8.0 Appendices

Appendix 8.1
Initial Study

CITY OF
HAYWARD
HEART OF THE BAY

Initial Study Checklist

pursuant to the California Environmental Quality Act

1. **Project title:** Route 238 Bypass Land Use Study

2. **Lead agency / project sponsor's name and address:** City of Hayward, 777 B Street, Hayward, CA 94541

3. **Contact person and phone number:** Sara Buizer, AICP, Senior Planner, 510-583-4191

4. **Project location and context:** 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. **Exhibit 1** shows the Project area in relation to the remainder of Hayward; **Exhibit 2** shows the parcels of land included in this Project.

5. **General Plan designation:** Various (see attached **Exhibit 3** showing existing City of Hayward General Plan land use designations.

6. **Zoning:** Various (see attached **Exhibit 4** showing existing City of Hayward Zoning classifications).

7. **Project description**: 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.

   For purposes of analysis, a Program Environmental Impact Report will be prepared to address future potential development and redevelopment of the Project area under three alternative land use scenarios/concepts as described below. It should be noted that no specific development applications for properties in the Project area have yet been submitted to the City of Hayward

   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. Buildings can be solely residential, such as townhomes, condominiums or apartments, or mixed use. This land use designation is located along major transit corridors, near transit stations or in close proximity to the University. To facilitate transit-oriented development in these areas, developments are required to meet minimum net densities and to have reduced parking requirements. Neighborhood serving retail uses are highly recommended for reduction of car trips where commercially feasible. The land uses and development potential for Alternative A are depicted on **Exhibit 5**.

At buildout, this Alternative would allow up to 264,855 square feet of commercial and office use, a range of 2,181 to 4,341 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 high end 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. **Exhibit 6** 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 1,166 dwellings, with a dwelling unit range of between 863 to 1,592 dwellings, primarily higher density, attached types, approximately 23.5 acres of public and quasi-public land use, approximately 21.9 acres of limited open space and approximately 49.3 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 by early 2009. Land uses and development potential for Alternative C are depicted on **Exhibit 7**.

Land uses proposed as part of Alternative C at buildout would include approximately 240,360 square feet of commercial and office land use, a range of 1,395 to 2,941 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 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.

The project also includes the potential for the following related actions:

a) Proposed amendments to the City of Hayward General Plan, including the General Plan Land Use Map, for certain parcels within the Project area under each scenario.
b) Amendments to the City of Hayward Zoning Ordinance to rezone parcels of land within the Project area under the selected Alternative.

8. **Existing land uses and setting**: 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.

9. **Surrounding land uses and setting**: 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.

10. **Other public agencies whose approval may be required**: U S. Army Corps of Engineers, US Fish and Wildlife Service, California Regional Water Quality Control Board, California Department

of Fish and Game, California Department of Transportation, California Transportation Commission, and the Alameda County Congestion Management Agency.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

Sara M. Buizer — Signature

7/15/08 — Date

Sara Buizer, AICP — Printed Name

Senior Planner — Title

PRELIMINARY EVALUATION OF ENVIRONMENTAL IMPACTS:

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

Discussion:

a) A number of properties within the Project area are located on knolls and hillsides above heavily traveled thoroughfares in Hayward, including but not limited to Mission and Foothill Boulevards as well as from a number of local parks, playgrounds and community gathering places. These sites include a vacant site east of Foothill Boulevard and south of Grove Way, properties on the north and south sides of Carlos Bee Boulevard and a large property south of Harder Road generally east of Mission Boulevard. Development of these visible properties under land use densities and height limits under some of the Alternatives could result in obstruction of existing views in some areas. Although appropriate design and massing can be expected to substantially reduce visual impacts of future development in most instances, impacts on scenic vistas in some areas may result in a potentially significant impact, which will be analyzed in the EIR.

b) A number of properties within the Project area contain significant scenic resources, including major stands of trees, creeks and similar features. Future development of properties under some of the proposed Alternatives could have a significant impact on these resources and will be analyzed in the EIR.

c) It is anticipated that development and/or redevelopment of some of the vacant and underutilized properties within the Project area would have a generally beneficial impact on surrounding properties and the visual character of the surrounding area by eliminating blighted conditions. However, in some instances, development that could be facilitated on currently vacant properties could degrade the visual quality of the area by eliminating scenic open spaces or blocking existing views from adjacent properties. This topic could be potentially significant and will be analyzed in the EIR.

d) Lighting associated with new development at greater intensities than currently exist could result in adverse impacts on nighttime views; however, adherence to the City's Design Guidelines, should reduce such impacts to less-than-significant levels.

In summary, the EIR will provide an analysis of visual/aesthetic impacts to the extent they can be addressed at a programmatic level.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c)Involve other changes in the existing environment that could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Discussion:

a) According to the most current California Department of Conservation, Division of Land Resource Conservation's Important Farmland Map for Alameda County (2000), no prime or unique farmland or farmland of Statewide importance exists within the Project area.

b) No Williamson Act contracts exist for land within the Project area; however, several properties located between Harder Road and Calhoun Street are designated for agricultural uses in the Hayward General Plan and are zoned for agricultural uses. Each of the Alternatives designate these properties for Limited Open Space, so there would not be a conflict with existing zoning or potential agricultural operations on these parcels and a less-than-significant impact would result.

c) There is no known Farmland within the Project area, per the map referenced above in (a).

