area of significant pedestrian activity.

Construction Timing and Phasing

Construction is estimated to take approximately four (4) years to complete. Construction will be staged in five (5) phases over the four-year period. This staging approach will help minimize impacts on traffic and access to businesses during the construction period. For additional details, please see the preliminary engineering plans of construction staging located in Appendix B2 of the DEIR. Pages 2-10 through 2-14 of the DEIR discuss the construction timing and phasing plans, the traffic management plan, and the construction traffic plan. It should be noted that the staging plans include improvements to the Grand-Winton-Jackson intersection, which can be completed without any right-of-way impacts.

State Highway Relinquishment

State Route 238, within Hayward, is under the jurisdiction of Caltrans. It is understood that before construction begins on the project, this route will have been relinquished to the City. Relinquishment is critical, since this project does not adhere to certain Caltrans design standards and could not be constructed as a State route. However, the proposed design complies with City standards. Although Caltrans is interested in relinquishing most of its jurisdiction within the city, the City and Caltrans staffs are continuing to discuss the process and timing of relinquishment.

Cost Estimate

As noted in the DEIR, the estimated project cost based on 2004 unit prices is $90 million. It is estimated that the final cost may be expected to increase 30 percent or more. Escalation of these costs will be considered in the future, depending upon when right-of-way is acquired and when project improvements would be constructed.

Public Outreach

An environmental scoping meeting was held in December 2005. A discussion of the scoping process is included as Appendix A in the DEIR. The comments received at the scoping meeting have been considered in the preparation of the DEIR.

Staff conducted a targeted outreach to several groups and individuals who may be most affected by the project. In late February 2007, staff made a presentation to the Castro Valley Municipal Advisory Council to solicit its comments on one of the project alternatives, the Expanded Loop Alternative, which would significantly affect County residents. An earlier meeting on the same subject was held with County Planning and Public Works Agency staff. In March 2007, staff made a presentation to the new automobile dealers on Mission Boulevard who may be affected by the removal of the peak-hour parking. Staff has also had individual meetings with a few of the property and business owners whose properties are to be acquired, including the owner of the building on the north side of D Street to the west of Foothill and with representatives of the Bay Cities Credit Union. These properties would be affected by the implementation of the revised intersection design at Foothill Boulevard and D Street, which was presented to Council at the February 13, 2007, work session. About 4,000 copies of the Notice of Availability of the DEIR were mailed to residents and/or property owners living in the corridor, those whose properties will be impacted by the project, and those individuals who have requested to be kept informed and who have attended meetings. Finally, a copy of the Notice of Availability was published in

the *Daily Review* on March 24, 2007, and copies of the DEIR were posted on the City's website and placed for review in the libraries and in City Hall.

Schedule

As noted above, the public comment period runs until May 4, 2007. A public hearing will be held at the Planning Commission meeting on Thursday, April 26, 2007.

Staff, assisted by its primary consultants, Mark Thomas and Company and Jones and Stokes, will compile the written and oral comments received and will prepare responses to significant environmental issues raised. These responses will be incorporated into the Final Environmental Impact Report. It is anticipated that the Final EIR and the Mitigation Monitoring Program will be presented to the Council for adoption and final certification in July, prior to the summer recess.

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Recommended by:

Robert A. Bauman, Director of Public Works

Approved by:

Jesús Armas, City Manager

Attachments:
- Exhibit A: Executive Summary and Summary of Impacts
- Exhibit B: Westbound Jackson Visual Simulation
- Exhibit C: Eastbound Jackson at Watkins Visual Simulation
- Exhibit D: SB Mission at Carlos Bee Visual Simulation
- Exhibit E: Eastbound Orchard at Mission Visual Simulation
- Exhibit F: View South at Mission and Torrano
- Exhibit G: Mission and Torrano Plan Rendering
- Exhibit H: View North at Foothill and B Street
- Exhibit I: Foothill Boulevard Plan Rendering

ROUTE 238 CORRIDOR

IMPROVEMENT PROJECT

Draft

Environmental Impact Report

State Clearing House 2005112116

March 2007

Prepared by:
Jones & Stokes

Exhibit A

Executive Summary

Introduction

This summary discusses the City of Hayward's (City's) draft environmental impact report (EIR) for the Route 238 Improvement project. As required by *California Environmental Quality Act (CEQA) Guidelines* Section 15123, this EIR summary provides:

- a brief overview of the Route 238 Improvement Project (proposed project);
- a discussion the scoping process and areas of known controversy;
- a summary of impacts of the project and mitigation measures; and
- a description of the alternatives considered and their impacts.

An EIR is a public, informational document used in the planning and decision-making process. The purpose of an EIR is to provide information to aid in the decision-making process, not to recommend either approval or denial of a project. Although the EIR does not control the ultimate decision on the project, the City, as lead agency, must consider the information in the EIR and respond to each significant impact identified in the EIR.

CEQA requires the City to prepare an EIR that reflects the independent judgment of the City regarding the impacts, mitigation measures proposed to avoid or reduce the impacts, and levels of significance of the impacts both before and after mitigation.

Overview of the Proposed Project

Project Objectives

The primary objectives of the proposed Route 238 Improvement Project are as follows.

- Reduce traffic congestion in downtown Hayward and on Foothill Boulevard/Mission Boulevard;

- Improve traffic operations at the Mission Boulevard/Foothill Boulevard/Jackson Street intersection;
- Construct a facility that will accommodate current and future traffic demands as permitted by funding constraints;
- Improve access to the California State University campus in Hayward; and
- Be eligible for Measure B funding.

The secondary objectives of the project include the following:

- Provide for bicycle access along Mission Boulevard and Foothill Boulevard; and
- Improve pedestrian access in the downtown area.

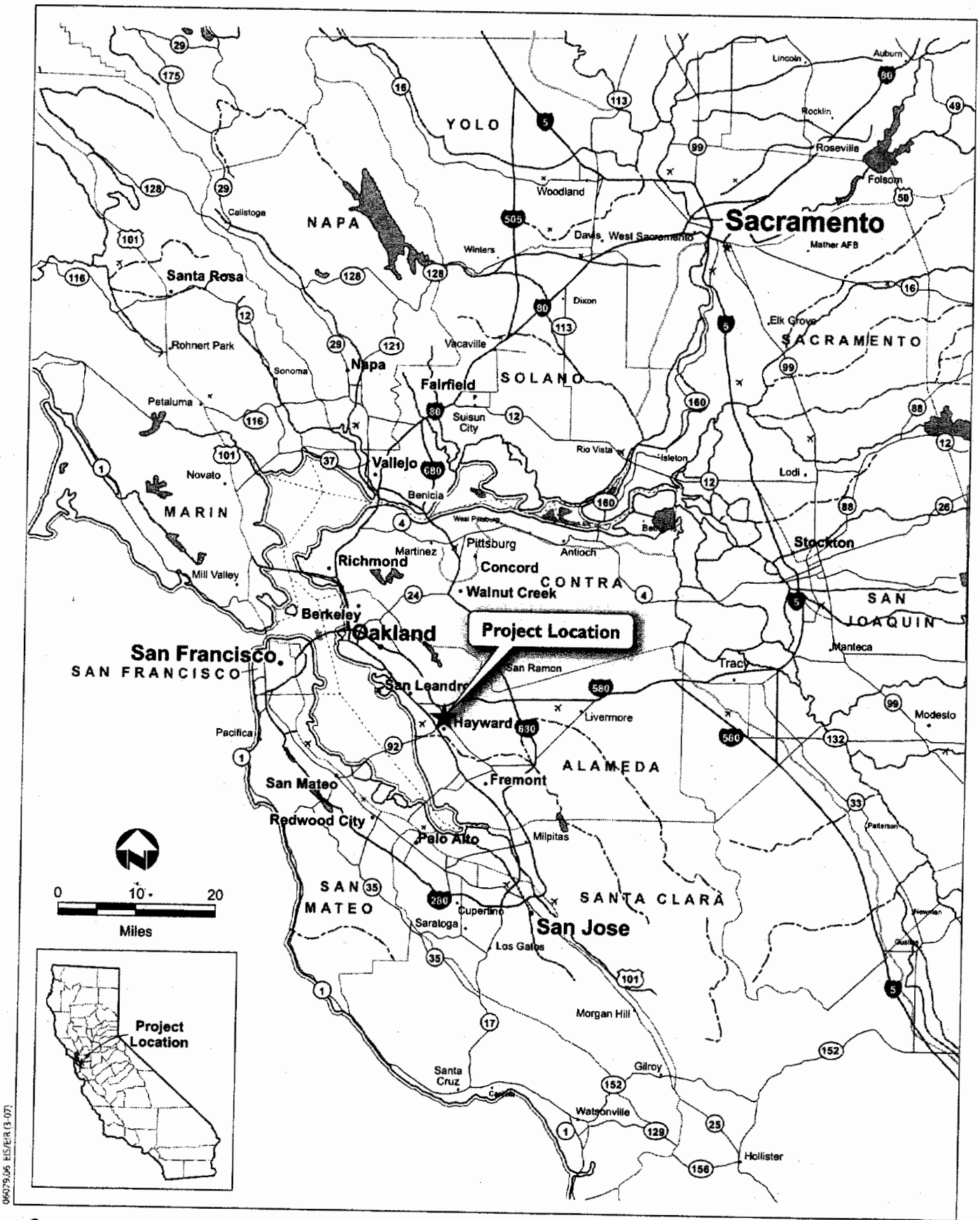
Project Description

The project is located along Foothill Boulevard and Mission Boulevard between Mattox Road and Industrial Parkway in the City of Hayward. Figure ES-1 depicts the regional project location and Figure ES-2 depicts the specific project corridor. The project includes changes in circulation, changes in lane directions and controls, a downtown one-way loop street system, improvements to the Jackson Street/Watkins Street intersection, improvements to the Foothill Boulevard/Mission Boulevard/Jackson Street intersection, improvements to the Mission Boulevard/Carlos Bee Boulevard Intersection, improvements to the Foothill Boulevard/D Street intersection, improvements to the Jackson Street/Grand Street intersection, and other roadway improvements along Foothill Boulevard and Mission Boulevard.

