

Route 238 Bypass Land Use Study



*Draft
Program Environmental Impact Report*

SCH# 2008072066

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1.1 Introduction

This chapter consists of a summary of the proposed Project, a list of environmental issues to be resolved and a summary identification of each environmental impact and associated mitigation measure.

A discussion of the applicability of the California Environmental Quality Act (CEQA) and implementing Guidelines to the proposed Project is outlined in Chapter 2. Chapter 3 contains a detailed discussion of the proposed Project, which is three Land Use Alternatives for the Project area. Chapter 4 includes a thorough analysis of Project impacts and mitigation measures. Chapter 5 describes the No Project Alternative. Chapter 6 contains all other CEQA-mandated sections. Finally, Chapter 7 includes the names of the DEIR preparers, individuals and agencies contacted in the preparation of this document and references. Appendices are included as Chapter 8.

1.2 Summary of Project Description

The Project area comprises a large number of vacant and developed parcels totaling approximately 355 acres that extend in an “arcing” north-south direction from the east side of Foothill Boulevard just south of I-580 freeway in the north, to Industrial Boulevard in the south. Some, but not all properties are contiguous to each other.

Properties in the Project area were acquired by Caltrans as right-of-way for the planned Route 238 Bypass Freeway. This freeway project is no longer being pursued and this Land Use Study is being undertaken to guide future planning of these properties in the absence of the freeway. A majority of properties (over 90 percent) are within the City of Hayward, although some properties in the northerly portion of the Project area are in the unincorporated portion of Alameda County.

The Route 238 Bypass Land Use Study proposes three alternatives to guide the long-term, future potential development and redevelopment for properties within the Project area. An overall circulation pattern for the Project area is also provided, linked to the various alternative scenarios. Each of the Alternatives includes a different land use pattern, including various types and densities of residential uses, commercial and office uses, open spaces and public/quasi-public uses.

Features common to all three Alternatives include proposing Public and Quasi-Public land use designations for freeway right-of-way lands just south of the I-580 freeway and east of Foothill Boulevard, providing an interconnected public trail throughout the entire Project area, indicating a secondary new access via a new roadway to/from the Carlos Bee quarry, providing an open space corridor on both sides of San Lorenzo Creek, generally located on the north side of A Street, providing an open space corridor along both sides of Dobbel Creek, located south and

west of Highland Boulevard and north of the Carlos Bee quarry and proposing a park and open space area on a large, steep parcel located south and west of Harder Road.

Alternative A represents the highest intensity land use of the three Alternatives. It includes a mix of medium and higher density housing on flatter properties adjacent to or near Foothill Boulevard, E Street, Second Street, Carlos Bee Boulevard, Tennyson Avenue and along Mission Boulevard. General Commercial sites would be located along other portions of Foothill and Mission Boulevards, with lower density residential and parks and open space uses assigned to steeper properties more remote from major access roads. Also, based on direction from the Hayward City Council, Alternative A includes a new General Plan land use designation to accommodate a proposed high-density mixed use, transit-reliant conceptual development that minimizes reliance on the automobile, called “Quarry Village,” at the Carlos Bee quarry site. That new designation is entitled, “Sustainable Mixed Use” and requires residential densities of 27-55 units per net acre.

At buildout, this Alternative would allow up to 234,872 square feet of commercial and office use, a range of 2,222 to 4,450 dwellings mostly at low density, detached housing types, approximately 22.9 acres of public and quasi-public land uses, approximately 74.8 acres of limited open space and approximately 27.5 acres of parks and recreation open space uses. This Alternative is based primarily on a market and fiscal analysis prepared by the City’s fiscal consultant for the Project, Strategic Economics, Inc., dated February 15, 2008.

Alternative B includes the lowest land use intensity of the three Alternatives, based on input received primarily during community meetings in February of 2008. Additional input was received at a community meeting on June 18, 2008. Land uses would include lower overall density, primarily Limited Medium Density Residential (8.7-12.0 units per net acre) and more parks and open space on steeper properties. Land uses near the South Hayward BART station would include higher density residential development, commercial development and parks. As part of the June community meeting, a new General Plan land use designation is identified for lands to the northeast of the A and Fourth Streets intersection, entitled “Preservation Park.” The “Preservation Park” designation is proposed as a land use that is designed to accommodate relocation of historic structures that are required to be removed as part of other developments.

Alternative B would provide for up to 219,920 square feet of commercial and office land use, a mid-range development potential of 1,182 dwellings, with a dwelling unit range of between 874 to 1,615 dwellings, primarily higher density, attached types, approximately 23.5 acres of public and quasi-public land use, approximately 102.2 acres of limited open space and approximately 49.06 acres of parks and recreation open space.

Alternative C is based on input from local and State regulatory agencies, including Alameda County, and existing City of Hayward General Plan and applicable Neighborhood Plan policies. This Alternative would maximize land use density and intensity on the properties comprising the Project area and would include General Commercial and Medium Density Residential (8.7-17.4 units per net acre) designations along Foothill Boulevard, Medium Density Residential (8.7-12.0 units per net acre) designations along A Street, B Street, Carlos

Bee Boulevard, Tennyson Road and adjacent to Mission Boulevard near the South Hayward BART station. Properties interior from major roads and located on steeper properties would be designed for Low and Limited Medium Density Residential (up to 12.0 units per net acre) designations, and Parks and Open Space designations. Unlike the other two Alternatives, Alternative C includes designations for unincorporated lands that reflect recommendations of the County's Eden Area and Castro Valley Draft General Plans, which are anticipated to be adopted in 2009

Land uses proposed as part of Alternative C at buildout would include approximately 245,653 square feet of commercial and office land use, a range of 1,497 to 2,903 dwellings with a mix of Residential Estate (less than 1.0 unit per net acre), Low (1.0-4.3 units per net acre), Medium (8.7-17.4 units per net acre) and High (17.4-34.8 units per net acre) density housing types, approximately 26 acres of public and quasi-public land uses, approximately 75.4 acres of limited open space and approximately 31.7 acres of parks and recreation open space.

1.3 Summary of Environmental Issues

As provided by the California Environmental Quality Act statutes and implementing Guidelines, the focus of this Draft EIR (DEIR) will be on those issues identified in the Initial Study and responses from other public agencies received in response to the Notice of Preparation issued by the City of Hayward (see DEIR Appendices 8.1 and 8.2). These areas of environmental concern include:

- 4.1 Aesthetics and Light and Glare
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources
- 4.5 Geology and Soils
- 4.6 Hazards and Hazardous Materials
- 4.7 Hydrology, Drainage and Water Quality
- 4.8 Land Use and Planning
- 4.9 Noise
- 4.10 Population and Housing
- 4.11 Public Services and Utilities
- 4.12 Transportation and Circulation
- 4.13 Parks and Schools

1.4 Summary of Impacts and Mitigation Measures

Each potentially significant impact and associated mitigation measure (if required) identified in this DEIR is summarized in Table 1.1 on the following pages. The summary chart has been organized to correspond with the more detailed impact and mitigation measure discussions found in Chapter 4. Table 1.1 is arranged in three columns. The first column identifies supplemental environmental impacts by topic area and level of impact (i.e. significant impact, less-than-significant impact or no impact) prior to implementation of any mitigation measures. The second column includes mitigation measures. The third column identifies the level of significance after implementation of each mitigation measure.

For a complete description of the environmental setting, summary of impacts from previous EIRs, supplemental impacts associated with this proposed Project and supplemental mitigation measures, refer to Chapter 4 of this DEIR.

1.5 Summary of Alternatives

Chapter 4 analyzes three alternative land use scenarios for the Project area as described above; however, Chapter 5 also discusses the No Project Alternative.

1.6 Areas of Known Controversy

There are known areas of major environmental controversy with the proposed Project.

1.0 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1.1, below, summarizes the environmental impacts and mitigation measures which are discussed in detail in the remainder of this Draft Environmental Impact Report.