In that the Project would have no potential to affect agricultural resources, no further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c): Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d): Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e): Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion:

a-c) On March 12, 2002, the Hayward City Council certified an EIR (SCH # 2001-072069) and adopted a new City of Hayward General Plan. Potential residential development included in the Alternatives would exceed the densities and intensity of development currently shown in the General Plan. Based on anticipated increase in residential and other development, and an associated increase in local vehicle traffic, there may be potential significant impacts resulting from this Project that may result in exceedances of Bay Area Air Quality Management District (BAAQMD) emission thresholds for project and cumulative conditions. This would include an inconsistency with the adopted Clean Air Plan. Additional development proposed under the Land Use Alternatives may also individually and cumulatively contribute to global greenhouse gas emissions. Therefore, further program-level analysis will be conducted for the EIR

d) There are several sensitive receptors within or near the study area (e.g., Cal State University East Bay, Hayward High School, Moreau Catholic High School, St. Clements School, Japanese Gardens, and others). The EIR for the 2002 General Plan Update indicates that short-term construction-related impacts might adversely impact sensitive receptors located in close proximity to such sites, particularly in regards to fine particulate matter (PM_{10}). That EIR concluded on pages 8-19 to 8-21 that strict adherence to required City dust control measures would reduce such construction-related impacts to a less-than-significant level. These measures will be required of individual developments should the Project be approved

e) Proposed commercial, residential and other land uses identified in the three Alternatives are not expected to result in the creation of odors that would impact a substantial number of people.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

a,b) Large portions of the Project area are presently vacant. Based on a Biological Resources Assessment prepared for the Area by WRA in September, 2007, the Project area has the potential to support several special-status plant species (western leatherwood and Diablo helianthella) and wildlife species (California red-legged frog, nesting birds, bats and one federally listed fish species, O. mykiss). A number of these species are associated with riparian habitats. Future development that could be facilitated under the Land Use Alternatives could impact some or all of these protected species, which would be a significant impact. This topic will be analyzed in the EIR.

c-d) Several major and minor creeks and bodies of water flow through the Project Area. Future development that could be facilitated under the proposed Alternatives could impact wetlands or other

waters of the United States and/or waters of the State. Also, since the Project area includes several large undeveloped parcels of land, future urban development that could occur pursuant to the Alternatives could impact migratory and fish migratory corridors. This would be a potentially significant impact and will be analyzed in the EIR.

e) Portions of the Project area contain significant stands of trees. Some of these properties include areas adjacent to San Lorenzo Creek, south of Grove Way east of Foothill Boulevard and north and south of Carlos Bee Boulevard. Impacts to trees would be a significant impact to be addressed in the EIR.

f) The Project area is not located within a Habitat Conservation Plan boundary or Natural Community Conservation Plan area and no impact would result with regard to this topic.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5 of the CEQA Guidelines?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5 of the CEQA Guidelines?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion:

a) Based on the previous (2000) EIR/EIS completed for the Project area by Caltrans as part of the former Foothill Freeway (Route 238) and the 2002 General Plan EIR, there is a possibility that historic dwellings and/or other structures may exist within or adjacent to the Project area. Potentially significant historic resources have been documented in the area generally north of E Street and east of Foothill Boulevard. This area contains the largest concentrations of Victorian houses in Hayward as well as other houses from other recognized historic periods.

Depending on the Land Use Alternative that may be adopted by the City of Hayward, this could be a potentially significant impact and will be evaluated in the EIR.

b-d) The certified EIR for the General Plan Update identifies known historical and archaeological resources and sites in and around the City of Hayward, along with sources consulted in researching such information. No sites that contain archaeological resources were identified within the project study area. Standard procedures for grading operations would be followed during any development projects on undeveloped sites, which require that if any such remains or resources are discovered, grading

operations are halted and the resources/remains are evaluated by a qualified professional and, if necessary, mitigation plans are formulated and implemented. These standard measures would be applied to individual development projects should the Project be approved.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault?	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems?	☐	☐	☐	☒

Discussion:

ai) The active Hayward earthquake fault is located generally west of the Project area, although the fault extends across a number of properties in the southerly portion of the Project area. The Hayward fault poses a significant hazard to the City. The fault is one of the principal seismic sources in the eastern San Francisco Bay area, and poses both a surface rupture and strong ground-shaking hazard. Considerable geological and geotechnical work has been conducted along the Hayward fault throughout Hayward over the past several decades, leading to more accurate plotting of the location of the main fault trace and knowledge of its characteristics, as well as information associated with additional active traces of the Hayward fault. Since the Hayward fault does extend through a portion of the Project area, it will be analyzed in the EIR.

aii) The severity of ground shaking at a particular site is controlled by several factors, including the distance from the earthquake source, the earthquake magnitude, and the type, thickness and condition of underlying geologic materials. Areas underlain by unconsolidated, recent alluvium and/or man-made fill have been shown to amplify the effects of strong seismic ground shaking. The presence of such deposits and the fact that the active Hayward fault is located just to the west of the Project area increase the chances that severe ground shaking will likely occur during a major seismic event, which could result in loss of life and/or property associated with the Project. However, through design and location of developments, such impacts will be reduced to levels of insignificance in accordance with specific project development review and construction through oversight and implementation of recommendations of a registered geotechnical engineer in accordance with the California Building Code and standard geotechnical practices.

aiii) As shown in Appendix L of the City of Hayward General Plan, and as reflected in the State Seismic Hazard Zone Map (Hayward Quadrangle), portions of the Project area are located in a liquefaction hazard area. Most of the high and very high hazard areas are located in western Hayward toward the bay lands. However, due to the proximity of the Hayward fault, there may be the potential for liquefaction and other types of ground failures resulting from seismic events that warrant further evaluation. However, through design and location of developments, such impacts will be reduced to levels of insignificance in accordance with specific project development review and construction through oversight and implementation of recommendations of a registered geotechnical engineer in accordance with the California Building Code and standard geotechnical practices.

aiv) Portions of the Project area are located on moderate to steep terrain, and in areas identified as a State Seismic Hazard Zone for landslides, and there could be a potential for landslides. This topic will be analyzed in the EIR.