For this project description, the project has been divided into three segments, which are shown in Figure ES-3 and are defined as follows:

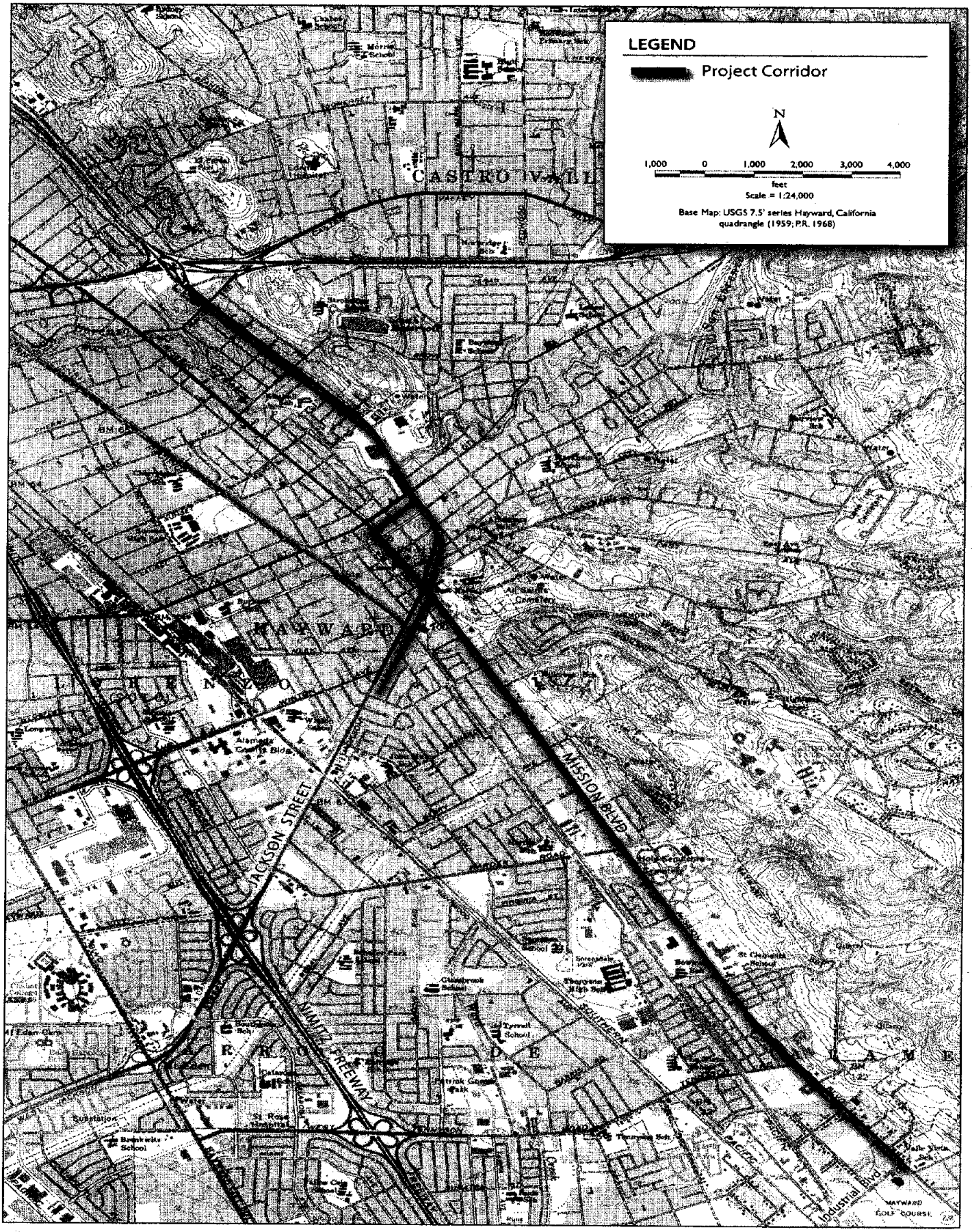
- Segment A—Mattox Road to City Center Drive (South)
- Segment B—City Center Drive (South) to Fletcher Lane (includes mini-loop and grade separations, as well as improvements to the Jackson Street/Grand Street intersection)
- Segment C—Fletcher Lane to Industrial Parkway

Proposed improvements within the segment limits indicated above are shown below with a brief description of prominent features. Refer to Appendix B for detailed, preliminary layout and construction staging drawings of the proposed project improvements.



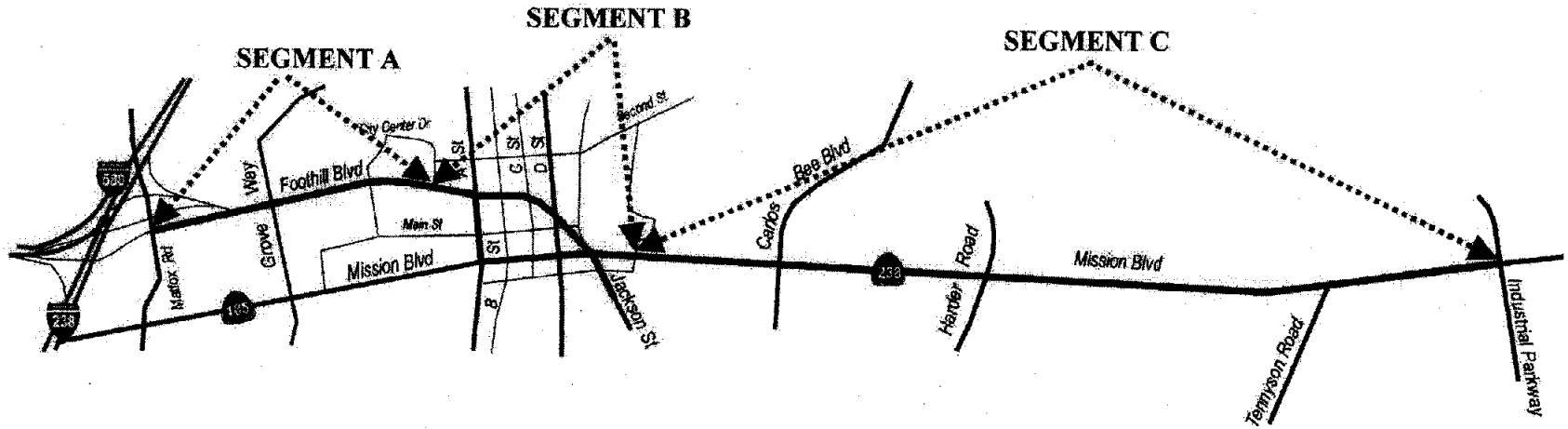
Jones & Stokes

Figure ES-1
Project Vicinity Map



Jones & Stokes

Figure ES-2
Project Corridor



Source: Mark Thomas & Co., 2005

06079.06 EIS/EIR (3-07)

Jones & Stokes

Figure ES-3
Project Segments

Segment A

Mattox Road to City Center Drive (South)

The existing Foothill Boulevard within this segment generally includes three (3) travel lanes in each direction and parking on both sides [1]. Within this segment, the west curb line and adjacent sidewalk will remain in place with all roadway modifications occurring on the east side with the exception of a portion of Foothill Boulevard between Cotter Way and Kimball Avenue, where the west curb will be moved further to the west and a new sidewalk will be constructed around a row of existing trees at the Summerwood Apartment complex. Additional right-of-way will be acquired from the latter to provide for the proposed sidewalk construction. All other proposed improvements will be constructed within existing rights of way. A feature within this section is the improvement of access to the existing freeway on-ramp system to I-580.