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
4.1-1	<p><u>Aesthetics/Views, scenic resources, landforms and visual character.</u> Implementation of any of the three Alternatives would impact existing views, scenic resources and the scenic character of the Project area by allowing development on properties that are currently vacant or underdeveloped. Existing natural hillsides would be converted to dwellings, roads or other non-open space areas with associated grading and reconturing of the existing topography and loss of trees and other native vegetation. Development that could be allowed in the Project area would be visible from adjacent major roadways and public gathering places; however, future development would be generally consistent with existing development patterns. Impacts to views, scenic resources, landform and visual character would be the greatest under Alternative A and the least under Alternative B.</p>	<p><u>Mitigation Measure 4.1-1.</u> Development projects submitted to either the City of Hayward or County of Alameda within the Project area shall be subject to design review to ensure:</p> <ul style="list-style-type: none"> a) Adherence to General Plan policies, Design Guidelines, Hillside Design Guidelines and applicable Neighborhood Plans to minimize the grading, appropriate siting of new roads and structures and planting of replacement vegetation to ensure that hillside development integrates into the existing appearance of hillside properties. b) Appropriate use of building material and colors to minimize reflection of windows and roofs to the community to the west. c) Design of future buildings within flatter portions of the Project area to include “stepping down” of taller buildings, appropriate siting of windows and balconies to maximize privacy and establishment of view corridors to 	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		nearby hills.	
4.1-2	<p><u>Aesthetics/Light and glare impacts.</u> Additional sources of light and glare would be added to the Project area under all three alternatives. New sources of lights would include street lights for new roadways, porch and yard lights for single family dwellings, balcony and deck lights in the upper levels of multi-story buildings and parking lots lights for commercial and office buildings. New light sources would be visible from vistas inside and outside the Project area.</p>	<p><u>Mitigation Measure 4.1-2.</u> Lighting Plans shall be submitted to the Alameda County Planning Department and the City of Hayward Development Services Department as part of all future development projects. Lighting Plans shall include specific measures to reduce future lighting to a less-than-significant level, including but not limited to limiting the number of intensity of lighting fixtures to the minimum required for safety and security purposes, directing lighting fixtures downward so that light and glare will be minimized, turning off unneeded lights and similar features.</p>	Less-than-significant
4.3-1	<p><u>Biological Resources/Impacts to special-status plants.</u> Potentially significant impacts would result to two special-status plant species (western leatherwood and Diablo helianthella) under all three Alternatives. Impacts would be greatest under Alternative A and C with fewer impacts likely occurring under Alternative B.</p>	<p><u>Mitigation Measure 4.3-1.</u>The following steps shall be taken to protect special-status plant species within the Project area. These steps shall be added as conditions of approval for individual development proposals for vacant or substantially vacant properties within the Project area and for any development proposal adjacent to any wetland area, creek or other body of water:</p> <ul style="list-style-type: none"> a) Rare plant surveys shall be undertaken by a qualified biologist (as approved by the City of Hayward) for all areas that are not mapped as developed or 	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>disturbed/ruderal, including riparian forest, oak woodland, non-native annual grassland, coastal scrub, and wetland areas. Surveys should focus on those species with a moderate potential to occur in the Project area, and should include protocol-level surveys in February and May of riparian areas and other suitable habitats for western leatherwood and Diablo helianthella. General protocol-level rare plant surveys are necessary in early spring (February-April), late spring (May-June), and late summer (July-September) to determine the presence or absence of any other plant species with potential to occur in undeveloped habitats of the Project area.</p> <p>b) If species are identified, development activities shall avoid these areas and appropriate buffer areas established around such species. The size and location of any buffer shall be determined by a qualified biologist.</p> <p>c) If avoidance is not feasible, as determined by the City of Hayward, rare plants or their seeds, shall be transplanted to a suitable alternative protected habitat. Such transplantation shall occur pursuant to permits and approvals from appropriate biological</p>	

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		regulatory agencies. A monitoring program shall be established to ensure that transplanted species will thrive.	
4.3-2	<p><u>Biological Resources/Impacts to special-status wildlife species.</u> Potentially significant impacts would result to several special-status wildlife species (California red-legged frog, nesting birds, bats and steelhead) under all three Alternatives. Impacts would be greatest under Alternative A and C with fewer impacts likely occurring under Alternative B.</p>	<p><u>Mitigation Measure 4.3-2a.</u> The following steps shall be taken to protect California red-legged frog species within the Project area:</p> <ul style="list-style-type: none"> a) Protocol-level surveys shall be performed in all perennial creeks, reservoirs, and deep pools of water before development occurs in or near these areas within the Project area. b) If red-legged frogs are found, development activities shall avoid these areas and appropriate buffer areas established around such species. The size and location of any buffer shall be determined by a qualified biologist. c) If avoidance is not feasible, as determined by the City of Hayward, red-legged frogs shall be relocated to a suitable alternative protected habitat. Such relocation shall occur pursuant to permits and approvals from appropriate biological regulatory agencies. A monitoring program shall be established to ensure that relocated species will thrive. 	Less-than-Significant
		<u>Mitigation Measure 4.3-2b.</u> Clearing of	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>vegetation and the initiation of construction shall be restricted to the non-breeding season between September and January of each year. If these activities cannot be done in the non-breeding season, a qualified biologist (as approved by the City of Hayward) shall perform pre-construction bird surveys within 30 days of the onset of construction or clearing of vegetation. If nesting birds are discovered in the vicinity of a development site, a buffer area shall be established around the nest(s) until the nest is vacated. The size of the buffer would be dependent on the particular species of nesting bird and shall be determined by a qualified biologist.</p>	
		<p><u>Mitigation Measure 4.3-2c.</u> Pre-construction bat surveys shall be undertaken prior to grading, tree removal or other construction occurring between November 1 and August 31 of the year. Pre-construction bat surveys shall be undertaken by a qualified biologist (as approved by the City of Hayward) involve surveying trees, rock outcrops, bridges, and buildings subject to removal or demolition for evidence of bat use (guano accumulation, or acoustic or visual detections). If evidence of bat use is found, the biologists shall conduct a minimum of three acoustic surveys between April and</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		September under appropriate conditions using an acoustic detector, to determine whether a site is occupied. If bats are found, they should be excluded from occupied roosts in the presence of a qualified biologist during the fall prior to construction.	
		<p><u>Mitigation Measure 4.3-2d.</u></p> <p>a) The Stormwater Pollution Prevention Plan prepared for individual development projects shall include specific measures to avoid sedimentation in San Lorenzo Creek and its tributaries.</p> <p>b) A riparian corridor shall be created and preserved around San Lorenzo Creek to minimize impacts to steelhead. The precise location, width and activities within such corridors shall be approved by a qualified biologist approved by the City of Hayward.</p>	Less-than-Significant
4.3-3	<p><u>Biological Resources/Impacts to wetlands and other waters.</u> Development activities on properties within the Project area could have potentially significant direct and indirect impacts on jurisdictional wetlands and other waters of the United States under each of the Alternatives. Direct impacts would include grading and other disturbances of wetlands and indirect impacts</p>	<p><u>Mitigation Measure 4.3-3.</u> The following steps shall be taken to protect wetlands and other waters of the U.S.</p> <p>a) The amendment to the Hayward General Plan shall include a policy or policies requiring retention of appropriate riparian and wildlife corridors adjacent to major creeks that flow through the</p>	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
	<p>would include flows of polluted stormwater runoff into wetlands and other waters.</p>	<p>Project area. The width of corridors shall be based on site-specific biological assessments of each creek.</p> <p>b) In order to ensure that all jurisdictional wetlands and other waters are identified, formal jurisdictional delineations of wetlands and other waters shall be conducted on a project specific basis as part of the normal environmental review process for specific development projects. Jurisdictional delineations should follow the methodology set forth in the 1987 <i>U.S. Army Corps of Engineers Wetlands Delineation Manual</i> and should be submitted to the Corps for verification prior to project development.</p> <p>c) Future development proposals within the Project area should avoid development on and impacts on identified wetlands and other waters.</p> <p>d) If avoidance of wetlands or other waters is not possible, then impacts should be minimized to the maximum extent that is practicable. If impacts to wetlands or other waters cannot be minimized and are unavoidable, these impacts should be compensated for by developing and implementing a comprehensive mitigation plan,</p>	

