



August 27, 2013

Sara Buizer, AICP  
Senior Planner  
777 B Street  
Hayward, CA 94541

**SUBJECT:** Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the City of Hayward 2040 General Plan

Dear Ms. Buizer,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the City of Hayward 2040 General Plan.

The project location comprises all the land in the City's Sphere of Influence as defined by the Alameda County Local Agency Formation Commission (LAFCO), including all land within the Hayward city limits and adjacent unincorporated county land, including Garin Regional Park, open space areas east of the city, portions of San Lorenzo and Castro Valley, and the communities of Hayward Acres, Cherryland, and Fairview.

The new 2040 General Plan addresses sustainability, preservation and maintenance of distinct neighborhood characteristics, and the fostering of complementary and innovative infill and redevelopment opportunities. The 2040 General Plan also addresses new State mandates and topics relevant to the city that were not part of the 2002 General Plan, such as community health, police services, greenhouse gas emissions and climate change (AB 32 and SB 375), flood safety planning (AB 162), and complete streets (AB 1358). In addition to meeting all State content requirements, the plan takes an integrative approach to addressing the following broad topics and/or State mandates: Sustainability and Community Resiliency, Climate Action Plan (CAP) Integration, and Community Risk Reduction Strategy (CRRS) Integration.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- The City of Hayward adopted Resolution No. 92-269 on September 22, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26<sup>th</sup>, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Hayward and the Alameda CTC signed a Countywide Model Agreement on December 3, 2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

The most current version of the Alameda CTC Countywide Travel Demand Model is the August 2011 update, which incorporates the Association of Bay Area Government's Projections 2009 land use assumptions.

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include Interstate 880, Interstate 580, Interstate 238, Foothill Boulevard (SR-238)/Mission Boulevard (SR-238), East 14<sup>th</sup> Street (SR-185)/Mission Boulevard (SR-185), Jackson Street (SR-92), Hesperian Boulevard, Lewelling Boulevard, A Street, B Street, D Street, Winton Avenue, Tennyson Road, Industrial Parkway, and Whipple Road. MTS transit operators include BART, Capitol Corridor, and AC Transit.
  - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used to study impacts on roadway segments.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion of the adequacy of proposed mitigation measure criteria discussed above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service

and 3.75-15 minute headways for BART during peak hours. The DEIR should also consider the impacts of additional vehicle traffic in the Project Area on bus travel times and operations. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to implement and enhance countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at [http://www.alamedactc.org/app\\_pages/view/5275](http://www.alamedactc.org/app_pages/view/5275). The DEIR should explore whether there are synergies between implementation of proposed segments and other infrastructure improvements needed to support the 2040 General Plan build out. Implementation of these segments could help to mitigate Project vehicle traffic.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.
- The Alameda CTC has developed a number of resources and developed strong expertise in the area of Complete Streets. The Alameda CTC is available to answer questions and offer input as the City of Hayward seeks to make its Circulation Element compliant with Assembly Bill 1358.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

Handwritten signature of Matthew Bomberg in cursive script, followed by the word "for" in a smaller font.

Beth Walukas

Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

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