The following are descriptions of proposed improvements:

Foothill Boulevard

- Modify Foothill Boulevard to four (4) lanes in each direction, three lanes of which will be travel lanes at all times and one of which will be a travel lane during peak hours and parking during off-peak hours. A new curb and gutter with a 6-foot-wide sidewalk will be constructed along the east side of Foothill Boulevard and between Grove Way and Oakview Avenue. A new curb and gutter will also be constructed along the west side in order to preserve the existing median in this area. The new parking/peak hour lanes would be south of Grove Way. (See Sheets 1, 2, and 3 in Appendix B1)

Interstate 580

- At the I-580 freeway on-ramp entrance, reconfigure the entrance to the existing ramps to allow for dedicated approaching lanes to the entrance ramps for eastbound and westbound I-580. This will include permanent removal of parking in order to create four (4) northbound lanes from Grove Way to the on-ramps. This will improve the ability of the public to access the freeway system. (See Sheet 1 in Appendix B1)

Apple Avenue

- Modify Apple Avenue (east side) between Foothill Boulevard and Oak Street to be one-way to the east. (See Sheet 1 in Appendix B1)

Segment B

City Center Drive (South) to Fletcher Lane

Existing Foothill Boulevard within this segment generally includes three (3) travel lanes in each direction and parking on both sides. Within this segment, the

[1] *With the exception of restricted southbound parking between Mattox Road and Grove Way.*

west curb line and adjacent sidewalk will remain in place up to A Street. All widening will occur within existing right-of-way. The predominant features in this section will be implementation of a mini-loop one-way street system within the downtown area (highlighted area), widening D Street between Foothill Boulevard and Watkins Street, the construction of partial grade separations at the Foothill Boulevard/Mission Boulevard/Jackson Street and Jackson Street/Watkins Street intersections, and the improvements to the Jackson Street/Grand Street intersection. (See Sheets 3-6 in Appendix B1)

The following are descriptions of the proposed improvements.

Foothill Boulevard

- Remove existing median islands, where needed, and construct new four (4) foot wide raised median islands north of A Street. (See Sheet 4 in Appendix B1)
- Modify **Foothill Boulevard** to four (4) lanes in each direction including parking/peak hour travel lanes from City Center Drive (South) to A Street. New curb and gutter with a six (6)-foot sidewalk will be constructed along the east side of Foothill Boulevard. (See Sheets 3 and 4 in Appendix B1)
- Remove traffic signal at **Russell Way** and Foothill Boulevard. Remove left turn from southbound Foothill Boulevard to Russell Way. Restrict movements to right-in/right-out at Russell Way. (See Sheet 4 in Appendix B1)

Mini-loop

- Convert **Foothill Boulevard** to a six (6) lane one-way northbound street between A Street and Mission Boulevard. The overall existing street width will be decreased to accommodate fourteen (14) foot sidewalks on both sides and to provide for a parking / bicycle lane on the east side north of D Street. Parking will be prohibited on the west side. (See Sheets 4 and 5 in Appendix B1)
- Modify the **Foothill Boulevard/A Street intersection** to provide triple right turns from southbound Foothill Boulevard to westbound A Street. Provide a dedicated right-turn lane and thru/right lane starting mid-block between B Street and A Street from northbound Foothill Boulevard to eastbound A Street, and a dedicated left-turn lane to westbound A Street. (See Sheet 4 in Appendix B1)
- Convert **A Street** to a five (5) lane one-way westbound street between Foothill Boulevard and Mission Boulevard. Provide triple left turns from westbound A Street to southbound Mission Boulevard. Mission Boulevard between A Street and D Street will accommodate a Class III bike route. (See Sheets 4 and 6 in Appendix B1)
- Convert **Mission Boulevard** to a five (5) lane one-way southbound street between A Street and Jackson Street. Provide two thru lanes, a combined thru/right, and two right-turn lanes at Jackson Street. (See Sheets 5 and 6 in Appendix B1)

- Convert **B Street** to a two-way street between Foothill Boulevard and Second Street. (See Sheet 4 in Appendix B1)
- Eliminate dual left turns from westbound **D Street** to southbound Foothill Boulevard. Provide dual left-turn lanes from westbound D Street to southbound Mission Boulevard. Construct new curb and gutter with an 8-foot sidewalk along the south side of D Street from Foothill Boulevard to Watkins Street. D Street will also be widened to the north to accommodate triple left turns from eastbound D Street to northbound Foothill Boulevard and a single thru lane. (See Sheets 5 and 6 in Appendix B1)
- Close **Main Street** at Foothill Boulevard on the east side. (See Sheet 5 in Appendix B1)
- Provide direct connection from **Armstrong Street** to Main Street to E Street.[2] Reduce E Street to one lane eastbound.[3] (See Sheet 5 in Appendix B1)

Grade Separation

- Provide two traffic lanes along eastbound **Jackson Street** under Mission Boulevard and Watkins Street, with construction of a side access road along the south side to provide for overhead traffic on the latter streets remaining on top using overhead bridge structures. (See Sheet 5 in Appendix B1)
- Retaining walls will be constructed on both sides of **Foothill Boulevard-Jackson Street**. (See Sheet 5 in Appendix B1)
- Three (3) lanes of westbound traffic along **Jackson Street** will be maintained at existing vertical grades. (See Sheet 5 in Appendix B1)
- Provide right-turn from eastbound Jackson Street side access to southbound Mission Boulevard. Provide right, left, and thru movement from eastbound Jackson Street side access at Watkins Street. (See Sheet 5 in Appendix B1)

Mission Boulevard

- Mission Boulevard will continue to provide three (3) northbound lanes to Foothill Boulevard that will merge with three (3) northbound lanes from Jackson Street for a total of six (6) lanes on northbound Foothill Boulevard. (See Sheets 5 and 7 in Appendix B1)
- Three (3) lanes of southbound traffic will be maintained along Mission Boulevard to Fletcher Lane. (See Sheets 5 and 7 in Appendix B1)
- Close Willis Avenue at Mission Boulevard and vacate Willis Avenue between Mission Boulevard and Francisco Street. Convert Willis Street from one-way west-bound to two-way between Watkins Street and Francisco Street. (See Sheets 5 and 6 in Appendix B1)

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[2] *New curb and gutter with 10-foot sidewalks will be constructed on Main Street and E Street between Main Street and Mission Boulevard. Access to E Street and the Saint Regis facility and the adjacent school site will be maintained.*

[3] *East of Mission Boulevard.*

- Reconfigure the parking lot at the Kragen and Ranch Restaurant site. (See Sheet 5 in Appendix B1)
- Consider converting Hotel Avenue from two-way to one-way westbound between Mission Boulevard and Prospect Street.
- Consider converting Simon Street from two-way to one-way westbound between Mission Boulevard and just west of Prospect Street.

Jackson Street

- Reconstruct the Jackson Street/Grand Street/Winton Avenue intersections to accommodate traffic detours during construction of the proposed grade separations.

Segment C

Fletcher Lane to Industrial Parkway

Existing Mission Boulevard within this segment generally includes two (2) travel lanes in each direction with parking on both sides except near Fletcher Lane where there are some parking/peak hour lanes. Within the majority of this segment, improvements will remain within the existing right-of-way but the sidewalk area will be reduced to 7 feet on both sides to create parking/peak hour travel lanes. The most substantial improvements are at the Carlos Bee/Mission Boulevard intersection.

The following are descriptions of the proposed improvements.

Mission Boulevard

- Modify **Mission Boulevard** from two (2) to three (3) travel lanes in each direction including parking/peak hour travel lanes. New curb and gutter with a 7-foot wide sidewalk will be constructed on both sides of Mission. (See Sheets 7-13 in Appendix B1)
- Widen **Mission Boulevard** at Carlos Bee Boulevard intersection to provide for dual left-turn lanes from southbound Mission to eastbound Carlos Bee, dual left-turn lanes from westbound Carlos Bee to southbound Mission, and dual left-turn lanes, a thru lane, and right/thru lane from eastbound Orchard Avenue to northbound Mission. (See Sheet 8 in Appendix B1)
- Extend sidewalks along **Mission Boulevard** on both sides of the street to fill in missing gaps to Industrial Parkway. (See Sheets 7-13 in Appendix B1)
- Improve bicycle access along **Mission Boulevard** by providing a 14-foot lane along the proposed outside curbs.

