



**CITY OF HAYWARD
AGENDA REPORT**

Meeting Date: 06/03/04

Agenda Item: 2

TO: Planning Commission

**FROM: Dyana Anderly, AICP
Planning Manager**

- SUBJECT:**
- I. Zone Change (PL-2004-0188) – Request to Amend the Zoning District from Neighborhood Commercial (CN) to High Density Residential (RH);**
 - II. Site Plan Review (PL-2004-0191) to construct 57 Affordable Family Apartments;**
 - III. Exception (PL-2004-0192) to Reduce the Required Number of Parking Stalls from 117 to 101; and**
 - IV. To Vacate a Portion of Lafayette Street and Reconfigure Lot Lines to Create One Parcel.**

Eden Housing, Inc. (Applicant), Estate of Ross S. Rasmussen (Owner)

The project site is located at 32519, 32525 and 33527 Mission Boulevard.

RECOMMENDATION:

That the Planning Commission recommend that the City Council approve the Mitigated Negative Declaration, the zone change to High Density Residential (RH), the site plan review, the parking exception, and the Mitigation Monitoring Program; and that the Planning Commission find that the vacation of a portion of Lafayette Avenue is consistent with the General Plan.

DISCUSSION:

The applications filed by Eden Housing are intended to lead to construction of 57 affordable rental housing units. City staff has been working with the applicant in the development and financing of the proposed project.

I. Zone Change

The applicant is requesting to change the zoning of three parcels totaling 1.91 acres to RH in order to construct a 57-unit multi-family development. The site contains a former dairy, a vacant service station, as well as small retail shops (flowers, Laundromat, etc.). If rezoned, these

structures would be razed to accommodate residential development permitted in the RH District. The existing structures have no historic significance, and the site lacks mature trees of any significance. In evaluating the zone change, the Planning Commission should consider the following:

- A. *Will the requested zoning designation promote the public health, safety, convenience, and general welfare of the residents of Hayward?*

In staff's opinion, rezoning the property to RH will provide the opportunity to provide needed housing that will promote the public health, safety, convenience, and general welfare of the residents of Hayward. The need for housing is outlined in the City's Housing Element of the General Plan adopted by the City Council in October 2003.

- B. *Are streets and public facilities (existing or proposed) adequate to serve all units permitted when the property is rezoned?*

With the construction of a new upsized water main and sewer pipe by the developer, the streets and public facilities will be adequate to serve all units.

- C. *Will all uses permitted when the property is rezoned will be compatible with present and potential future uses and, further, will a beneficial effect be achieved which is not obtainable under existing regulations?*

A drive-in restaurant and a multi-family development is located to the north of the property; to the east, across Mission Boulevard, is the Chapel of the Chimes cemetery; to the south, across Lafayette Avenue, is a supermarket; and to the west, across Pulaski Drive, is a church, an apartment building and single-family dwellings constructed as part of a tract in the 1950s. Housing permitted in the RH zoning district is typically multi-story, which would serve to buffer the primarily single-family subdivision from highway noise. High-density housing would also complement existing nearby multi-family housing and provide a broader customer base for nearby retail activities.

- D. *Is the proposed zoning in conformance with all applicable, officially adopted policies and plans?*

General Plan

The *General Plan* designation for the property is "Commercial – High Density Residential." Typical uses within this category include retail or office uses. However, certain areas along major arterials that are commercially zoned but presently underutilized may be appropriate for high-density residential use. Development proposals within these areas should be evaluated in terms of compatibility with adjoining areas.

The Housing Policies and Strategies of the City's *Housing Element* of the *General Plan* include

- *“Encourage the provision of an adequate supply of housing units in a variety of housing types which accommodate the diverse housing needs of those who live or wish to live in the city.”*

The proposal meets this strategy in that RH zoning will provide the opportunity to increase the supply of sought after affordable rental housing units in Hayward.

Suggested implementing measures include:

- *“Promote development of infill housing units within existing residential neighborhoods in a variety of housing types.”*

The requested RH zoning will provide the opportunity to construct infill high-density housing units within the Fairway Park neighborhood, which is developed with primarily single-family dwelling.

- *“Encourage high-density residential development along major arterials and near major activity or transit centers.”*

The requested RH zoning will provide the opportunity to construct high-density residential development along Mission Boulevard, a major arterial.