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>acceptable to the Corps, CDFG, and RWQCB to offset these losses. It is recommended that mitigation be conducted within the Project area. If this is not possible, then an off-site mitigation area should be selected that is as close to the Project area as possible and acceptable to the resource agencies. Necessary state and federal permits shall be obtained prior to any work within or in close proximity to wetlands or other waters of the U.S.</p>	
4.3-4	<p><u>Biological Resources/Impacts to tree resources.</u> Development activities within the Project area could result in loss of heritage and non-heritage trees. Loss of heritage trees would be a violation of the City's Tree Protection Ordinance unless necessary permits are first obtained.</p>	<p><u>Mitigation Measure 4.3-4.</u> Tree surveys shall be conducted by a certified arborist on all properties proposed for development and under the jurisdiction of the tree ordinances. Impacts to trees will require removal permits pursuant to the Hayward Tree Preservation Ordinance or the Alameda County Tree Ordinance in County rights-of-way. Replacement trees shall be provided based on the replacement value of protected trees that are removed.</p>	Less-than-Significant
4.4-1	<p><u>Cultural Resources/Impacts to historic resources.</u> Future development that could be allowed under any of the Alternatives could result in removal of historic dwellings and/or other historic structures or by allowing incompatible land uses near such resources.</p>	<p><u>Mitigation Measure 4.4-1.</u> a) Specific development proposals that involve any structure older than 45 years shall be reviewed by the Hayward Planning Division to ensure consistency with the City's Historic Preservation</p>	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>Program and applicable CEQA Guideline provisions. If substantial changes to a historic resource is proposed, modifications may be required in the design of such project to ensure consistency with the Historic Preservation Program.</p> <p>b) Future construction adjacent to any identified historic structure shall be complementary to the historic structure in terms of providing appropriate setbacks, consistent design and use of colors, as determined by the Hayward Planning Division.</p>	
4.5-1	<p><u>Geology & Soils/Seismic fault rupture and fault creep.</u> A major earthquake on the Hayward Fault or other nearby faults could result in ground fault rupture within the Project area with the potential to damage or destroy existing and future dwelling units, roads, utilities and other structures constructed within the project area. The potential for damage to structures roads and utilities related to fault creep around the Hayward Fault has been determined to be significant in the General Plan EIR on a citywide basis.</p>	<p><u>Mitigation Measure 4.5-1.</u> Site-specific geologic fault investigations shall be undertaken for all new individual development projects under any of the Alternatives within the State-defined Earthquake Fault Zone. Each investigation shall include a confirmation that new habitable structures would not be placed on or within 50 feet of an active fault trace, as defined by state and local regulations. Additionally, all new dwellings, roads and utility lines shall be subject to site-specific geotechnical evaluations with a requirement that all future utility lines that cross faults be fitted with shut-off valves. Implementation of these evaluations shall</p>	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>be required to ensure consistency with the Uniform Building Code and all other applicable seismic safety requirements.</p>	
<p>4.5-2</p>	<p><u>Geology & Soils/Seismic ground shaking.</u> During a major earthquake along a segment of the Hayward Fault or one of the other nearby faults, moderate to strong ground shaking can be expected to occur within the Project area. Strong shaking during an earthquake could result in damage to buildings, roads, utility lines and other structures with associated risk to residents, employees and visitors in the area.</p>	<p><u>Mitigation Measure 4.7-1.</u> Site-specific geotechnical investigations shall be required for each building or group of buildings (such as in a subdivision), roads and utility lines constructed in the Project area. Investigations shall be completed by a geotechnical engineer registered in California or equivalent as approved by the City. Design and construction of structures shall be in accordance with the recommendations contained in the reports. Generally, such recommendations will address compaction of foundation soils, construction types of foundations and similar items. Implementation of these evaluations shall be required to ensure consistency with the California Building Code and all other applicable seismic safety requirements.</p>	<p>Less-than-Significant</p>
<p>4.5-3</p>	<p><u>Geology & Soils/Ground failure and landslides.</u> Damage to structures and other improvements within the Project area could occur from landslides and seismically induced ground failure, resulting in damage to improvements and harm to project area residents and visitors.</p>	<p><u>Mitigation Measure 4.5-3.</u> Site-specific geotechnical investigations required as part of Mitigation Measure 4.5-2 shall also address the potential for landslides, including seismically induced landslides and include specific design and construction recommendations to reduce</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		landslides and other seismic ground failure hazards to less-than-significant levels. Recommendations included within site-specific geotechnical investigations shall be incorporated into individual grading and building plans for future development.	
4.6-1	<u>Hazards/Demolition and hazardous air emissions.</u> Demolition and deconstruction of existing buildings, utility facilities and other older structures could release hazardous and potentially hazardous material into the atmosphere including asbestos containing materials, lead-based paints and other hazardous substances, potentially resulting in health hazards to construction employees and local visitors and residents. There is also a potential for naturally occurring asbestos within the portions of the project area east of Mission Boulevard and south of Tennyson Road.	<u>Mitigation Measure 4.6-1a.</u> Prior to commencement of demolition or deconstruction activities within the project area, project developers shall contact the Alameda County Environmental Health Department, Bay Area Air Quality Management District, Department of Toxic Substances Control and the Hazardous Materials Division of the Hayward Fire Department, for required site clearances, necessary permits and facility closure with regard to demolition and deconstruction and removal of hazardous material from the site. All work shall be performed by licensed contractors in accord with State and Federal OSHA standards. Worker safety plans shall be included for all demolition or deconstruction plans.	Less-than-Significant
		<u>Mitigation Measure 4.6-1b.</u> Prior to commencement of grading activities within the project area, project developers shall	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>conduct investigations by qualified hazardous material consultants to determine the presence or absence of asbestos containing material in the soil. If such material is identified that meets actionable levels from applicable regulatory agencies, a remediation plan shall be prepared to remediate any hazards to acceptable levels, including methods of removal and disposal of hazardous material, worker safety plans and obtaining necessary approvals and clearances from appropriate regulatory agencies, including but not limited to the Hayward Fire Department, Department of Toxic and Substances Control and Bay Area Air Quality Management District.</p>	
<p>4.6-2</p>	<p><u>Hazards/Potential soil and groundwater contamination.</u> Development and redevelopment of the properties in the project area could uncover deposits of petroleum products, underground tanks and other substances that could contaminate soil and/or groundwater. Contamination impacts would be greatest under Alternative A with the least impact associated with Alternative B.</p>	<p><u>Mitigation Measure 4.6-2. Prior to approval of building or demolition permits, project developer(s) shall prepare a Phase I environmental site analysis and, if warranted by such analysis as determined by the Hazardous Materials section of the Hayward Fire Department or other regulatory agency, a Phase II environmental site analysis shall also be conducted.</u> Recommendations included in the Phase II analysis for remediation of hazardous conditions shall be followed, including</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>contact with appropriate regulatory agencies to obtain necessary permits and clearances. No construction (including grading) shall be allowed on a contaminated site until written clearances are obtained from appropriate regulatory agencies.</p>	
<p>4.7-1</p>	<p><u>Hydrology/Drainage impacts.</u> Construction of land uses under all of the Land Use Alternatives would increase the amount of stormwater leaving the Project area that would impact the ability of downstream local and regional drainage facilities to safely accommodate increased amounts of stormwater resulting in localized flooding.</p>	<p><u>Mitigation Measure 4.7-1.</u> Site-specific drainage plans shall be prepared for all future construction within the Project area prior to approval of a grading permit, or a building permit in the event a grading permit is not required. Each report shall include a summary of existing (pre-project) drainage flows from the project site, anticipated increases in the amount and rate of stormwater flows from the site and an analysis of the ability of downstream facilities to accommodate peak flow increases. The analysis shall also include a summary of new or improved drainage facilities needed to accommodate stormwater increases. Each drainage plan shall be reviewed and approved by the Hayward Public Works Department staff and Alameda County Flood Control and Water Conservation District staff prior to approval of a grading or building permit.</p>	<p>Less-than-Significant</p>
<p>4.7-2</p>	<p><u>Hydrology/Flooding Impacts.</u> Construction of</p>	<p><u>Mitigation Measure 4.7-2.</u> Prior to</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
	<p>buildings or other improvements within that portion of the Project area within a 100-year flood hazard area could result in significant impacts to these improvements and to future residents, employees and visitors ,</p>	<p>construction within a 100-year flood hazard area, developers of site-specific projects shall either:</p> <ul style="list-style-type: none"> a) Submit a hydrology and hydraulic study prepared by a California-registered civil engineer proposing to remove the site from the 100-year flood hazard area through increasing the topographic elevation of the site or similar steps to minimize flood hazards. The study shall demonstrate that flood waters would not be increased on any surrounding sites, to the satisfaction of City staff. b) Comply with Section 9-4.110, General Construction Standards, of the Hayward Municipal Code, which establishes minimum health and safety standards for construction in a flood hazard area. c) Apply to the City for a Conditional Letter of Map Revision (CLOMR) to remove the site from the FEMA Flood Insurance Rate Map 100-year flood hazard area. 	
<p>4.9-1</p>	<p><u>Noise/ Land use noise compatibility.</u> Development of residential uses under all three of the Alternatives near major noise sources could exceed local and state noise exposure standards.</p>	<p><u>Mitigation Measure 4.9-1.</u> A site-specific noise study shall be performed for future individual development proposals within the Project area adjacent to major roadways or other noise sources, as determined by the Development Services Director to determine compatibility with the existing</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>and future noise environment and applicable noise regulations. If noise levels exceed applicable standards, then noise reduction measures shall be incorporated into the project design to ensure consistency with local and state noise standards. Noise reduction measures could include but would not be limited to noise barriers and site orientation for outdoor spaces and sound rated building constructions for indoor spaces. The analysis must consider the following criteria and guidelines:</p> <ul style="list-style-type: none"> • General Plan Policies for Noise including Appendix N of the General Plan which contains Noise Guidelines for Review of New Development) • General Plan EIR Mitigation Measure 7.3: Project-Specific Noise Analysis/Abatement State Building Code, Chapter 1207 (insulation from exterior noise in new residential construction). 	
4.9-2	<p>Noise/Traffic noise impacts. Noise generated by vehicular traffic associated with future individual development projects under all Alternatives could result in exceedances of local and state noise exposure standards.</p>	<p>Mitigation Measure 4.9-2. Consistent with Mitigation Measure 7.4 of the City of Hayward General Plan Update EIR, an acoustical study shall be performed for each development proposal within the Project area under all of the Alternatives that has potential to significantly increase existing</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		<p>noise levels.</p> <p>If it is determined that a proposed development would result in a substantial increase in ambient noise levels along nearby roadways, the study shall identify and implement noise abatement measures which will reduce project-related noise effects to a level consistent with City and State standards. Such measures could include the installation of noise barriers such as berms or sound walls).</p>	
4.9-3	<p>Noise/Operational noise impacts. Noise generated by the day-to-day operation of land uses within the Project area could result in exceedances of local and state noise exposure levels. Operational noise impacts would be greatest under Alternatives A and C and less under Alternative B.</p>	<p>Mitigation Measure 4.9-3. Signalization of the South Mariposa Road/Dougherty Road intersection would improve operations to an acceptable level. Signalization would result in LOS C operations during the a.m. peak hour and LOS A operations during the p.m. peak hour.</p>	Less-than-Significant
4.9-3	<p>Noise/Operational noise impacts. Noise generated by the day-to-day operation of land uses within the Project area could result in exceedances of local and state noise exposure levels. Operational noise impacts would be greatest under Alternatives A and C and less under Alternative B.</p>	<p>Mitigation Measure 4.9-3. Consistent with Mitigation Measure 7.2 of the City of Hayward General Plan Update EIR, the City of Hayward shall review individual projects using the City’s General Plan as guidance to determine whether or not an operational noise source would generate significant noise impacts. Noise reduction measures including but not limited to setbacks, site plan revisions, operational constraints,</p>	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
		buffering, and sound insulation shall be incorporated into final development plans to reduce operational noise to a less than significant level.	
4.9-4	Noise/Construction noise impacts. Noise generated by demolition of existing improvements and construction of new dwellings within the Project area could result in short-term, temporary noise levels that would exceed City noise standards. Construction noise impacts would be greatest under Alternatives A and C and less under Alternative B.	Mitigation Measure 4.9-4. The City shall require reasonable construction practices for individual development projects within the Project area, consistent with Mitigation Measure 7.1 of the City of Hayward General Plan Update EIR. Measures should include but are not limited to the following: <ul style="list-style-type: none"> • Requiring all equipment to have mufflers and be properly maintained; • Limiting the amount of time that equipment is allowed to stand idle with a running engine; • Shielding construction activity and equipment from nearby noise sensitive uses by appropriate construction phasing, using existing buildings and structures as noise shields, construction of temporary noise barriers and similar techniques; and • Providing advance notice to nearby residents of major noise activities. 	Less-than-Significant
4.10-1	Population & Housing/Population increase. Approval of any of the Land Use Alternatives would exceed population estimates for the City of Hayward published by ABAG.	Mitigation Measure 4.10-1. The City of Hayward shall consult with ABAG to ensure that final buildout populations for the project area are included in future regional	Less-than-Significant