Central Boulevard

- Close Central Boulevard to Mission Boulevard by closing it at Belmont Avenue, but provide access to existing residences or businesses between Belmont Avenue and Mission Boulevard. (See Sheet 8 in Appendix B1)

Berry Avenue

- Extend Berry Avenue from west of Mission Boulevard directly east to Belmont Avenue and signalize the new full intersection at Berry Avenue / Mission Boulevard. (See Sheet 8 in Appendix B1)
- Close existing Berry Avenue between Mission Boulevard and Belmont Avenue. (See Sheet 8 in Appendix B1)

Harder Road

- Reconstruct the median islands within Harder Road to provide for dual left turns to northbound and southbound Mission Boulevard. (See Sheet 9 in Appendix B1)

Jefferson Street

- Remove the signal and the southbound left-turn lane at Jefferson Street. Jefferson Street is to be converted to right-in, right-out movements only by constructing a concrete barrier along Mission Boulevard. (See Sheet 11 in Appendix B1)

Moreau Catholic High School

- Provide a southbound left-turn access into the existing Moreau High School driveway. Install a traffic signal to coordinate left turns into the driveway with traffic movements at the Calhoun intersection. (See Sheet 11 in Appendix B1)

Right-In, Right-Out Movements

- Convert **Pinedale Court, Kellogg Avenue, Broadway Street, Douglas Street, Webster Street, and Monticello Street** to right-in, right-out movements only by constructing a raised median island along Mission Boulevard. (See Sheets 7, 11, and 12 in Appendix B1)

Valle Vista Avenue

- Conform to existing lanes and improvements at **Valle Vista Avenue** and signalize the intersection. (See Sheet 12 in Appendix B1)

State Right-of-Way Relinquishment

State rights-of-way within the project alignment include the following:

- State Route 238—Foothill Boulevard from Mattox to Mission Boulevard and Mission Boulevard from Foothill Boulevard to Industrial Parkway.
- State Route 185—Mission Boulevard from Foothill Boulevard/Jackson Street to A Street.
- State Route 92—Jackson Street from Mission Boulevard to Grand Street.

The City intends to seek relinquishment of these rights-of-way from the State prior to construction. Subject to approval by the State, the extent of State Route 238 relinquishment would be that which is within the City limits. State Route 92

relinquishment would be from Santa Clara Street to State Route 185. State Route 185 will be relinquished within the City limits. Relinquished rights-of-way from the State would become local streets under the jurisdiction of the City.

Right-of-Way Acquisition and Building Removal

In order to implement the project, the City will need to acquire private land in several locations along the project alignment. Right-of-way requirements would include the demolition of 20 buildings, partial acquisition of 13 parcels, and full acquisition of 19 parcels. (See Table 2-1 in Chapter 2, Project Description, for the Assessor Parcel Numbers associated with the building and property acquisition requirements. Figures 2-8 to 2-11 in Chapter 2 show the project right-of-way acquisition and building take requirements.)

- **D Street and Mission Boulevard.** Property will need to be acquired on 13 parcels in order to facilitate two left-turn lanes from westbound D Street to southbound Mission Boulevard and to facilitate the grade separation overall. Seven (7) buildings along D Street will need to be removed.
- **Grade Separation (Mission Boulevard/Foothill Boulevard/Jackson Street intersection).** Property will need to be acquired from approximately seven (7) parcels in the vicinity of this intersection to accommodate the proposed grade separation. One (1) building at the corner of northbound Mission Boulevard and northbound Foothill Boulevard will be removed. A utility easement will be required from the Five-Flags parcel.
- **Mission Boulevard/Carlos Bee Boulevard.** Property will need to be acquired on ten (10) parcels on the east side of Mission Boulevard in order to provide additional lanes north and south of this intersection. Nine (9) buildings will be displaced on these parcels.
- **Berry Avenue Extension.** Property will need to be acquired on one (1) parcel on the east side of Mission Boulevard in order to complete Berry Avenue through to Belmont Avenue. Two (2) buildings will need to be removed to facilitate the project. Central Boulevard and Berry Avenue will be closed on the east side of Mission Boulevard. This public right-of-way would be returned to the underlying owners.
- **A Street and Mission Boulevard.** Although the engineering plans are not yet finalized, the proposed project may require the possible acquisition/removal of one (1) building at the southeast corner of A Street and Mission Boulevard, currently occupied by Zorns Restaurant, to accommodate the necessary turning radius for large trucks. For the purposes of this EIR and to analyze a worst-case scenario, it is assumed that this building would be removed as part of the proposed project.

Construction Timing and Phasing

Construction is estimated to take approximately four years to complete. Construction will be staged in five phases over a 48-month period to minimize impacts on traffic and access to businesses during the construction period. Preliminary engineering plans of construction staging are available in Appendix B2 of this DEIR.

Construction will be phased in the following sequence:

- **Phase 1** would last approximately 18 months and would involve the following:
- Temporary lane closures during off-peak hour on Mission Boulevard (between Foothill Boulevard and Industrial Parkway) and on Foothill Boulevard (between Apple Avenue and Mission Boulevard) while sidewalks, medians, curbs, and utilities are constructed, reconstructed, and/or relocated.
- Temporary lane closures during off-peak hours on Mission Boulevard at Berry Avenue while Berry Avenue is realigned.
- Closure of left turn access into and out of Central Boulevard at Mission Boulevard (this would be a permanent closure).
- Conversion of Apple Avenue, east of Foothill Boulevard to one-way operation (this would be permanent).
- Temporary lane closures during off-peak hours on D Street between Watkins Street and Foothill Boulevard while D Street is widened.
- Temporary lane closures during off-peak hours on Mission Boulevard, Foothill Boulevard, and Jackson Street while utilities at that intersection are relocated. Similar temporary off-peak lane closures on Jackson Street at Watkins Street for utility relocations.
- The median break on Foothill Boulevard at Russell Way would be closed permanently.
- Main Street, south of Foothill Boulevard, would be permanently closed.
- The following median breaks on Mission Boulevard would be closed permanently at this stage: Pinedale Court, Palisade Street, Torrano Avenue (only leg on west side of Mission Boulevard), Devon Drive, Kellogg Avenue, Broadway Street, Webster Street, and Monticello Street.
- Central Boulevard at Mission Boulevard would be permanently closed.
- Berry Avenue, east of Mission Boulevard, would be permanently relocated.

Phase 2 would last approximately 6 months, overlapping with Phase 1, and would involve the following:

- Temporary lane closures during off-peak hours on Foothill Boulevard (A Street to Mission Boulevard), Mission Boulevard (A Street to Foothill Boulevard), and on A Street (Mission Boulevard to Foothill Boulevard)

while crews install new signal poles and mast arms, signal heads, new signs, new lane striping necessary to convert the sections of these streets to one-way operation.

- Temporary lane closures during off-peak periods at the intersection of Jackson Street with Grand Avenue and Winton Avenue while this intersection is improved to facilitate later stage detour movements.
- Closure of several movements at intersection of Mission Boulevard, Foothill Boulevard, and Jackson Street, specifically: eastbound Jackson Street left to Mission Boulevard; and eastbound Jackson Street through to Foothill Boulevard.
- Eastbound traffic on Jackson Street continuing north on Foothill Boulevard will be detoured (on a 24-hour basis) from Jackson Street at Grand Street to D Street to Foothill Boulevard.
- Eastbound Jackson Street will be reduced to a single lane, east of Grand Street, up to Watkins Street. It will be temporarily closed east of Watkins Street until the grade separations are fully constructed.
- Permanently convert B Street to two-way traffic between Foothill Boulevard and Second Street.
- Implement one-way operations for A Street, Mission Boulevard, and Foothill Boulevard within downtown area.

Phase 3 would last approximately 18 months and would involve the following:

- Temporary, 24-hours a day closure of eastbound Jackson Street north of Watkins Street.
- Eastbound traffic on Jackson Street will be detoured (24-hours a day) from Jackson Street at Grand Street to D Street to Foothill Boulevard.
- Eastbound Jackson Street will be reduced to a single lane, east of Grand Street.
- Temporary, 24-hours a day closure of one lane on northbound Foothill Boulevard between Mission Boulevard and D Street.
- Temporary, 24-hours a day closure of one lane westbound Jackson Street between BART crossing and Mission Boulevard.

Phase 4 would last approximately 12 months and would involve the following:

- Temporary, 24-hours a day closure of northbound Watkins Street between Fletcher Lane and Jackson Street. Southbound Watkins Street traffic will be required to turn right onto Jackson Street.
- Northbound traffic on Mission Boulevard wishing to turn left onto Jackson Street will be detoured (on a 24-hour basis) starting from Mission Boulevard at Orchard Avenue to Soto Road and left onto Jackson Street.
- Continue detour of eastbound traffic on Jackson Street (24-hours a day) from Jackson Street at Grand Street to D Street to Foothill Boulevard.

Phase 5 would overlap with **Phase 4** for 1 month and would involve the following:

- Eastbound Jackson traffic will be routed through the newly constructed grade separation.
- Temporary lane closures during off-peak periods along D Street between Watkins Street and Foothill Boulevard; on Foothill Boulevard at A Street and D Street while remaining median island work is completed.

Traffic Management Plan

A conceptual construction traffic management plan has been developed to accommodate traffic during construction.

This plan describes how traffic will be handled during the separate phases of construction.

- *Detours.* Two (2) major movements are expected to be detoured for an extended period of time during the construction of the grade separations. Beginning at Phase 2, eastbound Jackson Street to northbound Foothill Boulevard traffic will be detoured along Jackson Street to Grand Street to D Street to Foothill Boulevard. In order to facilitate this movement, the Jackson/Grand/Winton intersection will be reconstructed.

  The second major movement is northbound Mission Boulevard traffic to westbound Fletcher Lane to northbound Watkins Street and finally to westbound Jackson Street. During Phase 4, northbound Mission Boulevard traffic will be detoured to westbound Orchard Avenue to westbound Soto Road to then to westbound Jackson Street.