b) Erosion control will be addressed through the established regulatory provisions of the City and regional agencies, including provisions in the City's grading ordinance, Best Management Practices, etc., which will reduce impacts associated with erosion to a less-than-significant level.

c) No such units/soils have been identified in the Project area. Additionally, specific project development review would prohibit development in such areas, should they be identified through future site-specific analyses.

d) Based on information included in the General Plan Update EIR, a portion of the Project area is mantled by clayey soils of the Clear Lake-Omni series, which are expansive soils that have a high shrink-swell potential. Such soils, when exposed to natural seasonal or man-made moisture content changes, can damage structures and other improvements and utilities. However, such impacts will be reduced to levels of insignificance in accordance with specific project development review and construction through oversight and implementation of recommendations of a registered geotechnical engineer in accordance with the California Building Code and standard geotechnical practices.

e) No impacts are anticipated since new development would be required to connect to the City's public sewer system.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) Result in a safety hazard for people residing or working within an area subject to an airport land use plan or within two miles of a public airport or public use airport?	☐	☐	☐	☒
f) Result in a safety hazard for people residing or working in the vicinity of a private air strip?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk involving wildland fires?	☐	☐	☒	☐

Discussion:

a, c) The proposed Project would facilitate land use changes to allow a reuse and possibly greater density on current vacant or underutilized properties. Proposed uses under all of the Alternatives would include residential uses as various densities and commercial uses. It is likely that some future land uses that would be facilitated under the Alternatives could allow hazardous materials. The use, handling, storage and disposal of hazardous materials associated with future uses will be reviewed on a case-by-case basis by the Hazardous Materials Bureau of the Hayward Fire Department and other regulatory agencies (as applicable) through the development review process to ensure compliance with all safety standards.

b) Demolition of older structures in the Project area could release asbestos and/or lead-based paint into

the atmosphere, materials that were commonly used for construction in the past. Potential soil and groundwater contamination impacts will be addressed at a programmatic level in the EIR. The issue of naturally occurring asbestos in the Project area and associated impacts related to additional development will also be addressed.

d) The Project area is not identified as a hazardous materials site on the State of California Department of Toxic Substances Control list as of June 5, 2008.

e,f) The Project are is located at least two miles from Hayward Executive Airport, so there would not be a significant impact with regard to this topic. There are no airstrips within or close to the project area.

g) The Project involves consideration of Land Use Alternatives that would facilitate additional development on largely vacant properties. As part of the normal and customary land use development review process, future development proposals would be reviewed and approved by the Hayward Fire and Police Departments to ensure that adequate emergency access will be provided and would not block any public rights-of-way.

h) Portions of the Project area borders an undeveloped hillside area that contains limited water supply and restricted emergency vehicle access. Strict adherence to the City's "Urban/Wildland Interface Guidelines," including development and implementation of fuel management programs, will help reduce wildland fire hazards once residential development projects are completed. Such measures are typically addressed as project conditions of approval and are required to be implemented prior to the start of construction.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☒	☐	☐	☐
e) Create or contribute runoff water which would				

exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☒	☐	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion:

a, c, f) Urban development in the Project area under all of the Alternatives would likely involve moderate to substantial grading and construction activity. Implementation of City grading and erosion control provisions, including utilizing Best Management Practices designed in accordance with applicable provisions of the Alameda County Clean Water Program NPDES permit Section C.3, limiting periods during which grading occurs, and developing stormwater pollution prevention plans (SWPPPs) would reduce such impacts to less-than-significant levels.

b) Development in the Project area that could occur under all of the Alternatives would likely result in a reduction in pervious surface area. However, several large parcels of land in the Project area would remain as open space, so that impacts relating to groundwater recharge would be less than significant. No impacts are anticipated with regard to lowering of the local water table, since imported water would be used by the City of Hayward to supply water to future uses within the Project area.

d, e) As indicated in item "a" above, development that could be facilitated under all of the proposed Alternatives may involve substantial grading, which will increase stormwater runoff and could negatively impact downstream properties. As part of the normal development review process in effect in the City of Hayward, major development projects, including those in the Project area, shall be required to develop storm drainage reports, including storm drain calculations associated with expected runoff and downstream drainage facilities, to determine adequacy of both private and public facilities (managed by the City of Hayward and the Alameda County Flood Control and Water Conservation District). Improvements to existing facilities or construction of new facilities may be required in order to mitigate any potential impacts due to inadequacies. The EIR will provide a general analysis of possible impacts associated with potential development in the Project area.

g – j) A small portion of the Project area located west of Mission Boulevard and north of Industrial is located within a 100-year flood hazard area (General Plan EIR Figure 10.1, Drainage and Flooding). This topic will be addressed in the EIR. Also, as indicated in plate 6 of Appendix L of the City's General Plan, the Project area is not located within a dam failure inundation zone, or in a tsunami inundation area.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

a) The existing land use pattern within the Project area contributes to the division of this portion of the community by allowing vacant, underutilized and/or blighted properties to remain. One of the objectives of the proposed Project is to prepare and evaluate various Alternatives to allow more appropriate land uses. Accordingly, land use Alternatives have been formulated to promote an ultimate land use pattern that would be compatible with existing uses and development patterns with existing uses. If approved, future land uses that would be facilitated by the approved land use alternative would remove the current land use division. No impact is therefore expected with regard to this topic.

b) The Project would involve changes to land use designations for certain properties in the Project area, depending on the Alternative ultimately selected by the City. This topic will be analyzed in the EIR.

c) The Project is not located in the boundary of a Habitat Conservation Plan or natural community conservation plan.