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
4.11-1	<p><u>Transportation and Circulation/Cumulative traffic impacts.</u> Project Alternative A would result in a three-second improvement in average delay at the intersection of Foothill Boulevard & D Street in the PM peak hour over the No Project condition under cumulative conditions. However, this intersection would operate with worse delay than under No Project Conditions in the AM peak hour, causing an increase in average delay of ten more seconds. As indicated in the <i>Route 238 Corridor Improvement Project: Final Environmental Impact Report (FEIR)</i>, further improvements to accommodate the additional traffic volumes would cause unacceptable right-of-way impacts. Thus, further mitigation of this intersection to achieve more acceptable LOS is considered to be infeasible and the impacts to LOS at the intersection of Foothill Boulevard and D Street is considered to be significant and unavoidable.</p>	<p>population projections.</p>	<p>Significant and Unavoidable</p>
4.12-1	<p><u>Public Services/Fire services.</u> Approval of the proposed Project with any of the proposed alternative concept plans would represent a significant impact to the Hayward Fire Department and Alameda County Fire Department, since the amount of future development, including both the number of dwellings and non-residential development, could not be served by existing</p>	<p><u>Mitigation Measure 4.12-1.</u> The City of Hayward and Alameda County shall prepare and adopt a mechanism to finance public safety staffing and improvements within the Project area prior to the construction of the first dwelling unit within the Project area. Such a mechanism may include a Community Facilities</p>	<p>Less-than-Significant</p>

Impact	Topic/ Impact	Mitigation Measure	Net Impact After Mitigation
	resources and facilities.	District or equivalent mechanism that will provide for adequate funding to meet City and County staffing, facility and equipment standards, as determined by each respective jurisdiction.	
4.12-2	<u>Public Services/Police services.</u> Approval of the proposed Project with any of the proposed alternative concept plans would represent a significant impact to the Hayward Fire Department and Alameda County Fire Department, since the amount of future development, including both the number of dwellings and non-residential development, could not be served by existing resources and facilities.	<u>Mitigation Measure 4.12-2.</u> Approval of the proposed Project with any of the proposed Alternatives could represent a significant impact to the Hayward Police Department and Alameda County Sheriff Department, since the amount of future development and resulting calls for service may not be adequately served by existing department resources.	Less-than-Significant

2.1 Purpose and Overview of the Environmental Review Process

This document is a program-level Draft Environmental Impact Report (to be known hereafter in this document as the DEIR), prepared pursuant to the California Environmental Quality Act of 1970 (CEQA), as amended. This DEIR describes existing environmental conditions within and adjacent to the proposed Project area within the City of Hayward. The DEIR also includes measures which could be incorporated into the Project to mitigate (lessen) anticipated environmental impacts to a level of insignificance or eliminate them entirely. Finally, this DEIR identifies and analyzes feasible alternatives to the proposed Project, cumulative impacts of this and other projects on the environment, and other mandatory elements as required by CEQA.

Responses to comments received regarding this DEIR during the public review period will be included in the Final Environmental Impact Report (FEIR). Together, the DEIR and FEIR constitute the full Environmental Impact Report (EIR) for the Project.

As provided in CEQA and implementing guidelines, public agencies are charged with the responsibility of avoiding or minimizing environmental damage to the fullest extent feasible. In fulfilling this responsibility, public agencies must balance a variety of objectives, including economic, environmental and social factors. As an informational document to local officials, governmental agencies and members of the public, the purpose of the EIR is to serve as a disclosure document, identifying potential impacts, mitigation measures and alternatives.

Approval of the EIR by the lead agency does not constitute approval of the underlying Project, in this instance, the adoption of a preferred Land Use Alternative, General Plan amendment, Zoning Ordinance amendment and other related land use entitlements.

2.2 Lead Agency

The City of Hayward is the lead agency for preparation of the EIR, as defined by Section 21067 of CEQA. This means that the City of Hayward is designated as the public agency which has the principal responsibility for approving or carrying out the proposed Project and for assessing likely environmental effects of the proposal.

Preparation of this EIR is in accord with CEQA, including all amendments thereto, and Guidelines for Implementation of the California Environmental Quality Act.

Methodologies used for determining standards of significance for each impact category analyzed in the EIR are based on CEQA Guidelines and are described in Section 4 of this DEIR. By applying appropriate significance criteria, impacts under each environmental topic have been categorized as either "significant" or "less than significant." Methods used to determine the level of significance of potential impacts vary depending on the environmental topic, as described in the individual subsections.

2.3 Program EIR

This EIR is considered as a Program EIR, in that it describes general impacts and mitigation measures for the proposed Route 238 Land Use Study land use Alternatives, including related amendments to the General Plan and Zoning Ordinance. Since implementation of the proposed Project would require approval of subsequent land use actions, including, but not limited to site plan reviews, subdivision maps, conditional use permits and other entitlements, additional environmental reviews will be required pursuant to CEQA.

Use of Program EIRs are allowed pursuant to Section 15168 of the CEQA Guidelines. The scope of environmental analysis in a Program EIR is limited to those topics that can be identified at the time the EIR is prepared without being highly speculative. It is anticipated that additional environmental review would occur as individual requests for specific land use entitlements are requested in the future. It is further envisioned that this Program EIR would be used as the basis for any further environmental analyses and documentation.

2.4 Previous Environmental Documentation

This EIR relies on the environmental setting, impacts and mitigation measures contained in the following three CEQA documents:

"Environmental Impact Report for the Hayward General Plan Update" prepared by Lamphier-Gregory in 2001 (SCH #2001072069). The EIR was certified by the Hayward City Council via adoption of Resolution No. 02-025 on March 12, 2002.

"South Hayward BART/Mission Boulevard Concept Design Plan Program Environmental Impact Report" prepared by Jerry Haag, Urban Planner (SCH #2005092093). This EIR was certified by the Hayward City Council by adoption of Resolution No. 06-09 on June 27, 2006.

"Route 238 Corridor Improvement Project Environmental Impact Report" prepared by Jones and Stokes (SCH #2005112116). This document was certified by the Hayward City Council by adoption of Resolution No. 07-165 on November 27, 2007.

These documents are hereby incorporated by reference into this DEIR and copies are available for review at the City of Hayward Development Services Department, Planning Division, 777 "B" Street, Hayward, during normal business hours.

2.5 Content and Organization of the Document

Sections 15122 through 15132 of the CEQA Guidelines describe the content requirements of EIRs. EIRs must include the information noted below. The specific sections of this document where such information is found are also noted below.

- A table of contents;
- A summary of the project's proposed actions and their consequences (Section 1.0);
- A description of the proposed project, including objectives to be achieved by the project (Section 3.0);
- Section 4.0, to include an analysis of environmental topics:

- A description of existing environmental conditions or setting;
- An analysis of the anticipated impacts on the environment should the project be built or carried out as proposed, including significance criteria;
- Feasible measures which can be taken by the proponent or the City to lessen or mitigate identified environmental impacts;
- Project alternatives, including the "no project" alternative (Sections 5.0 and 5.1);
- Significant irreversible environmental changes (Section 6.1);
- Growth inducing impacts (Section 6.2);
- Cumulative impacts, including environmental impacts of the proposed project viewed over time in conjunction with related past, present and reasonably foreseeable probable future projects whose potential impacts may compound or interrelate with the proposed project (Section 6.3); and
- Significant and unavoidable environmental impacts (Section 6.4).

2.6 Notice of Preparation and Scoping Meeting

The City of Hayward has completed a Notice of Preparation (NOP) for the proposed Project and has circulated the NOP to all Responsible Agencies, other public agencies and interested citizens as required by CEQA. The NOP included the Initial Study for this Project (also included as Appendix 8.1). Copies of the NOP and responses received by the Lead Agency during the NOP review period are included within the appendix of this document (Appendices 8.2 and 8.3).

A Scoping Meeting was held for this Project at Hayward City Hall on July 30, 2008.

3.0 Project Characteristics

3.1 Project Location and Context

Figure 3.1-1 shows the location of Hayward in relation to surrounding communities and other major features. **Figure 3.1-2** depicts the location of the proposed Project area in relationship to major community features, streets and major transportation corridors.

The Project area comprises a large number of vacant and developed parcels totaling approximately 355 acres that extend in an “arcing” north-south direction from the east side of Foothill Boulevard just south of I-580 freeway in the north, to Industrial Boulevard in the south. Some, but not all properties are contiguous to each other.