- *Lane Closures.* During Phase 1, temporary lane closures in each direction are expected. The closures will be limited to off-peak hours and will be restricted to the immediate areas of construction. During Phases 3 and 4, one (1) lane along westbound Jackson Street will be closed. In addition, one (1) lane along northbound Foothill Boulevard between Mission Boulevard and D Street will be closed.

- *Alternative access.* Businesses that have frontage along Foothill Boulevard, Mission Boulevard, and Jackson Street will be affected as the proposed improvements are constructed. The Contractor will be required to construct temporary improvements to maintain access to business entrances and driveways throughout the construction period. A public information program will be required to ensure that proper noticing to the businesses are maintained in the event that business access will need to be closed for construction of certain improvements.

- *Parking Plan.* There will be a temporary reduction in available on-street parking during project construction. The widening of Mission Boulevard and Foothill Boulevard is expected to happen in multiple phases. During each phase, parking will be prohibited in the immediate vicinity. As construction

progresses, the already-constructed area will become available for on-street parking. As a result, although people will experience inconvenience due to temporary parking loss, the loss will be relatively short in duration.

Construction Traffic

A rough estimate of the construction traffic has been prepared in order to describe construction period traffic effects.

- Truck routing—Fill material would be obtained from sources in Hayward, Fremont, and Oakland. Trucks would use I-880 and SR 92 from the Hayward and Fremont sources. From Oakland the haul route would follow I-880 to A Street or I-880 to I-238 to Mission Boulevard.

Construction Excavation

The project will require excavation in the following locations:

- Grade Separation—37,000 cubic yards
- Mission Boulevard/Carlos Bee Boulevard Intersection—6,000 cubic yards
- Berry Lane Extension—1,000 cubic yards
- D Street— 2,560 cubic yards

Soil excavated will be either reused on site or will be hauled off-site to an appropriate reuse or disposal facility.

Impacts and Mitigation Measures of the Proposed Project

CEQA requires the City to prepare an EIR that reflects the independent judgment of the City regarding the impacts, mitigation measures proposed to avoid or reduce the impacts, and levels of significance of the impacts both before and after mitigation. A summary of the significant impacts identified and mitigation measures to reduce the significance of these impacts, where feasible, is presented in Table ES-1.

Public Involvement Process

Public disclosure and dialogue are priorities under CEQA. Accordingly, CEQA mandates two periods during the EIR process when public and agency comments

Table ES-1. Summary of Potential Impacts and Mitigation Measures

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.1 AESTHETICS			
Short Term			
AE-1: Degrade existing visual character or quality	Less than Significant	No Mitigation Required	–
Long Term			
AE-2: Degrade existing visual character or quality	Less than Significant	No Mitigation Required	–
AE-3: Damage Visual or Scenic Resources within a Scenic Highway	No Impact	No Mitigation Required	–
AE-4: Adversely Affect or Obstruct a Scenic Vista	No Impact	No Mitigation Required	–
AE-5: Create a New Source of Artificial Light or Glare	Potentially Significant	Mitigation Measure AE-MM-1: Incorporate Lighting Standards into Project Design	Less than Significant
3.2 AIR QUALITY			
Short Term			
AQ-1: Conflict with or Obstruct Implementation of Air Quality Attainment Plan	Less than Significant	No Mitigation Required	–
AQ-2: Generation of Significant Levels of Emissions from Project Construction	Potentially Significant	AQ-MM-1: Implement Required BAAQMD Control Measures for Construction Emissions of Fugitive Dust AQ-MM-2: Implement Construction Emissions Control Technology	Less than Significant
AQ-3: Elevate Health Risk from Exposure to Construction-Related Diesel Particulate Matter	Less than Significant	Recommended: AQ-MM2	Less than Significant
AQ-4: Temporary Increase in Construction-Related Odor Emissions	Less than Significant	No Mitigation Required	–

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
Long Term			
AQ-5: Generation of Significant Levels of ROG, NO_x, CO, and PM10 Emissions from Project Operations	Less than significant	No Mitigation Required	–
AQ-6: Exposure of Sensitive Receptors to Substantial Concentrations of Carbon Monoxide	Less than Significant	No Mitigation Required	–
AQ-7: Potential Increase in Odor Emissions from Mobile Sources during Project Operation	Less than Significant	No Mitigation Required	–
AQ-8: Cumulative Effect on Air Quality	Less than Significant	No Mitigation Required	–
3.3 BIOLOGICAL RESOURCES			
Short Term			
BIO-1: Tree Removal	Less than Significant	No Mitigation Required	–
BIO-2: Migratory Birds	Potentially Significant	BIO–MM-1: Preconstruction nest survey	Less than Significant
3.4 CULTURAL RESOURCES			
CR-1: Substantial Adverse Change to the Significance of Historical Resources	Less than Significant	No Mitigation Required	–
CR-2: Inadvertent Discovery of Buried Cultural Resources during Project Construction	Potentially Significant	CR-MM-1: Prepare Cultural Resources Monitoring Plan for the Proposed Project and Monitor Areas Sensitive for the Presence of Buried Cultural Resources CR-MM-2: Stop Work If Cultural Resources Are Discovered during Ground-Disturbing Activities	Less than Significant
CR-3: Potential to Damage Unique Paleontological Resources	No Impact	No Mitigation Required	–
CR-4: Potential to Damage Previously Unidentified Human Remains	Potentially Significant	CR-MM-3: Comply with State Laws Pertaining to the Discovery of Human Remains	Less than Significant
3.5 GEOLOGY, MINERALS, AND SOILS			
Short-Term			

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
GEO-1: Potential for Construction Activities to Increase Slope Failure Hazard	Less than Significant	No Mitigation Required	–
GEO-2: Risks to New or Expanded Infrastructure as a Result of Construction on Expansive Soils	Less than Significant	No Mitigation Required	–
GEO-3: Potential for Accelerated Soil Erosion as a Result of Construction-related Ground Disturbance or Removal of Topsoil	Less than Significant	No Mitigation Required	–
Long-Term			
GEO-4: Potential for damage to new or upgraded facilities as a result of slope failure	Potentially Significant	Mitigation Measure GEO-MM-1: Employ Stable Cut Slopes or Retaining Walls	Less than Significant
GEO-5: Potential for Damage to New or Upgraded Facilities as a result of Fault Creep (Less Than Significant with Mitigation)	Potentially Significant	Mitigation Measure GEO-MM-2: Install Foundation Reinforcements of Grade Separation Structures	Less than Significant
GEO-6: Potential for Increased Exposure of People or Structures to Hazards Related to Rupture of a Known Earthquake Fault	Less than Significant	No Mitigation Required	–
GEO-7: Potential for Damage to Infrastructure as a Result of Seismic Groundshaking	Less than Significant	No Mitigation Required	–
GEO-8: Potential for Damage to New or Upgraded Facilities as a result of Seismically Induced Liquefaction or Other Seismically Induced Ground Failure	Less than Significant	No Mitigation Required	–
3.6 HAZARDS AND HAZARDOUS MATERIALS			
Short-Term			
HAZ-1: Routine Transport, Use, or Disposal of Hazardous Materials	Potentially Significant	HAZ-MM-1: Conduct an Asbestos Survey HAZ-MM-2: Conduct a Lead-Based Paint Survey HAZ-MM-3: Conduct a Soil Contamination Investigation	Less than Significant

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
HAZ-2: Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment	Potentially Significant	HAZ-MM-4: Immediately Contain Spills, Excavate Spill-Contaminated Soil, and Dispose at Approved Facility HAZ-MM-5: Develop and Implement Plans to Reduce Exposure of People and the Environment to Hazardous Conditions during Construction Activities	Less than Significant
HAZ-3: Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan	Potentially Significant	HAZ-MM-6: Notify Emergency Response Providers of Project Construction	Less than Significant
Long-Term			
HAZ-4: Routine Transport, Use, or Disposal of Hazardous Materials	Less than Significant	No Mitigation Required	–
3.7 HYDROLOGY AND WATER QUALITY			
HYD-1: Potential for Water Quality Degradation During Construction	Potentially Significant	HYD-MM-1: Implement Best Management Practices to Control Discharge of Construction-Related Pollutants to Surface Waters HYD-MM-2: Implement a Hazardous Spill Prevention and Control Program HYD-MM-3: Implement Measures to Protect Water Quality during Construction Dewatering	Less than Significant
HYD-2: Potential for Water Quality Violation or Substantial Increase in Surface Water Runoff During Operation	Potentially Significant	HYD-MM-4: Implement Measures to Manage Water Quality Impacts on Local Creeks	Less than Significant
HYD-3: Potential Impacts on Groundwater	Potentially Significant	HYD-MM-5: Investigate Groundwater Conditions and Appropriately Design Grade Separations	Less than Significant
HYD4: Potential to Increase Flooding Hazards	Less than Significant	No Mitigation Required	–
HYD-5: Potential Risk Due to Dam Failure, Seiche, Tsunami, and Mudflow Hazards	Less than Significant	No Mitigation Required	–
3.8 LAND USE AND HOUSING			
A. Division of an Established Community			