	Potentially Significant	Less Than Significant with	Less Than Significant	No Impact

	Impact	Mitigation	Impact	
X. MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site?	☐	☐	☐	☒

Discussion:

With the exception of the La Vista Quarry, which is located immediately south of the Project area, there are no known mineral resource sites within the Project area. The La Vista Quarry is no longer in operation.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. NOISE Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) Exposure of people residing or working in the project area to excessive noise levels due to location within an airport land use plan or within two miles of a public airport or public use airport?	☐	☐	☐	☒
f) Exposure of people residing or working in the project area to excessive noise levels due to location within the vicinity of a private airstrip?	☐	☐	☐	☒

Discussion:

a) Noise from vehicular traffic, particularly associated with Mission Boulevard (Route 238) and Foothill

Boulevard, represent the most significant source of noise in portions of the Project area nearest these roadways. Secondary noise sources include noise from BART trains, from collector roads within and adjacent to the Project area and from stationary noise sources. Appendix M of the City of Hayward General Plan shows existing noise exposure contours for the City, as well as noise contours projected for the year 2025, based on anticipated traffic increases. According to the discussion regarding noise in the General Plan on page 7-19 in the Conservation and Environmental Protection Chapter, noise contours along Mission Boulevard are expected to remain fairly constant. Future developments within the Project area, especially adjacent to or fronting along Mission or Foothill Boulevards may be exposed to noise levels that exceed City guidelines and standards, which will be addressed at a programmatic level in the EIR.

b) Proposed developments anticipated in the various Alternatives would consist of standard land uses (residential and commercial) that would not require unusual construction techniques, such as pile driving. Similarly, once constructed, future anticipated land uses would not generate significant vibration levels.

c) Under all of the proposed Alternatives, future development within the Project area would generate additional traffic in neighborhoods within the Project study area. This would likely increase existing ambient noise levels in portions of the Project area. This topic will be analyzed in a programmatic level in the EIR.

d) New development in the project area may involve substantial grading and construction activity, including construction of new roadways and residences. However, with proper noise reduction measures (e.g., mufflers on construction equipment and vehicles, restricted construction hours), such short-term impacts are expected to be less than significant. These noise reduction measures will be required for all future development projects within the project area as a condition of approval by the City of Hayward.

e, f) The project area is located more than two miles from the Hayward Executive Airport. There are no private airstrips in the vicinity.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion:

a) Future development under any of the proposed Alternatives would increase the number of housing units in Hayward and would represent a potentially significant impact in regard to City and regional population projections. This topic will be evaluated in the EIR.

b, c) Redevelopment of selected properties within the Project area in accordance with the land use Alternatives may result in some displacement of people and/or housing; however, these numbers are not expected to reach significant levels. If the Redevelopment Agency is involved in specific projects, replacement of housing and relocation assistance must be provided as required by law. This topic will be evaluated in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES & UTILITIES Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the following public services:				
Fire protection?	☒	☐	☐	☐
Police protection?	☒	☐	☐	☐
Schools?	☒	☐	☐	☐
Parks/Recreation?	☐	☐	☒	☐
b) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐
c) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

e) Require new or expanded water supplies from existing entitlements and resources?	☒	☐	☐	☐
f) A determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
g) Require additional landfill capacity?	☐	☐	☒	☐
h) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion:

a)

Fire protection:

The City of Hayward Fire Department provides emergency services associated with major events, including fire, floods, earthquake or hazardous material spills. The fire station nearest to the Project area is located on Huntwood Avenue just south of Tennyson Road; however, the northern and southern ends of the Project area are within reach of the Harder Road/Bishop Avenue and Mission Boulevard/Blanche Street stations, respectively. According to the General Plan Update EIR, 90% of all emergency calls result in the first Fire Department unit arriving in five minutes or less. As mentioned previously, the City has adopted Urban/Wildland Interface Guidelines that help reduce the potential for damage resulting from wildland fires. Given that the Alternatives to be analyzed would exceed development potential envisioned in the current General Plan, significant impacts related to fire protection could occur that may require new or upgraded facilities. The EIR will provide further analysis of service and response needs associated with the potential development scenarios.

Police Protection:

According to the General Plan Update EIR, the City of Hayward Police Department operates with a ratio of 1.29 sworn officers per 1,000 population, with a goal of providing 1.5 officers per 1,000 population. The potential development scenarios associated with the project may require additional or expanded police facilities. As with fire protection, the EIR will provide an analysis of police protection needs associated with proposed Alternatives.

Schools:

All of the Project area is served by the Hayward Unified School District. No new or expanded schools are anticipated under Alternatives A and B, although a quasi-public land use designation is shown in Alternative C within a portion of the Carlos Bee quarry in anticipation of a future public school site in this location. Future provision of schools to serve proposed dwellings included in the Alternatives could be a significant impact and will be addressed in the EIR.

Parks & Recreation:

The Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) provide services in or adjacent to the City of Hayward. Existing local and community parks within the Project area include: Memorial Park, located along Mission Boulevard between Second Street and Highland Boulevard; Eden Greenway, located north and south of Carlos Bee Boulevard; Spring Grove Park, located southwest of Carlos Bee Boulevard; and Valle Vista Park, located west of Dixon Street. HARD also owns and maintains the Japanese Garden, located at the terminus of North Third and Crescent Streets. Garin Regional Park, operated by the EBRPD is located east of the Project area.