Properties in the Project area have been acquired by Caltrans as right-of-way for the planned Route 238 Bypass Freeway. This freeway project is no longer being pursued and this Land Use Study is being undertaken to guide future planning of these properties in the absence of the freeway. A majority of properties (over 90 percent) are within the City of Hayward, although some properties in the northerly portion of the Project area are in the unincorporated portion of Alameda County.

The Project area contains approximately 355 acres of land, of which approximately 80% are vacant. Approximately 240 single-family residences exist in the Area as well as a number of multi-family dwellings and commercial buildings. A number of these are vacant.

Topographically, the Project area is generally flat adjacent to major east-west roadways, such as Foothill and Mission Boulevards, transitioning to moderate to steeply sloping properties to the east. A number of perennial and annual creeks flow through the area, including San Lorenzo Creek, Castro Valley Creek, Ward Creek, and Zeile Creek

The land uses surrounding the Project area include commercial uses adjacent to Foothill and Mission Boulevards, with predominantly single-family residential neighborhoods and some mixed multi-family uses east of Foothill and Mission Boulevards. Other major uses in the area include Hayward High School between East Avenue and Second Street, Cal State University East Bay - Hayward campus at the terminus of Carlos Bee Boulevard and Harder Road, the Japanese Gardens/Little Theater complex operated by the Hayward Area Recreation and Park District at the confluence of San Lorenzo and Castro Valley creeks, two closed quarries, and open space.

3.2 Project Description

Overview

The Route 238 Bypass Land Use Study includes three alternatives to guide the long-term, future potential development and redevelopment for properties within the Project area. An overall circulation pattern for the Project area is also provided, linked to the various alternative scenarios. Each of the Alternatives includes a different land use pattern, including various types and densities of residential uses, commercial and office uses, open spaces and public/quasi-public uses.

No specific development applications for properties in the Project area have yet been submitted to the City of Hayward

Land use alternatives

Three land use alternatives are analyzed equally in the body of this DEIR. These alternatives have been chosen to explore effects of redeveloping portions of the Project area with land use types and densities on surrounding land use and circulation patterns. Consideration of the three land use alternatives also will allow decision makers maximum flexibility in selecting the optimum mix of land uses consistent with the desires of the community and other public agencies.

Features common to all three Alternatives include proposing Public and Quasi-Public land use designations for freeway right-of-way lands just south of the I-580 freeway and east of Foothill Boulevard, providing an interconnected public trail throughout the entire Project area, indicating a secondary new access via a new roadway to/from the Carlos Bee quarry, providing an open space corridor on both sides of San Lorenzo Creek, generally located on the north side of Street A, providing an open space corridor along both sides of Dobbel Creek, located south and west of Highland Boulevard and north of the Carlos Bee quarry and proposing a park and open space area on a large, steep parcel located south and west of Harder Road.

The Alternatives are summarized as follows.

Alternative A represents the highest intensity land use of the three Alternatives. It includes a mix of medium and higher density housing on flatter properties adjacent to or near Foothill Boulevard, E Street, Second Street, Carlos Bee Boulevard, Tennyson Avenue and along Mission Boulevard. General Commercial sites would be located along other portions of Foothill and Mission Boulevards, with lower density residential and parks and open space uses assigned to steeper properties more remote from major access roads. Also, based on direction from the Hayward City Council, Alternative A includes a new General Plan land use designation to accommodate a proposed high-density mixed use, transit-reliant conceptual development that minimizes reliance on the automobile, called “Quarry Village,” at the Carlos Bee quarry site. That new designation is entitled, “Sustainable Mixed Use” and requires residential densities of 27-55 units per net acre. The land uses and development potential for Alternative A are depicted on **Figure 3.1-3**.

At buildout, this Alternative would allow up to 234,872 square feet of commercial and office use, a range of 2,222 to 4,450 dwellings mostly at low density detached housing types, approximately 22.9 acres of public and quasi-public land uses, approximately 74.8 acres of limited open space and approximately 27.5 acres of parks and recreation open space uses. The EIR will assess impacts associated with potential development at the mid-range of the residential density ranges for all three Alternatives. This Alternative is based primarily on a market and fiscal analysis prepared by the City's fiscal consultant for the Project, Strategic Economics, Inc., dated February 15, 2008.

Alternative B includes the lowest land use intensity of the three Alternatives, based on input received primarily during community meetings in February of 2008. Additional input was received at a community meeting on June 18, 2008. Land uses would include lower overall density, primarily Limited Medium Density Residential (8.7-12.0 units per net acre), and more parks and open space on steeper properties. Land uses near the South Hayward BART station would include higher density residential development, commercial development and parks. As part of the June community meeting, a new General Plan land use designation is identified for lands to the northeast of the A and Fourth Streets intersection, entitled "Preservation Park." The "Preservation Park" designation is proposed as a land use that is designed to accommodate relocation of historic structures that are required to be removed as part of other developments. **Figure 3.1-4** shows land uses and development potential associated with Alternative B.

Alternative B would provide for up to 219,920 square feet of commercial and office land use, a mid-range development potential of 1,182 dwellings, with a dwelling unit range of between 874 and 1,615 dwellings, primarily higher density, attached types, approximately 23.5 acres of public and quasi-public land use, approximately 102.2 acres of limited open space and approximately 49.06 acres of parks and recreation open space.

Alternative C is based on input from local and State regulatory agencies, including Alameda County, and existing City of Hayward General Plan and applicable Neighborhood Plan policies. This Alternative would maximize land use density and intensity on the properties comprising the Project area and would include General Commercial and Medium Density Residential (8.7-17.4 units per net acre) designations along Foothill Boulevard, Medium Density Residential (8.7-12.0 units per net acre) designations along A Street, B Street, Carlos Bee Boulevard, Tennyson Road and adjacent to Mission Boulevard near the South Hayward BART station. Properties interior from major roads and located on steeper properties would be designed for Low and Limited Medium Density Residential (up to 12.0 units per net acre) designations, and Parks and Open Space designations. Unlike the other two Alternatives, Alternative C includes designations for unincorporated lands that reflect recommendations of the County's Eden Area and Castro Valley Draft General Plans, which are anticipated to be adopted in 2009.

Land uses proposed as part of Alternative C at buildout would include approximately 245,653 square feet of commercial and office land use, a range of 1,497 to 2,903 dwellings with a mix of Residential Estate (less than 1.0 unit per net acre), Low (1.0-4.3 units per net acre), Medium (8.7-17.4 units per net acre) and High (17.4-34.8 units per net acre) density housing

types, approximately 26 acres of public and quasi-public land uses, approximately 75.4 acres of limited open space and approximately 31.7 acres of parks and recreation open space.

The attached Table 3.1 compares potential build-out land use summaries for each of the Alternatives, and identifies assumptions made in determining such development potential

The Project does not include condemnation or “take” of existing dwellings. Existing dwellings will remain, unless voluntarily removed by individual property owners, or future owners of such properties in association with specific development proposals. The impacts of such removals will be assessed in the future at a project-specific level, but the EIR for this Project will assess at a program level the potential impacts of removal of potentially historic structures.

Roads and infrastructure

Portions of the Project area are served by existing roads and utility systems. Depending on the alternative concept selected by the City of Hayward, existing roads may need to be widened or modified and other transportation system improvements installed. Also, if urban uses are selected as the appropriate use for large, currently vacant parcels such as the area south of Grove Way and east of Foothill Boulevard; the site south of the intersection of 2nd Street and Walpert Street; the site northeast of Carlos Bee Boulevard at the terminus of Overlook Avenue and the site south of Harder Road and east of Holy Sepulcher cemetery, may require construction of new interior roads.

Similarly, the Project area is served by a full array of utilities, including water, sewer, electrical, natural gas and telecommunication facilities. Depending on the type and density of land uses selected for implementation by the City of Hayward, new or upgraded utilities may need to be installed within the Project area.

Phasing of development

It is anticipated that, should this Project receive necessary approvals, individual property owners within the Project area would subsequently submit applications for development entitlements to the City of Hayward. Phasing of such development requests is not known at the time this DEIR is being prepared.

Funding mechanisms

It is anticipated that the City of Hayward may undertake one or more mechanisms to assist in financing or funding capital and/or ongoing operating costs of facilities and services required to support development anticipated as part of the proposed Project.

Regulatory changes

In order to implement the selected Alternative Concept Plan, the City of Hayward would undertake the following actions to ensure consistency between the Alternative and applicable land use regulatory documents:

- General Plan Amendment. The Project includes changing existing General Plan land use designations or other land use designations, depending on which Alternative Concept Plan is selected.
- Rezoning. Rezoning of properties would also occur to ensure consistency between zoning designations and General Plan land use designations.

3.3 Project Objectives

Objectives to be achieved through the approval and development of the Project include:

- 1) To identify appropriate future land use types, densities and locations to replace the former Route 238 Bypass freeway consistent with community desires, physical and environmental constraints and public agency interests.
- 2) To provide a degree of certainty regarding future land uses for residents and businesses within and adjacent to the former Route 238 Bypass right-of-way.
- 3) To assist the City of Hayward with meeting quantified housing objectives contained in the City's Housing Element of the General Plan.
- 4) To ensure that any future development within the more visible hillside areas is implemented in an environmentally sensitive manner.
- 5) To identify and provide protection for sensitive biological resources and their habitats.
- 6) To provide economic incentives to provide missing public infrastructure improvements or upgrade older such facilities, including but not limited to roads, water, wastewater and drainage facilities.
- 7) To provide locations for new public facilities, including a future school site.
- 8) To increase local jobs and economic return to the City of Hayward.
- 9) To ensure future development provides revenue mechanisms for funding additional service demands as a result of development.