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
LUH-1: Physically Divide a Community	Less than Significant	No Mitigation Required	–
B. Plan/Policy Consistency			
LUH-2: Conflict with Land Use Plans, Policies, or Regulations	Less than Significant	No Mitigation Required	–
LUH-3: Conflict with Habitat Conservation Plans	No Impact	No Mitigation Required	–
C. Agriculture			
LUH-4: Conversion of Farmland	No Impact	No Mitigation Required	–
LUH-5: Conflict with Agricultural Zoning or Williamson Act Contracts	No Impact	No Mitigation Required	–
D. Population and Housing			
LUH-6: Induce Substantial Population Growth	Less than Significant	No Mitigation Required	–
LUH-7: Displace Existing Housing or Population	Less than Significant	No Mitigation Required	–
3.9 NOISE			
Construction			
N-1: Exposure of Noise-Sensitive Land Uses to Vibration and Noise During Construction Activities	Potentially Significant	N-MM-1: Employ Measures to Limit Groundborne Vibration from Pile Driving and Other Highly Dynamic Construction Equipment. N-MM-2: Employ Noise-Reducing Construction Practices. N-MM-3: Prepare a Noise Control Plan. N-MM-4: Disseminate Essential Information to Residences and Implement a Complaint/Response-Tracking Program.	Less than Significant
Operational			
N-2: Exposure of Existing Noise-Sensitive Land Uses to Increased Traffic Noise Resulting from Operation of the Improved Route 238 corridor	Less than Significant	No Mitigation Required	–
Cumulative			

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
N-2: Contribute to Significant Cumulative Increase in Traffic Noise at Sensitive Land Uses	Potentially Significant	No Feasible Mitigation Available	Significant and Unavoidable
3.10 PUBLIC SERVICES, RECREATION, AND UTILITIES			
A. Public Services			
PSU-1: Increased Response Times for Fire and First-Responder Emergency Medical Services	Less than Significant	No Mitigation Required	–
PSU-2: Impacts on Local Schools	Less than Significant	No Mitigation Required	–
B. Parks and Recreational Facilities			
PSU-3: Impacts to Local Parks and Community Facilities	No Impact	No Mitigation Required	–
PSU-4: Diminished Quality and Quantity of Open Space Used for Recreation	No Impact	No Mitigation Required	–
C. Wastewater			
PSU-5: Increased Wastewater Treatment Demand	No Impact	No Mitigation Required	–
D. Treatment Facilities and Infrastructure			
PSU-6: Demand for New or Expanded Water or Wastewater Treatment Facilities	Less than Significant	No Mitigation Required	–
PSU-7: Construction-Related Service Disruptions	Potentially Significant	PSU-MM-1: Coordinate with the Appropriate Utility Service Providers and Related Agencies to Reduce Service Interruptions.	Less than Significant
E. Water Supply			
PSU-8: Increased Water Demand	No Impact	No Mitigation Required	–
F. Refuse and Recycling			
PSU-9: Increased Demand for Solid Waste, Green Waste, and Recycling Disposal Needs	Less than Significant	No Mitigation Required	–

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.11 TRANSPORTATION			
Short-Term			
TR-1: Changes to Traffic Patterns, Including Either an Increase in Traffic Levels or Changes in Location that Results in Substantial Safety Risks During Construction	Potentially Significant	TR-MM-1: Develop and Implement a Traffic Control Plan	Significant and Unavoidable
Long-Term			
TR-2: Degradation of LOS Due to Roadway Reconfigurations	Potentially Significant	No Mitigation Available	Significant and Unavoidable
TR-3: Increased Parking Demand	Less than Significant	No Mitigation Required	–
TR-4: Changes in Transit Service Times Resulting from Proposed Roadway Configurations	Beneficial	No Mitigation Required	–
TR-5: Disruption of Transit Services Resulting from Proposed Roadway Configurations	Potentially Significant	Mitigation Measure TR-MM-2: Post Guide Signs for Bus Passengers Directing them to the Rerouted Bus Service and Relocated Bus Stop	Less than Significant
TR-6: Conflicts with Adopted Policies, Plans, or Programs Supporting Bicycle Circulation	Potentially Significant	TR-MM-3: Install an Additional Bike Route and Signs to Guide Future Eastbound Bicycle Movements from A Street	Less than Significant
TR-7: Creation of Potentially Unsafe Conditions for Existing Bicycle Movements	Less than Significant	No Mitigation Required	–
TR-8: Creation of a Barrier to Existing Bicycle Movements	Potentially Significant	TR-MM-4: Create Bike Routes Intended to Allow Bicyclists to Navigate the Grade Separation	Less than Significant
TR-9: Creation of Potentially Unsafe Conditions for Pedestrian Circulation	Less than Significant	No Mitigation Required	–
TR-10: Conflict with Adopted Policies, Plans, or Programs Supporting Pedestrian Circulation, or Create a Barrier to Pedestrian Movements	Less than Significant	No Mitigation Required	–

Table ES-1. Continued

Potential Impact	Level of Significance before Mitigation	Mitigation Measures	Level of Significance after Mitigation
3.12 ENERGY USE			
EN-1: Encourage Activities That Would Result in the Use of Large Amounts of Fuel or Energy, or Use These in a Wasteful Manner	Less than Significant	No Mitigation Required	–

on the proposed project (or project) and draft document are solicited: during the scoping comment period and during the review period for the draft EIR. CEQA and the State's CEQA implementation guidelines also encourage lead agencies to hold public meetings or hearings to review both the draft and final versions of an EIR.

The City is now circulating this draft EIR for a 45-day public review and comment period and will also conduct a hearing before the City's Planning Commission to present the results of the draft EIR and solicit comments in person. The purpose of public circulation and the public hearing is to provide agencies and interested individuals with opportunities to comment on or express concerns regarding the contents of the EIR.

Scoping Comment Period

Scoping refers to the public outreach process used under CEQA to determine the coverage and content of an environmental impact report. The scoping comment period offers an important opportunity for public review and comment in the early phases of a project. The scoping process for an EIR is typically initiated by publication of the Notice of Preparation (NOP) required by CEQA, which provides formal notice to the public and to interested agencies and organizations that an EIR is in preparation. During the scoping period, agencies and the public are invited to comment on the project, the approach to environmental analysis, and any issues of concern. CEQA does not require public meetings during the scoping phase, but many lead agencies opt to hold meetings because they provide good opportunities for face-to-face dialogue about public perceptions, needs, and concerns.

The City distributed an NOP for this EIR on November 21, 2005, initiating the scoping period. An initial 30-day public comment period was provided for agencies and the public to review the NOP and provide input. A public scoping meeting was convened on December 8, 2005, at 7:00 p.m., at the Hayward City Hall and approximately 50 people attended. During this meeting, members of the public commented orally regarding the scope of the EIR for this project. Written comments were received by the City between November 21, 2005 and January 2, 2006. Additional information on issues identified during the scoping process is provided in *Known Issues of Concern* below. The NOP and scoping comments received are presented in Appendix A.

Concerns that have been expressed regarding the proposed project are primarily related to:

- Downtown business impacts
- Traffic
- Access/parking/safety
- Transit

- Noise
- Visual quality and downtown character
- Cultural and historic resources
- Air quality
- Hazardous materials
- Biology
- Water quality and drainage
- Range of alternatives discussed in the EIR
- Construction and project timing
- Funding

Alternatives Analyzed in the Draft EIR

Alternatives considered in this draft EIR are discussed below. The following alternatives were initially evaluated for their feasibility and their ability to achieve most of the project objectives while avoiding, reducing, or minimizing significant impacts identified for the proposed project. All of these alternatives were determined to be feasible (or potentially feasible) and would meet at least some of the project objectives (though not necessarily all of the objectives). The ability of these alternatives to substantially lower the significant impacts identified for the proposed project is discussed below. All subject areas are analyzed for each alternative determined to be potentially feasible, though at a much more general level than in Chapter 3.

Alternative 2—No Project

CEQA requires analysis of the No-Project Alternative.

Alternative Characteristics

Under the No-Project Alternative, the following improvements are anticipated.

- Westbound dual left at Foothill Boulevard/Mattox Road to be completed by County;
- Partial spot widening at Carlos Bee Boulevard/Mission Boulevard consisting of an added southbound left turn and added eastbound left turn per *Walpert Ridge EIR*;
- Construction of Tennyson Road Extension; and

- Northbound left turn pocket at Foothill Boulevard at B Street (already in place as of 2006).