Each of the three Alternatives contains park and recreation open space lands that could be developed by HARD, EBRPD or other agencies for park and recreation purposes. Alternative A includes approximately 27.5 acres of potential park land, Alternative B contains 49.3 acres and Alternative C includes approximately 31.3 acres of park lands. The City of Hayward has an adopted parkland standard of 5 acres per 1,000 population. The City of Hayward also charges in-lieu fees for each residential dwelling to assist in funding additional parkland in the community. Between the proposed park open space lands identified in the Alternatives and payment of in-lieu fees, impacts to parks is anticipated to be less-than-significant.

b) The City's existing wastewater treatment facility, which complies with the Regional Water Quality Control Board standards, will accommodate development as envisioned in the existing City General Plan. However, development anticipated in some of the Alternatives may result in significantly more dwelling units than that represented in the existing General Plan. This potential impact will be further evaluated in the EIR.

c) The EIR will provide an analysis at a programmatic level regarding such needs and resulting impacts to the physical environment associated with the development potential under each scenario. However, site-specific measures cannot be formulated until specific development projects are presented for review and analysis.

d) The EIR will provide a programmatic analysis of the potential impacts regarding stormwater drainage facilities associated with anticipated development proposed in each scenario and provide mitigation measures to minimize impacts with development in general. However, site-specific measures cannot be formulated unless and until specific development projects are presented for review and analysis.

e) The City's water supply entitlement, which is provided via the Hetch-Hetchy system, can accommodate any new development in the Project area. Therefore, no new or expanded water supplies will be needed as a result of the project. While there is a seemingly unlimited water supply, the ability to deliver that supply and any resulting impacts will need to be evaluated, including analysis in the context of the City's Urban Water Management Plan. Since each of the Alternatives contain the potential for more than 500 new dwellings units, an SB 610 Water Supply Analysis will be required.

f) The EIR will analyze current capacity to confirm the adequacy of existing treatment plant capacity. The wastewater discharge from potential development may exceed the current capacity of a portion of the City's wastewater collection system, which could require construction of new collection facilities.

g, h) County-wide solid waste management plans and facilities will be described and impacts associated with potential impacts resulting from providing, if necessary, expanded landfill capacity due to the proposed project will be assessed, along with compliance with federal, sate and local statues and regulations related to solid waste. However, it is expected that such impacts will be less than significant, due to existing landfill capacity regarding projected future development within the City, and current practices regarding solid waste disposal.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. TRANSPORTATION				

Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Discussion:

a) Analysis conducted in the EIR will assume implementation of the Route 238 Corridor Improvement project that entails improvements along the Foothill and Mission Boulevards corridor, as defined in the Final EIR adopted by the City Council on January 1, 2007. Development of urban uses pursuant to any of the three Alternatives would add additional vehicle trips to the local and regional roadway system. The 2001 General Plan Update EIR determined that regional traffic growth and roadway congestion in the Hayward planning area would be a significant and unavoidable impact, even with General Plan policies supporting non-automotive transportation modes.

The EIR for this project will analyze potential traffic impacts associated with various development scenarios envisioned by this Project at various intersections and roadway segments near the project vicinity, including:

- Foothill Blvd. and Mattox Rd.
- Foothill Blvd. & Grove Way
- Foothill Blvd. & A Street
* Foothill Blvd. & B Street
- Second Street & B Street
- Foothill Blvd. & D Street

- Mission Blvd. & Jackson-Foothill
- Mission Blvd. & Fletcher Lane
- Mission Blvd. & Highland Blvd.
- Mission Blvd. & Carlos Bee Blvd.
- Mission Blvd. & Central Blvd.
- Mission Blvd. & Berry Ave,
- Mission Blvd. & Torrano Ave.
- Mission Blvd. at Harder Rd.
- Mission Blvd. at Sorneson Rd.
- Mission Blvd. at Jefferson Street-Calhoun
- Mission Blvd. at Hancock St.
- Mission Blvd at Tennyson Rd.
- Mission Blvd at Valle Vista Ave.
- Mission Blvd. at Industrial Pkwy. West
- Dixon St. at Tennyson Rd.
- Dixon St. at Valle Vista Ave.
- Dixon St. at Industrial Pkwy. West.

b) Potential increases in vehicular traffic and associated impacts will be analyzed in the EIR in light of Alameda County Congestion Management Agency guidance for regionally significant roadways and against City of Hayward Level of Service standards for intersections as identified in subsection "a," above..

c) The Project area is located more than two miles from the Hayward Executive Airport and no impacts to air traffic patterns will occur as a result of the project.

d, e) The EIR will analyze impacts associated with these two significance criteria from a programmatic level, addressing existing standards and policies, and, if necessary, will provide mitigation measures to ensure any future development provides appropriately designed roadways and provides proper emergency access. However, specific measures addressing site-specific deficiencies will not be able to be provided until specific development proposals are submitted and reviewed by the City.

f) Parking for future individual land uses within the Project area will be required to comply with City parking standards in effect at the time such development proposals are submitted to ensure this topic will result in a less-than-significant impact.

g) The Project would not conflict with adopted City polices and programs regarding alternative forms of transportation, including those contained in the City's Bicycle Master Plan and General Plan Circulation Element. Land Use Alternatives include the extension of trails to promote non-auto transportation modes.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion:

a) As indicated in Section IV related to biological impacts, the Project area lies within a largely existing urban environment, although portions of the area are vacant and a number of major and minor stream corridors flow through the area. Based on the Biological Resources section of this Initial Study, there could be plant or wildlife special-status species, wetlands, wildlife corridors, and significant stands of trees within the Project area. This topic will be assessed on a programmatic level in the EIR

b) The City of Hayward General Plan is a long-range document that addresses desired goals and future development. The project must be determined to be consistent with existing General Plan policies and strategies and, therefore, is not expected to have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

c) The project involves an area in the City that encompasses numerous properties. Three scenarios to be analyzed envision potential development that would exceed that envisioned in the existing Hayward General Plan. Such level of development could generate cumulative significant impacts, especially when viewed in the context of other potential future developments in this portion of Hayward. Cumulative impacts will be assessed in the EIR.

d) As noted in previous sections, the proposed Project could generate environmental impacts that would cause substantial adverse effects on human beings associated with impacts resulting from development in visually sensitive areas, development at levels that could impact local air quality, impacts related to demolition of older structures that could contain hazardous materials, impacts related to new development and altered drainage courses that could effect proper drainage, noise impacts associated with new development in close proximity to Mission Boulevard and Foothill Boulevard, impacts regarding population and housing, public services and utilities and traffic as a result of a potentially substantial number of new dwelling units and non-commercial uses being constructed in accordance with three development scenarios to be analyzed in the EIR.