Fairway Park Neighborhood Plan

The property lies within the Fairway Park neighborhood. One of the goals of the Fairway Park Neighborhood Plan is to *“Ensure that existing zoning and proposed development and land use patterns are compatible with the neighborhood and promote revitalization of the area.”* Strategies for fulfilling this goal include:

- *Seek community awareness of and involvement in the review of any proposed development projects which may impact neighborhood (traffic, views, etc.) through public notices, cable television, newspapers, and neighborhood groups, and send individual notices to all property owners, residents and businesses within a 300-foot radius of the project.*

Prior to submittal of the application, the applicant held two neighborhood meetings to describe the project and seek input from the community. Once the application was received by the City, public notices seeking input on the proposal were sent to residents and occupants of properties within 300 feet of the project site and to established neighborhood organizations. Notices were again sent relating to the public hearing. These notices were published in the Daily Review and displayed on the local cable TV channel.

- *For the area along Mission Boulevard just north of Lexington Avenue, consider other zoning designations as may be appropriate for the Clarendon Foods properties in conjunction with an application for rezoning to the PD (Planned Development) District.*

The project site consists of the Clarendon Foods properties. Because an apartment project is being proposed that meets the City's standards for residential development, there is no compelling reason to seek PD zoning.

- E. Do social and economic conditions indicate that the proposed zoning or development is needed at this time?*

There is a great need for affordable housing in the City of Hayward. The Regional Housing Needs Determination by the Association of Bay Area Governments (ABAG) showed that Hayward had a need for 625 units affordable to very low income households and 344 units affordable to low income households. This will be the first affordable rental housing built in the City of Hayward in ten years. The City of Hayward has a lower median family income (\$54,712) than Fremont, San Leandro, Union City and Alameda County as a whole, but it has a higher average household size (3.08) than any of these except Union City. The high average household size indicates combined with low household income shows the need for affordable rental housing with larger, three bedroom units. According to Real Facts, Inc., a real estate information firm, and the HUD very low income calculation for the Hayward area (the Oakland Metropolitan Statistical Area), the average rent for a two bedroom apartment in Hayward is at least \$150 per month more than the rent affordable for a family of three and the average three bedroom apartment is \$400 per month more than the average rent affordable for a family of four.

In making its recommendation, the Planning Commission will be doing so with the understanding that changing the zoning from CN to RH does not assure that the apartment project also being considered will be constructed, although it is the applicant's intention to do so. If changed to RH, other multi-family developments could be considered in the future should the applicant not follow through with the proposed apartment development.

II. Site Plan Review Application

The site plan review application is for the construction of four, three-story buildings to accommodate 57 dwelling units consisting of:

- 6, one-bedroom units of 600 square feet each
- 29, two-bedroom units of 800 square feet each
- 22, three-bedroom units of 1,150 square feet each
- community center space of 5,88 square feet
- laundry room
- administrative office

The community room will house a computer learning center, resident support services, library, common kitchen and program space. Resident activities and programs, such as job readiness/training, technology education, and after school and summer enrichment youth programs will be offered.

The project is arranged around a central courtyard, which would be visible from most dwelling units. A semi-depressed garage is located under the largest building, which has frontage on Mission Boulevard.

The density of the project is 31 dwelling units per acre where the RH zoning district allows up to 35 dwelling units per acre.

The project involves the acquisition and incorporation of the northern portion of Lafayette Street into the development.

Building Elevations

Plans show that the buildings are clad with board-and-batten vertical "cement board" and an asphalt shingle roof is indicated. The bulkiness of the large buildings is softened by visual penetrations to interior spaces and by the use of overhangs, indentations, and varied rooflines. The architecture is sensitive to the surrounding residential uses in that exterior elevations are attractive and there are entrances to units from both Lafayette Avenue and Pulaski Drive. As viewed from Pulaski Drive, there are no abrupt changes in height as the adjacent structure to the south is a two-story apartment building.

Staff recommends that the building materials be more interesting, using a mixture of horizontal siding to play down the vertical appearance of the building and that there be a greater use of stucco on the lower level (encompass at least the entire first floor elevations) to create more variety in building materials.