3.4 Future Actions Using This DEIR

This Draft EIR analyzes the following anticipated future actions related to the proposed Project.

- City action on the General Plan Amendment and rezonings;
- City action on future Site Plan Reviews, subdivisions and other discretionary land use entitlements to implement site-specific development projects;
- Formation of funding mechanisms.

In addition to the above approvals, the Draft EIR may also be used by state or regional agencies in their review of other permits required for the Project (e.g. CDFG Streambed Alteration Agreements, Water Quality Certification or waiver by the Regional Water Quality Control Board under the Clean Water Act).

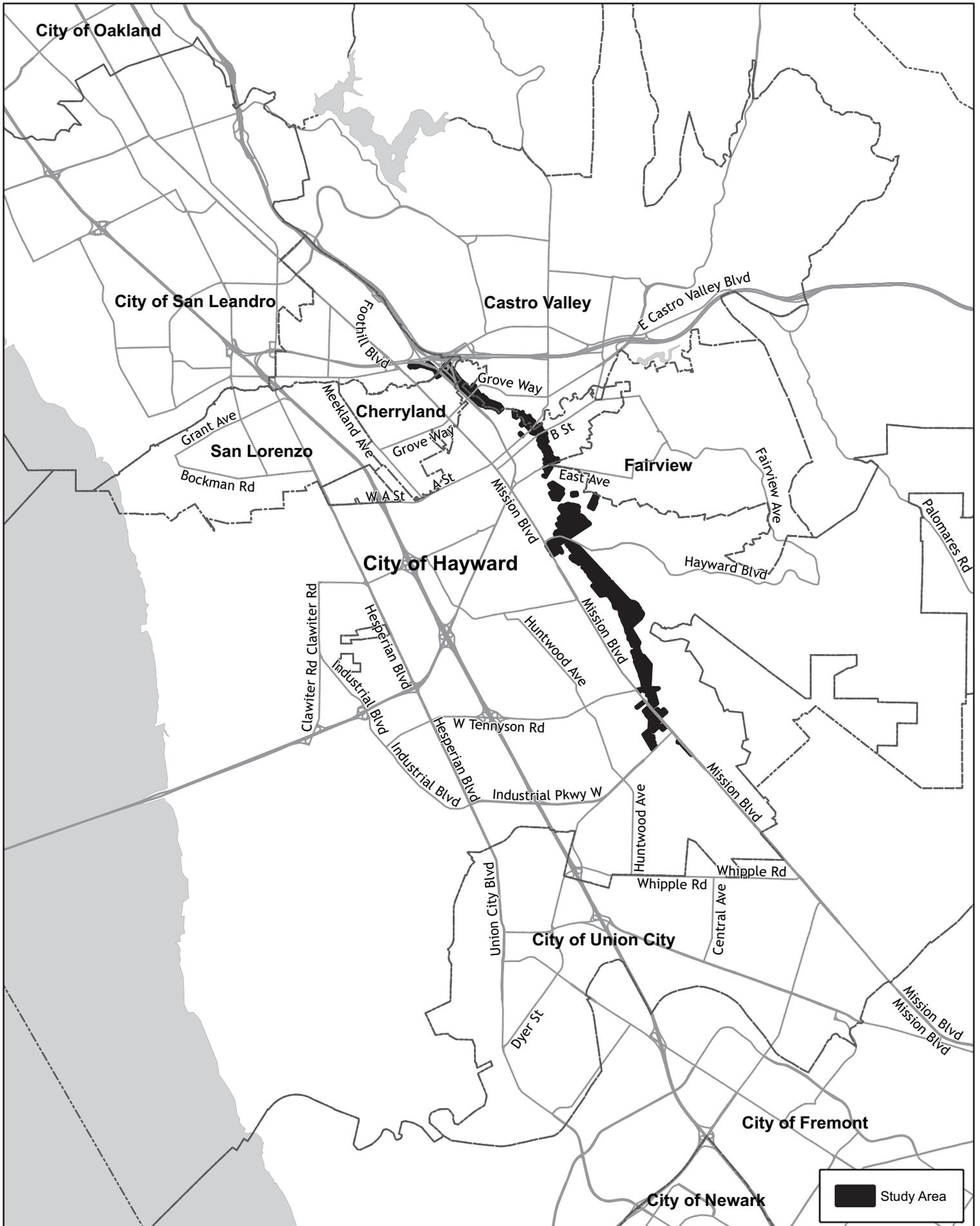


Figure 3.1-1 - Regional Location

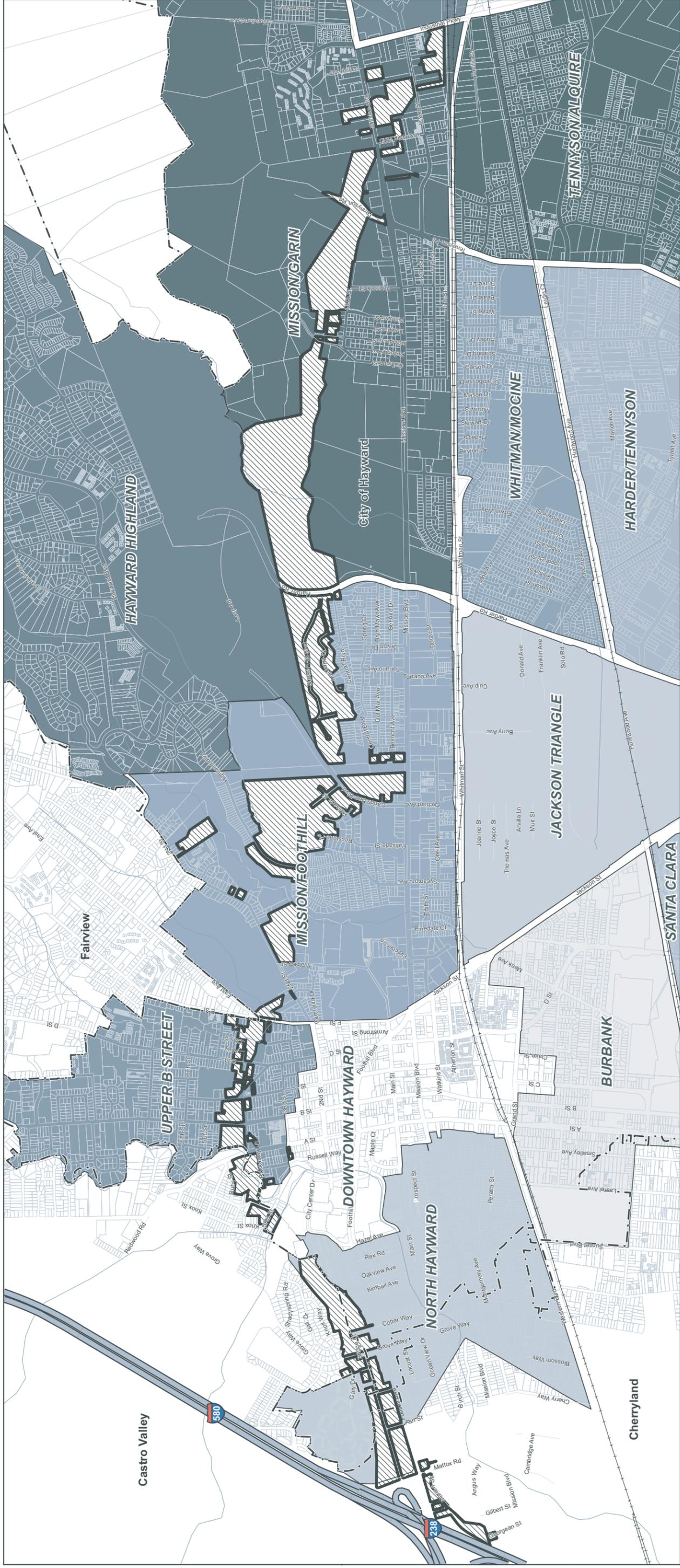
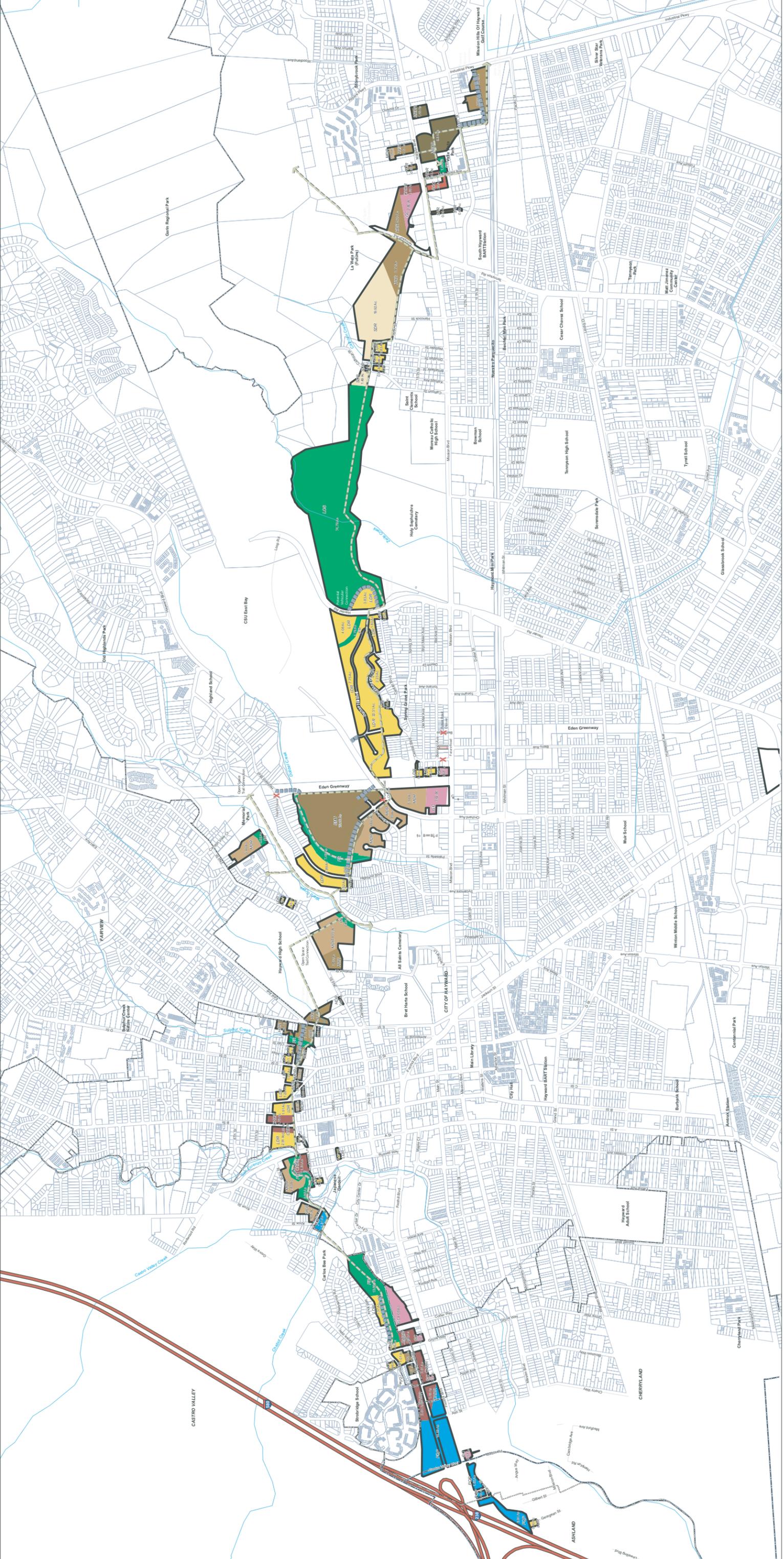