INITIAL STUDY PREPARERS

City of Hayward

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Jerry Haag, Environmental Consultant, City of Hayward

References

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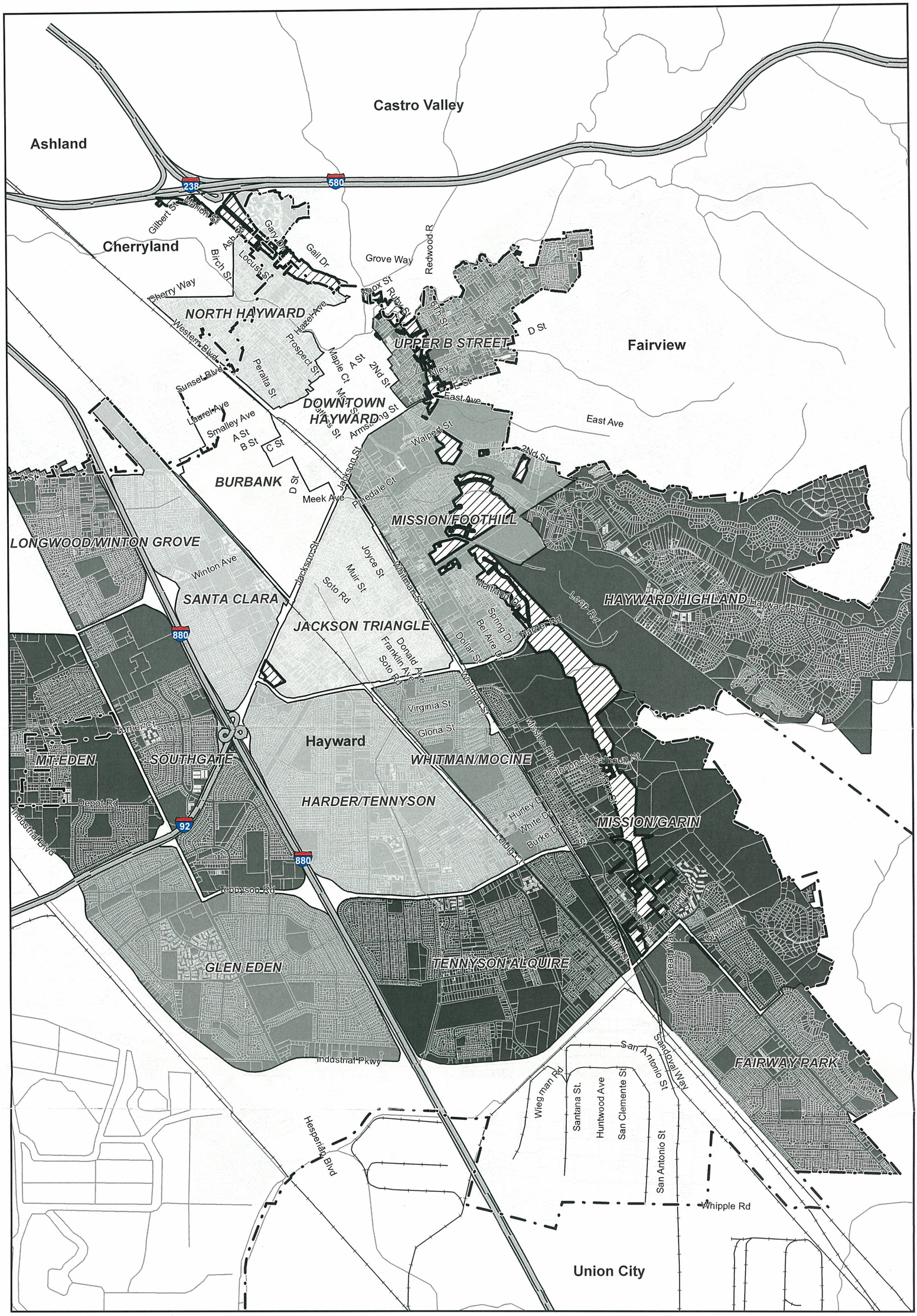
Final Environmental Impact Report for the Route 238 Corridor Improvement Project, SCH #2005112116, Jones & Stokes, October 2007