Impact Analysis

- **Aesthetics**—This alternative would not change site aesthetics.
- **Air Quality**—Construction emissions would occur for planned roadway improvements, however the emissions would be less than anticipated with the proposed project. Federal carbon monoxide (CO) standards would not be violated and predicted levels of CO at modeled intersections would be similar to those of the proposed project.
- **Biological Resources**—Biological resources would not be disturbed.
- **Cultural Resources**—No new disturbances to cultural resources would occur.
- **Geology, Minerals, and Soils**—No new geology, minerals, or soils impacts would occur.
- **Hazards and Hazardous Materials**—No new human health exposure would occur.
- **Hydrology and Water Quality**—No new source of water quality contaminants would be introduced.
- **Land Use and Housing**—There would be no land use impacts. No increase in population or housing would occur beyond background growth.
- **Noise**—No new sources of noise would be introduced.
- **Public Services, Recreation, and Utilities** — No increase in public services, recreational, and utilities demands would occur.
- **Transportation**— The following impacts were identified for the No Project Alternative in the *Transportation Impact Analysis* (Appendix D).
  - During the AM peak hour eight (8) intersections would operate at LOS F: (Foothill Boulevard/Mattox Road; Foothill Boulevard/A Street; Foothill Boulevard/D Street; Mission Boulevard/Foothill Boulevard/Jackson Street; Watkins Street/Jackson Street; Mission Boulevard/Harder Road; Mission Boulevard/Jefferson Street-Calhoun Street, Mission Boulevard/Grove Way)
  - During the PM peak hour, fourteen (14) intersections would operate at LOS F: (Foothill Boulevard/Mattox Road; Foothill Boulevard/Hazel Avenue; Foothill Boulevard/A Street; Foothill Boulevard/C Street; Foothill Boulevard/D Street; Mission Boulevard/Foothill Boulevard/Jackson Street; Watkins Street/Jackson Street; Mission Boulevard/Carlos Bee Boulevard; Mission Boulevard/Harder Road; Mission Boulevard/Tennyson Road; Mission Boulevard/Grove Way; Mission Boulevard/A Street; Mission Boulevard/C Street; Mission Boulevard/D Street.)

- **Energy Use**—Roadway efficiency and resultant reduction in energy use in the project corridor would not be achieved.
- **Growth Inducement**—No unplanned growth relative to roadway improvements along the project corridor would occur.

Alternative 3—Expanded Loop

Alternative Characteristics

The Expanded Loop consists of all of the proposed project improvements (except A Street, as noted) plus the following geometric changes:

- Foothill one-way northbound from A Street to Mattox Road. Existing on-street parking is retained.
- Mission Boulevard one-way southbound from Mattox Road to A Street. On-street parking is prohibited on Mission Boulevard between Rose Street and A Street.
- Mattox Road one-way westbound from Mission Boulevard to Foothill Boulevard.
- A Street two-way from Mission Boulevard to Foothill Boulevard (same as existing conditions).

Impact Analysis

- **Aesthetics**—Impacts would be similar to those of the proposed project.
- **Air Quality**—Impacts would be similar to those of the proposed project.
- **Biological Resources**—Impacts would be similar to those of the proposed project.
- **Cultural Resources**—Impacts would be similar to those of the proposed project.
- **Geology, Minerals, and Soils**— Impacts would be similar to those of the proposed project.
- **Hazards and Hazardous Materials**— Impacts would be similar to those of the proposed project.
- **Hydrology and Water Quality**—Impacts would be similar to those of the proposed project.
- **Land Use and Housing**— Impacts would be similar to those of the proposed project.
- **Noise**— Impacts would be similar to those of the proposed project.

- **Public Services, Recreation, and Utilities** — Impacts would be similar to those of the proposed project.
- **Transportation**—The following impacts were identified for the Expanded Loop Alternative in the *Transportation Impact Analysis* (Appendix D).
  - During the AM peak hour five (5) intersections will operate at level of service "F" under this future scenario (Foothill Boulevard/Mattox Road, Mission Boulevard/Mattox Road, Mission Boulevard/Grove Way, Mission Boulevard/A Street, Foothill Boulevard/D Street).
  - During the PM peak hour five (5) intersections will operate at level of service "F" under this future scenario (Foothill Boulevard/A Street, Mission Boulevard/Mattox Road, Mission Boulevard/A Street, and Mission Boulevard/D Street Foothill Boulevard/D Street).
  - The new median on Mission Boulevard south of Jackson Street would eliminate several level of service "F" left turn movements from the side streets at unsignalized intersections. In addition, the new signals on Mission Boulevard at Berry Avenue and at Valle Vista Avenue would greatly facilitate left turn movements from these side streets.
- **Energy Use**— Impacts would be similar to those of the proposed project.
- **Growth Inducement**—Impacts would be similar to those of the proposed project.

Alternative 4— Full Grade Separation with No Downtown Widening Alternative

Alternative Characteristics

The Full Grade Separation Alternative (No downtown widening) consists of:

- The proposed project improvements on Foothill Boulevard north of A Street.
- Two-directional grade separation of through traffic at Jackson Street/Foothill Boulevard under Mission Boulevard.
- Grade separation of through traffic on Jackson Street under Watkins Street.
- The proposed project improvements on Mission Boulevard south of Jackson Street /Foothill Boulevard.
- The No-Project conditions on Foothill Boulevard south of A Street to D Street.

Impact Analysis

- **Aesthetics**—Impacts would be similar to those of the proposed project.

- **Air Quality**—Impacts would be similar to those of the proposed project.
- **Biological Resources**—Impacts would be similar to those of the proposed project.
- **Cultural Resources**—Impacts would be similar to those of the proposed project.
- **Geology, Minerals, and Soils**— Impacts would be similar to those of the proposed project.
- **Hazards and Hazardous Materials**— Impacts would be similar to those of the proposed project.
- **Hydrology and Water Quality**—Impacts would be similar to those of the proposed project.
- **Land Use and Housing**— Impacts would be similar to those of the proposed project.
- **Noise**— Impacts would be similar to those of the proposed project.
- **Public Services, Recreation, and Utilities** — Impacts would be similar to those of the proposed project.
- **Transportation**— The following impacts were identified for the Full Grade Separation with No Downtown Widening Alternative in the *Transportation Impact Analysis* (Appendix D).
  - During the AM peak hour three (3) intersections will operate at level of service "F" under this future scenario (Foothill Boulevard/Mattox Road, Foothill Boulevard/A Street, Foothill Boulevard/D Street).
  - During the PM peak hour nine (9) intersections will operate at level of service "F" during the PM peak hour under this future alternative (Foothill Boulevard/Mattox Road, Foothill Boulevard/A Street, Foothill Boulevard/C Street, Watkins Street/Jackson Street, Mission Boulevard/Grove Way, Mission Boulevard/A Street, Mission Boulevard/C Street, Mission Boulevard/D Street, Foothill Boulevard/D Street).
  - The new median on Mission Boulevard south of Jackson Street would eliminate several level of service "F" left turn movements from the side streets at unsignalized intersections. In addition, the new signals on Mission Boulevard at Berry Avenue and at Valle Vista Avenue would greatly facilitate left turn movements from these side streets.
  - This alternative would not involve any changes to existing downtown circulation patterns. Hence, there would be no impacts on transit routing. The reductions in traffic congestion associated with this alternative would speed up transit service in the downtown area (compared to the no-project alternative).
  - This alternative preserves the current options for accessing businesses located on Foothill Blvd. and Mission Blvd. between "A" Street and "D" Street. These options would not be changed under this option.

- Existing on-street parking on Foothill Blvd. would be preserved north of "B" Street. Between "B" Street and "C" Street the existing on-street parking on Foothill Boulevard would be removed.

- **Energy Use**— Impacts would be similar to those of the proposed project.
- **Growth Inducement**—Impacts would be similar to those of the proposed project.

Alternative 5—Transit Alternative

Alternative Characteristics

The Transit Alternative consists of No-Project geometric improvements plus the following transit improvements.

- Shuttles from BART Stations to California State University (one to/from Castro Valley BART station, one to/from Hayward BART station) operating on 10-minute peak period headways, with signal priority to speed service, and including some bus rapid transit features such as low floors and proof of payment.
- Increased service on the cross-Bay Alameda-Contra Costa Transit (AC Transit) Line M Express Bus (go to 15-minute headway peak periods).
- Increased service on AC Transit Line 83 (to 10-minute peak headways), Line 92 (to 7.5-minute peak headways), and Line 99 (to 15-minute peak headways).

Impact Analysis

- **Aesthetics**—This alternative would not change site aesthetics.
- **Air Quality**—No construction emissions would occur. Federal carbon monoxide (CO) standards would not be violated and predicted levels of CO at modeled intersections would be similar to those of the proposed project.
- **Biological Resources**—Biological resources would not be disturbed.
- **Cultural Resources**—No new disturbances to cultural resources would occur.
- **Geology, Minerals, and Soils**—No new geology, minerals, or soils impacts would occur.
- **Hazards and Hazardous Materials**—No new human health exposure would occur.
- **Hydrology and Water Quality**—No new source of water quality contaminants would be introduced.