Figure 3.1-2 - Project Area Location

**CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY
Draft Environmental Impact Report**

- LEGEND**
- City Limits
 - Streams
 - Caltrans Property





**CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY**
Draft Environmental Impact Report

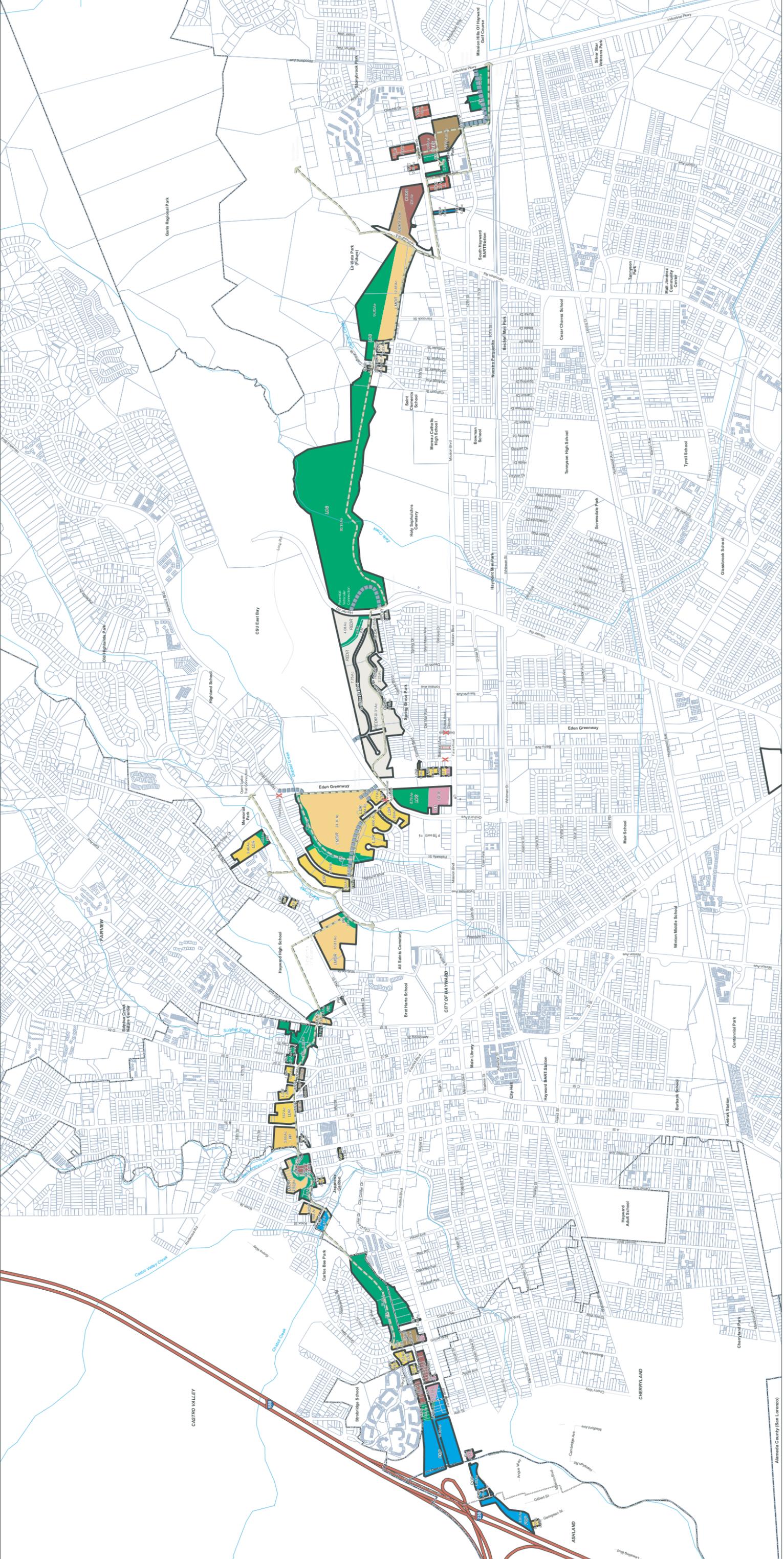
LEGEND

	Station Area Density Residential (75-100 du/ac)		Citizens Property
	Suburban Density Residential (1.0-4.3 du/ac)		Hayward Sphere of Influence
	Low Density Residential (4.3-8.7 du/ac)		City Limits
	Medium Density Residential (8.7-12.0 du/ac)		Streetcar, Transit Connection
	High Density Residential (12.0-24.4 du/ac)		Potential Transit Connection
	Sustainable Mixed Use (25.0-55.0 du/ac)		Potential Vehicular Connection
	Rural Estate Density Residential (0.2-1.0 du/ac)		Public & Quasi-Public
	Retail & Office Commercial		
	General Commercial		
	Community High Density Residential		
	Limited Open Space		
	Public & Quasi-Public		

(1) Properties within the Fair Zone are subject to the terms of the Assessor's Photo Act. A fair study may be required before property is subdivided or any new construction occurs on the site, or the property is subdivided. Potential buyers of property within the Fair Zone must be notified before a sale, a transaction may occur.

Figure 3.1-3 - Alternative A Land Uses





**CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY
Draft Environmental Impact Report**

Alameda County (San Leandro)