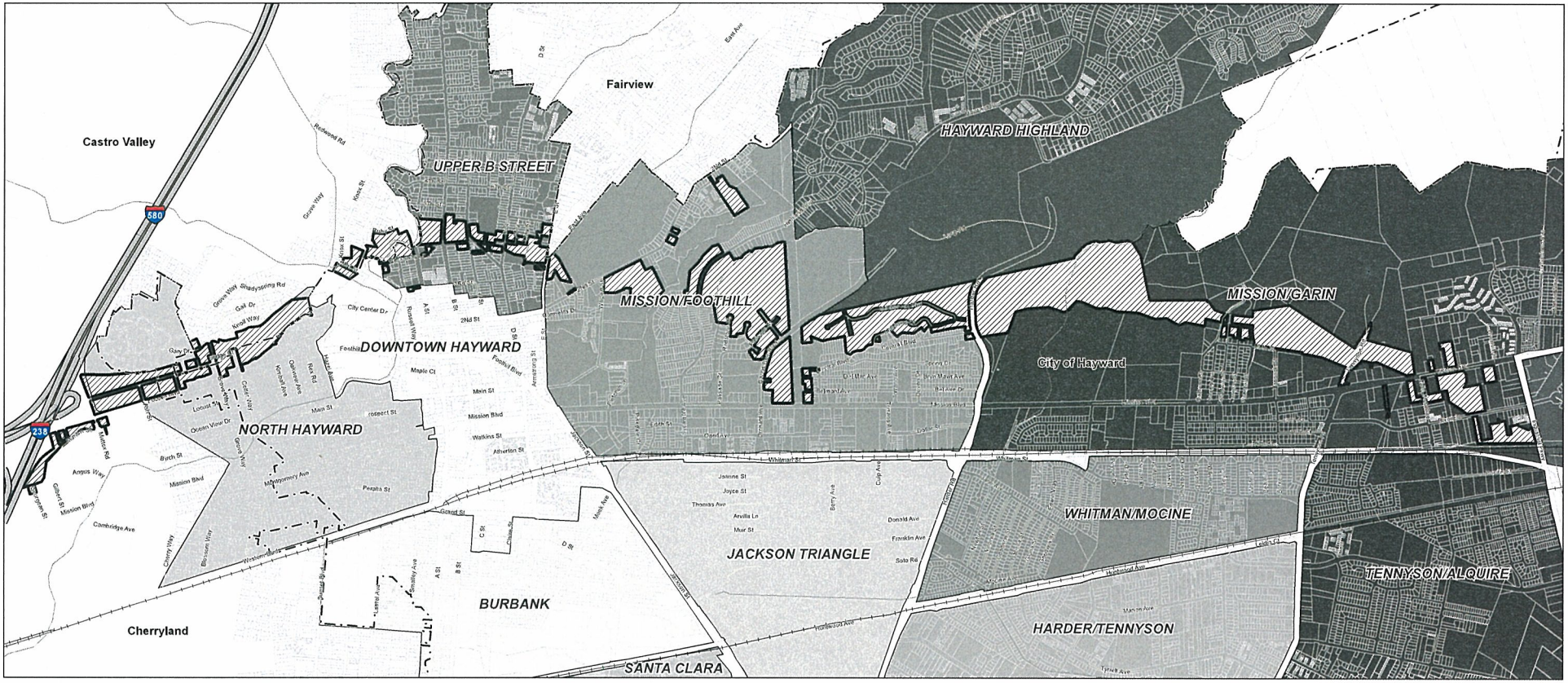


CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY
INITIAL STUDY

LEGEND
- City Limits
- Streams
- Caltrans Property

Exhibit 1
NEIGHBORHOODS

0 0.25 0.5 1 Miles



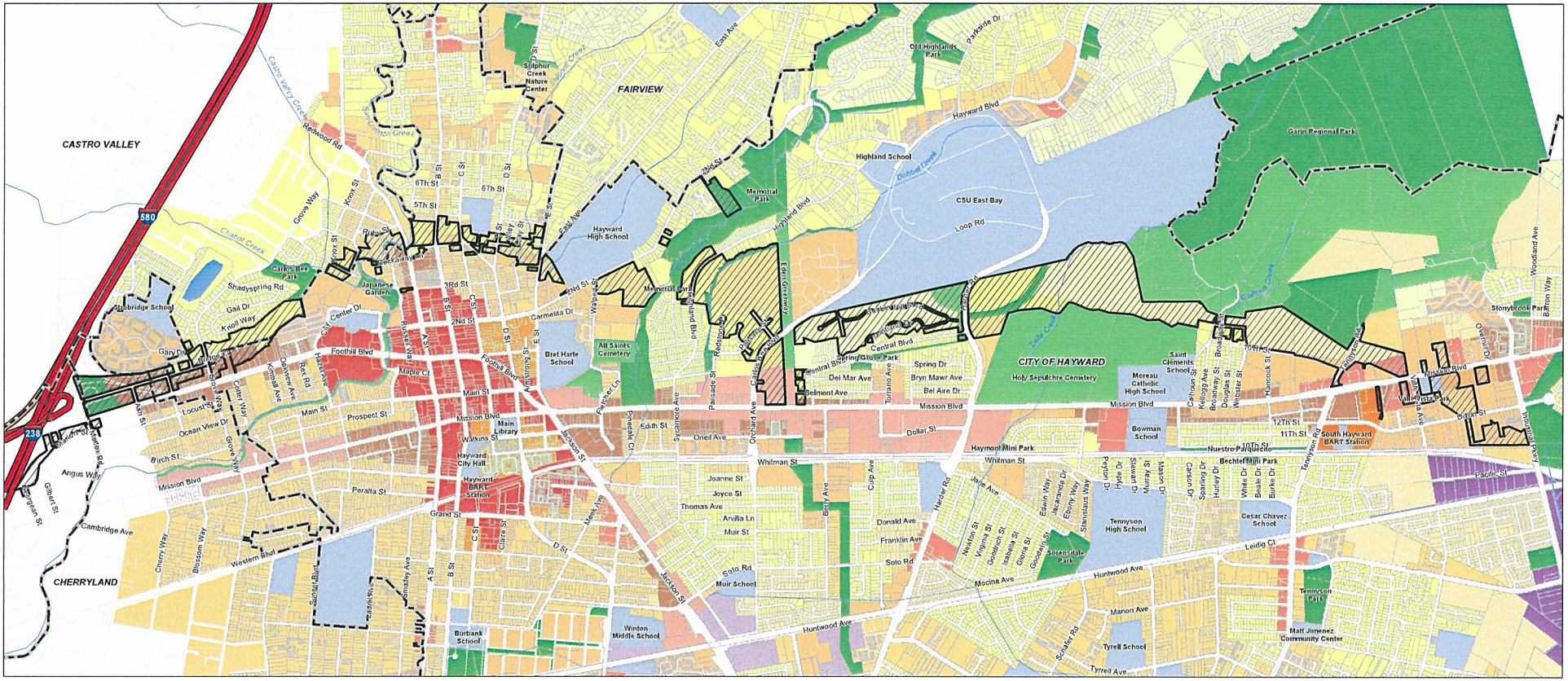
CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY
INITIAL STUDY