- **Land Use and Housing**—There would be no land use impacts. No increase in population or housing would occur beyond background growth.
- **Noise**—No new sources of noise would be introduced.
- **Public Services, Recreation, and Utilities** — No increase in public services demands would occur.
- **Transportation**— The following impacts were identified for the Transit Alternative in the Transportation Impact Analysis (Appendix D).
  - During the AM peak hour, seven (7) intersections will operate at level of service "F" under this future scenario (Foothill Boulevard/A Street, Foothill Boulevard/D Street, Mission Boulevard/Jackson Street/Foothill Boulevard, Watkins Street/Jackson Street, Mission Boulevard /Jefferson Street/Calhoun Street, and Mission Boulevard /Grove Way).
  - During the PM peak hour fourteen (14) intersections will operate at level of service "F" under this future scenario (Foothill Boulevard /Hazel Avenue, Foothill Boulevard/A Street, Foothill Boulevard /C Street, Foothill Boulevard /D Street, Mission Boulevard /Jackson Street/Foothill Boulevard, Watkins Street/Jackson Street, Mission Boulevard /Carlos Bee Boulevard, Mission Boulevard /Harder Road, Mission Boulevard /Tennyson Road, Mission Boulevard/Grove Way, Mission Boulevard /A Street, Mission Boulevard/C Street, and Mission Boulevard/D Street).
  - During both peak hours side street traffic at unsignalized intersections along Mission and Foothill Boulevards would experience worsened level of service "F" delays when attempting to turn left onto Mission or Foothill Boulevards. Other movements at the unsignalized intersections would experience levels of service much better than level of service "F".
- **Energy Use**—Roadway efficiency and resultant reduction in energy use in the project corridor would not be achieved.
- **Growth Inducement**—No growth relative to roadway improvements along the project corridor would occur.

Environmentally Superior Alternative

The proposed project would be the environmentally superior build alternative because the majority of the impacts related to the project are traffic impacts, and the proposed project has the fewest traffic impacts. Impacts on other resources are generally similar between the alternatives with the exception of the Transit Alternative. The Transit Alternative avoids the physical impacts associated with construction of the proposed project, however it does not improve traffic conditions in the project corridor as well as the build alternatives.

Alternatives Considered but Dismissed from Further Analysis

The following alternatives were considered but ultimately were dismissed from further analysis because they did not meet most of the project objectives, were determined to be infeasible, or did not avoid or substantially reduce one or more significant impacts of the proposed project.

- **Hayward Bypass Alternative** - Expressway between I-580 and Harder Road.
- **Full Grade Separation with Downtown Widening Alternative** - Widen Foothill Boulevard to 8 lanes plus peak hour parking/travel lane and make Mission Boulevard 4 lanes (plus peak hour parking/travel lane) with full grade separations at the Foothill Boulevard/Mission Boulevard /Jackson Street and the Jackson Street/Watkins Street intersections.
- **CATS[4] Loop Alternative** - A one-way couplet configuration along Foothill Boulevard and Mission Boulevard between Mattox Road and Jackson Street with two one-way cross streets, eastbound Mattox Road, and westbound Grove Way.
- **CATS Loop Alternative With Frontage Road Option** - CATS Loop with a frontage road concept (as used in downtown Berkeley). **Flyway Alternative** - A "flyway" from Amador Street or Soto Road up and over Mission Boulevard, Foothill Boulevard, and 2nd Street and then up A Street to I-580 to relieve downtown traffic with on-ramps from Mission Boulevard and Fletcher Lane or Highland Boulevard and other on/off ramps.
- **4th Street Extension Alternative** - Extending 4th Street into the Hills area.
- **Foothill Lefts/No One-Ways Alternative** - More left-turn lanes off of Foothill Boulevard and remove one-way streets in downtown.
- **Redwood Street/A Street/Jackson Street Widening Alternative** - Redwood Street, A Street, and Jackson Street each widened to eight lanes.
- **Improve I-238 Alternative** - Allocate project funds to further improve I-238.
- **Traffic Signalization/Signage Alternative** - Use improved traffic signal light technology and signage to improve traffic congestion instead of roadway changes.
- **Signals, Intersections, and I-238 Truck Route Alternative** - Use spot improvements, signal synchronization, intersection alignments, and a dedicated truck route (by Alameda County) on I-238 between I-580 and I-880.
- **Traffic System Management (TSM) Alternative** - Include planned /programmed I-238 improvements and low cost traffic/transit improvements.

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- **Transit Alternative No. 1** - Include a downtown circulator, a shuttle from BART stations to California State University, and a shuttle from BART stations to Winton Avenue, Southland Drive, and Lake Chabot Road using rapid bus concepts, "eco-pass", and "class pass".
- **Grid Restoration/Foothill Boulevard Closure and Redevelopment Alternative** - Restore downtown to its original grid pattern including Foothill Boulevard closure between Mission Boulevard and C Street. Redevelop closed road area.
- **Downtown Image Improvement Alternative** - Allocate project funds to improve the image of downtown Hayward instead.
- **Traffic Pricing Reform Alternative** - Use "traffic pricing reform" to address traffic instead of roadway improvements.
- **Light Rail Alternative** - Use light rail on Mission Boulevard.
- **Watkins Square Option** - Create a public square and plaza over the Watkins Street/Jackson Street grade separation to reunite the Watkins Street/Fletcher Lane neighborhood to downtown (non-motorist friendly access).

Project Objectives Screen

Of the alternatives listed above, the following alternatives do not have the potential to meet most of the project objectives:

- **No Project Alternative**- CEQA requires consideration of a No Project Alternative. It need not meet the project objectives.
- **4th Street Extension Alternative** - Does not meet most objectives. Unlikely that this would reduce congestion in downtown or on Foothill Boulevard/Mission Boulevard.
- **Improve I-238 Alternative** - Does not meet most objectives. Would not maximize accommodation of future traffic demands and may not reduce congestion in downtown Hayward.
- **Foothill Lefts/No One-Ways Alternative** - Does not meet most objectives. Would not maximize accommodation of future traffic demands and may not reduce congestion in downtown Hayward.
- **Traffic Signalization/Signage Alternative** - Does not meet most of the objectives. Signalization and signage is presently optimized by Caltrans and thus this alternative would not maximize accommodation of future traffic demands.
- **Signals, Intersection, and I-238 Truck Route Alternative** - Does not meet most of the objectives. Would not maximize accommodation of future traffic demands within the project corridor.
- **TSM Alternative** - Could reduce congestion, accidents, and improve CSU access, but would not maximize accommodation of future traffic demands.

- **Grid Restoration/Foothill Boulevard Closure and Redevelopment Alternative** - Does not meet most objectives. Would not maximize accommodation of future traffic demands and would not reduce congestion in downtown Hayward.
- **Downtown Image Improvement Alternative** - Does not meet most objectives. Would not maximize accommodation of future traffic demands and would not reduce congestion in downtown Hayward.
- **Light Rail Alternative** - Does not meet most objectives. Would not maximize accommodation of future traffic demands, particularly for east-west movements, and may not reduce congestion in downtown Hayward.

Feasibility Screen

Of the alternatives described above that have the potential to meet most of the project objectives, the following are not considered feasible at this time. CEQA defines "feasibility" as follows: "*capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.*"

- **Hayward Bypass Alternative** - Lawsuits and court rulings make this project virtually impossible to implement and it is no longer eligible for Measure B funding.
- **Full Grade Separation with Downtown Widening Alternative** – Rejected from further consideration due to impacts on downtown businesses.
- **Flyway Alternative** - An extensive elevated roadway would require substantial right-of-way acquisition and would be costly to build. This alternative is considered economically infeasible for the City to pursue as such a project is not currently allowed by Measure B and is unlikely to be amended into Measure B.
- **Redwood Street/A Street/Jackson Street Widening Alternative** - Widening to eight lanes along the full extent of these routes would require substantial right-of-way acquisition and would be costly to build. This alternative is considered economically infeasible for the City to pursue as such a project is not currently allowed by Measure B and is unlikely to be amended into Measure B.
- **Traffic Pricing Reform Alternative** - Traffic pricing reform could substantially alter traffic patterns, transit funding, and travel behavior through such means as congestion pricing, vehicle pricing, gas taxes, etc. However, such reform can only be realistically implemented on a regional basis in an integrated planning effort involving analysis of multiple modes of travel. Such reform would likely require state and/or federal support to be effective. Thus, such an alternative is beyond the jurisdiction of the City to implement in an effective way that could actually produce local traffic/travel benefits. Therefore, this alternative is considered infeasible.

Impact Avoidance/Reduction Screen

Of the alternatives described that have the potential to meet most of the project objectives and that are considered feasible, the following alternatives would avoid or substantially reduce one or more potentially significant impacts of the proposed project; however they were not analyzed in the EIR for the reasons indicated.

- **Full Grade Separation with Downtown Widening Alternative** - Would avoid impacts of the mini-loop, but worsen right-of-way impacts.
- **CATS Loop Alternative** - Would avoid making A Street one-way, but lacks east-west connections that may significantly impact access to properties on Mission and Foothill Boulevards and may result in cut-through traffic on existing residential neighborhoods. However, many essential features have been analyzed under the Expanded Loop Alternative.

DUE TO THE LENGTH OR COLOR OF THE REFERENCED EXHIBITS, THEY HAVE BEEN ATTACHED AS SEPARATE LINKS.