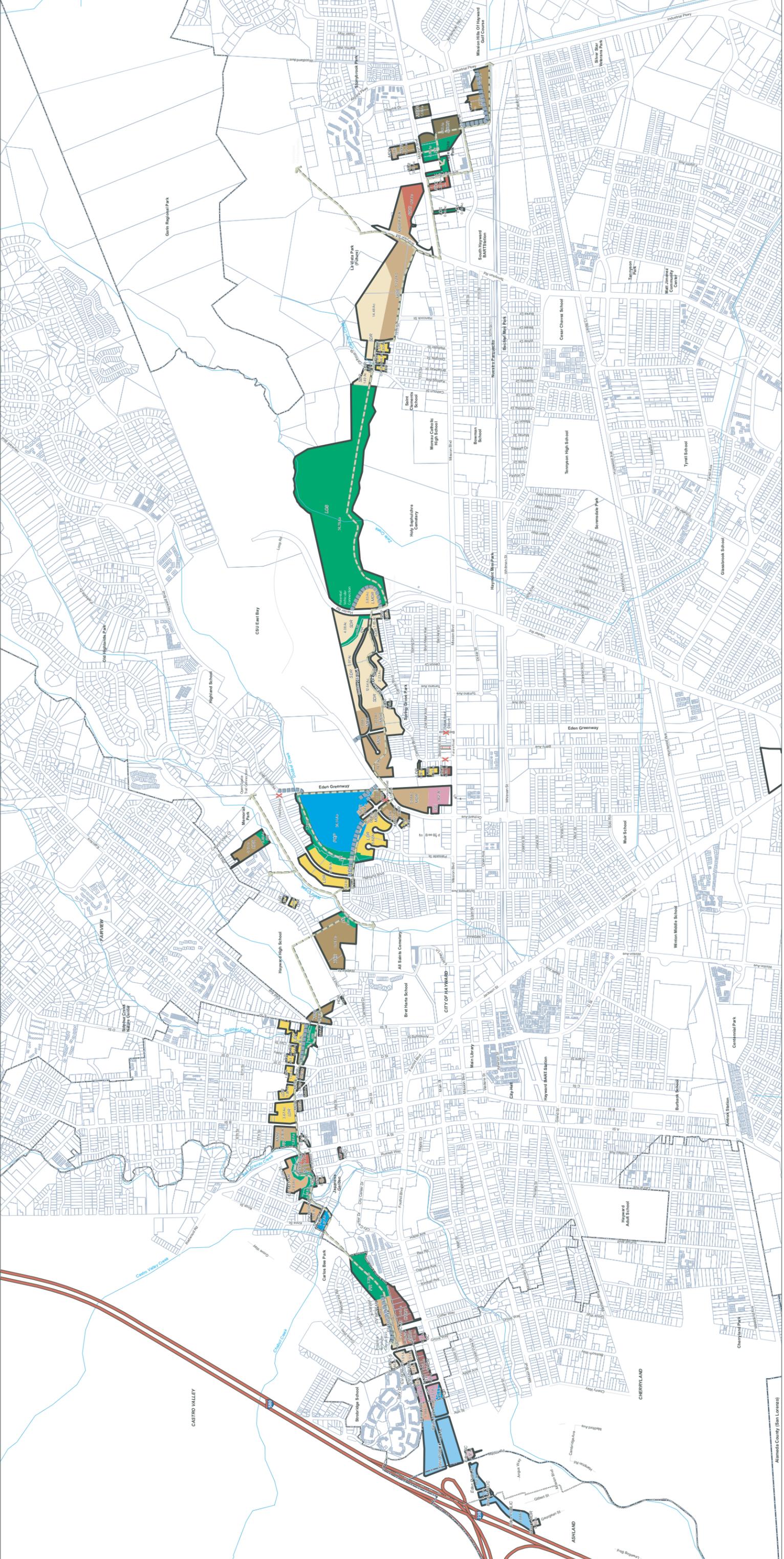
LEGEND

- Rural Estate Density Residential (0.2-1.0 du/ac)
- Suburban Density Residential (1.0-4.3 du/ac)
- Low Density Residential (4.3-8.7 du/ac)
- Preserved Park (4.3-8.7 du/ac)
- Medium Density Residential (8.7-13.0 du/ac)
- High Density Residential (17.4-34.8 du/ac)
- Mission Blvd Density Residential (34.8-55 du/ac)
- Station Area Density Residential (75-100 du/ac)
- Retail & Office Commercial
- General Commercial
- Community/High Density Residential
- Limited Open Space
- Public & Open Space
- Station Property
- Hayward Sphere of Influence
- City Limits
- School District
- Transit Station
- Potential Transit Connection
- Potential Vehicular Connection

(1) Properties within the Fault Zone are subject to the terms of the Alquist Priolo Act. A fault study may be required before property is subdivided or any new construction occurs on the site, or the property is subdivided. Potential buyers of property within the Fault Zone must be notified before a sales transaction may occur.

Figure 3.1-4 - Alternative B Land Uses





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LEGEND

- Rural Estate Density Residential (0.5-1.0 du/ac)
- Suburban Density Residential (1.0-2.3 du/ac)
- Low Density Residential (3.5-7 du/ac)
- Medium Density Residential (8.7-17.4 du/ac)
- High Density Residential (17.4-34.8 du/ac)
- Mission Blvd Density Residential (34.8-55 du/ac)
- Station Area Density Residential (75-100 du/ac)
- Retail & Office Commercial
- General Commercial
- Medium Density Residential
- Parks & Recreation
- Limited Open Space
- Public & Quasi-Public
- Edin Area General Plan
 - Low-Medium Density Residential (7-12 du/ac)
 - High Density Residential (15-30 du/ac)
 - Public & Quasi Public
- Castro Valley General Plan
 - Single Family Residential (6-8 du/ac)
 - Small Dwelling Residential (5-7 du/ac)
 - Medium Density Residential (10-20 du/ac)
 - Medium Density Residential (20-29 du/ac)
 - Neighborhood Commercial Mixed Use
- Station Property
- Hayward Sphere of Influence
- City Limits
- Open Space Trail Connection
- Potential Vehicular Connection

(1) Properties within the Fair Zone are subject to the terms of the Assiact Price-Act. A full study may be required before property is subdivided or any new construction occurs on the site, or the property is subdivided. Potential buyers of property within the Fair Zone must be notified before a sales transaction may occur.

Figure 3.1-5 - Alternative C Land Uses



Table 3.1-1 – Summary of Land Use Alternatives

Land Use Alternative A (Market Potential)

TOTAL						
Landuse	Acres	Floor Area Ratio ¹	Employment Sq. Ft.	Potential Number of Units ²		
				Low	Avg.	High
Rural Estate Density Residential	0.00	0.00	0	0	0	0
Suburban Density Residential	21.55	0.00	0	19	51	83
Low Density Residential	67.07	0.00	0	262	396	530
Limited Medium Density Residential	0.00	0.00	0	0	0	0
Medium Density Residential	33.80	0.00	0	270	398	539
High Density Residential	30.96	0.00	0	485	727	970
Sustainable Mixed Use	26.16	0.01	11,395	654	942	1,295
Mission Blvd. Density Residential	10.80	0.00	0	338	436	535
Station Area Density Residential	0.60	0.00	0	41	47	54
Commercial/High Density Residential	14.17	0.10	63,372	153	222	444
General Commercial	12.38	0.25	134,818	0	0	0
Retail & Office Commercial	1.29	0.45	25,287	0	0	0
Public & Quasi-Public	22.90	0.00	0	0	0	0
Limited Open Space	74.78	0.00	0	0	0	0
Parks & Recreation Open Space	27.46	0.00	0	0	0	0
TOTAL	343.92		234,872	2,222	3,220	4,450

NOTES:

1) Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area). The F.A.R.s for the non-residential uses were established in conjunction with the exiting market trends, retail capacity and location of the parcels.

2) Number of Units calculated on the basis of Net Acres. Net Acres are 10% less than Gross Acres to account for land utilized in providing access and utilities. Typically Net Acres are 20% less than Gross Acres, however in this project most properties are small and have established access and utilities.

Land Use Alternative B (Community Meetings)

TOTAL						
Landuse	Acres	Floor Area Ratio ¹	Employment Sq. Ft.	Potential Number of Units ²		
				Low	Avg.	High
Rural Estate Density Residential	38.64	0.00	0	7	21	35
Suburban Density Residential	2.07	0.00	0	8	12	16
Low Density Residential	35.43	0.00	0	140	211	283
Preservation Park	3.86	0.00	0	15	23	30
Limited Medium Density Residential	53.34	0.00	0	418	497	503
Medium Density Residential	5.56	0.00	0	44	60	154
High Density Residential	7.86	0.00	0	123	185	246
Mission Blvd. Density Residential	0.00	0.00	0	0	0	0
Station Area Density Residential	0.00	0.00	0	0	0	0
Commercial/High Density Residential	11.11	0.10	49,992	120	174	348
General Commercial	6.37	0.25	69,369	0	0	0
Retail & Office Commercial	5.13	0.45	100,558	0	0	0
Public & Quasi-Public	23.49	0.00	0	0	0	0
Limited Open Space	102.02	0.00	0	0	0	0
Parks & Recreation Open Space	49.06	0.00	0	0	0	0
TOTAL	343.94		219,920	874	1,182	1,615

Land Use Alternative C (Existing Policies and Public Agencies)

TOTAL						
Landuse	Acres	Floor Area Ratio ¹	Employment Sq. Ft.	Potential Number of Units ²		
				Low	Avg.	High
Eden High Density Residential	1.40	0.00	0	54	81	108
Eden General Commercial	0.57	0.25	6,207	0	0	0
Eden Public & Quasi-Public	21.01	0.00	0	0	0	0
Castro Valley Single Family Residential	0.46	0.00	0	2	3	3
Castro Valley Small Dwelling Residential	1.47	0.00	0	11	17	22
Castro Valley Low Density Multifamily Residential	1.37	0.00	0	27	30	34
Castro Valley Medium Density Multifamily Residential	8.60	0.00	0	178	197	224
Castro Valley Neighborhood Commercial Mixed-Use	0.84	0.00	2,195	13	20	26
Rural Estate Density Residential	0.00	0.00	0	0	0	0
Suburban Density Residential	43.30	0.00	0	39	103	168
Low Density Residential	28.21	0.00	0	112	169	226
Limited Medium Density Residential	3.83	0.00	0	30	36	41
Medium Density Residential	42.31	0.00	0	285	399	572
High Density Residential	29.06	0.00	0	455	683	910
Mission Blvd. Density Residential	6.58	0.00	0	206	266	326
Station Area Density Residential	0.00	0.00	0	0	0	0
Commercial/High Density Residential	7.58	0.10	34,108	82	119	237
General Commercial	6.81	0.25	74,161	0	0	0
Retail & Office Commercial	6.58	0.45	128,981	0	0	0
Public & Quasi-Public	26.03	0.00	0	0	0	0
Limited Open Space	75.38	0.00	0	0	0	0
Parks & Recreation Open Space	31.73	0.00	0	0	0	0
TOTAL	343.52		245,653	1,497	2,126	2,903

NOTE: The difference in acres between Alternative C and other alternatives is due to the addition of a road in Cluster 6.