LEGEND

- City Limits
- Streams
- Caltrans Property

Exhibit 2
STUDY AREA PARCELS

0 0.25 0.5 Miles



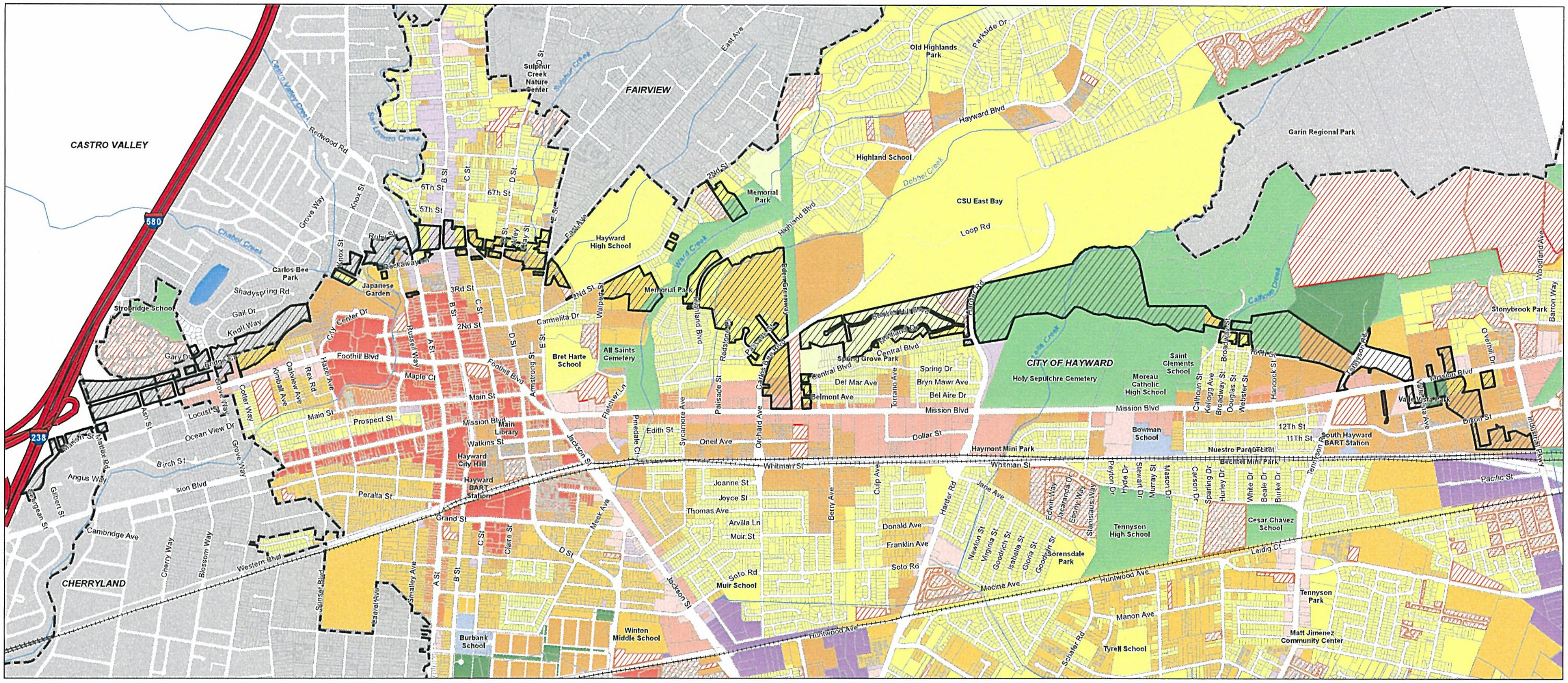
CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY
INITIAL STUDY

LEGEND

- Caltrans Property
- City Limit
- I-238 Freeway
- Streams
- Lakes
- General Commercial
- Retail and Office Commercial
- City Center - Retail and Office Commercial
- Suburban Density Residential (1-4.3 DU/Ac)
- Low Density Residential (4.3-8.7 DU/Ac)
- Limited Medium Density Residential (8.7-12 DU/Ac)
- Mobile Home Park (8.7-12 DU/Ac)
- Medium Density Residential (8.8-17.4 DU/Ac)
- High Density Residential (17.4-34.8 DU/Ac)
- Mission Boulevard Residential (34.8-55 DU/Ac)
- City Center - High Density Residential (40-110 DU/Ac)
- Station Area Residential (75-100 DU/Ac)
- Commercial/High Density Residential
- Industrial Corridor
- Mixed Industrial
- Public and Quasi-Public
- Limited Open Space
- Parks and Recreation

Exhibit 3
GENERAL PLAN

Miles
0 0,25 0,5



CITY OF HAYWARD
ROUTE 238 BYPASS LAND USE STUDY
INITIAL STUDY

LEGEND

- Rail
- Caltrans Property
- I-238 Freeway
- City Limit
- Streams
- Lakes
- Neighborhood Commercial
- Limited Access Commercial
- Commercial Retail
- General Commercial
- Central City Commercial
- Central Business
- Residential Natural Preserve
- Single Family Residential
- Medium Density Residential
- Mobile Home Park
- Mission Boulevard Residential
- High Density Residential
- Central City Residential
- Station Area Residential
- Residential Office
- Neighborhood Commercial-Residential
- Business Park
- Commercial Office
- Light Manufacturing
- Industrial
- Public Facilities
- Agriculture
- Open Space
- Alameda County
- Planned Development

Exhibit 4
ZONING

0 0.25 0.5 Miles