The interior elevations are more modest in appearance and could be further enhanced with the addition of balconies (which would provide private open space to other than ground-floor units) and enhanced window design, using awnings or trellises, offsets, more interesting and substantial

trim, or architectural features to separate windows. The band of upper floor windows results in an appearance of a continuous unit rather than providing visual separation and breaking up the horizontal aspects of the building, and staff recommends that this repetitiveness be modified to provide more interest. Also recommended is the inclusion of additional windows along Building C as viewed from Lafayette Avenue

As viewed from Pulaski Drive, a metal, roll-up garage door is indicated. Staff recommends that a more decorative appearing, view-penetrating material be used.

Staff's suggestions regarding design have been incorporated into the conditions of approval.

Floor Plans

Five floor plans are proposed.

Floor plan "A" is a three-bedroom, two-bath unit on one level.

Floor plan "B" is a three-bedroom, one and one-half bath unit on two levels.

Floor plan "C" is a two-bedroom, one bath unit on two levels

Floor plan "D" is a one-bedroom, one-bath unit on one level.

Floor plan "E" is a three-bedroom, two-bath unit on three levels.

The variety of unit types is intended to meet the needs of anticipated tenants.

Landscaping

Currently, there is only a 6-foot-wide sidewalk area along Mission Boulevard, which does not provide enough space for an adequately sized sidewalk and a planter area that separates the sidewalk from the heavily trafficked highway. Although not a requirement, the applicant is proposing to landscape the area next to the highway that is designated for a sidewalk and to provide a walkway within the private property. This limits the amount of landscaping possible between the walkway and the building to 15 feet, where 20 feet is typically found; however, staff believes that the proposal is the preferred solution since there will be a cumulative amount of landscaping to equal the 20 feet otherwise found between the building and the right-of-way and a safer walkway will be provided for this family-oriented residential development.

A 35-foot-deep landscaped yard area is proposed along Lafayette Avenue, which exceeds the 20-foot setback requirement. A 4-foot-high picket fence is proposed to be set back 5 feet from the inside edge of the sidewalk to provide space for shrubbery to soften the impact of the fence. The remaining 30-foot-deep yard will provide a secondary recreation area for the residents of the development, although technically it cannot be counted toward meeting the open space requirement as it constitutes a required front yard area and the noise levels exceed acceptable standards for outdoor use in concert with a multi-family project. Low walls or fences suggest spatial separation or definition of territory; and to accomplish this while integrating the development into the neighborhood, staff suggests limiting the height of the fence to no more than 3 feet. (See Condition of Approval No. 14.)

Usable Open Space

At least 19,950 square feet (0.46 acre) of open space is required for the project, with at least 100 square feet per unit available in “group” open space (5,700 square feet). The plans reflect approximately 12,251 square feet in group usable open space, and approximately 5,576 square feet of private open space in the form of private grade-level yards, for a total of 17,825 square feet. As indicated above, the yard area adjacent to Lafayette Avenue serves as a secondary recreation area, and this area constitutes an additional 3,780 square feet. However, because this area constitutes much of the front yard and the noise levels in this area exceed acceptable levels for outdoor recreation associated with multi-family dwellings, the use of this area cannot be counted toward meeting the usable open space requirement. To further increase the amount of usable open space, staff recommends that balconies be incorporated into the design of the building (minimum 6’ x 10’) which would serve two purposes: enhance the design of the building by providing greater relief and provide private open space to dwelling units that would not otherwise enjoy it. When balconies are included, all minimum usable open space requirements will be met. The applicant has agreed with this recommendation, and it has been included as a condition of approval.

Consistency of Development with City Policies

In order to approve a Site Plan Review application, the finding must be made that the project is consistent with the intent of City development policies and regulations. Staff has outlined the applicable policies and believes that the project is consistent with them.

The City’s Housing Element states, “*Encourage developers to create housing units that accommodate varied household sizes and income levels.*” The proposed development is consistent with this policy. The Housing Element also encourages the development of affordable housing. Suggested implementation measures include:

- *Generate housing affordable to low and moderate income households through participation in federal and state housing subsidy and mortgage bond programs and in count or non-governmental programs.*

The proposed project will obtain federal and state low-income tax credits and an allocation of federal HOME funds is being requested for affordable rental housing from the City of Hayward.

- *Work with the for-profit and nonprofit development community to create affordable housing.*

The project is the result of collaboration between the City and Eden Housing, a non-profit developer of affordable housing projects.

A policy of the Fairway Park Neighborhood Plan states, “*Improve the quality of development by adhering to adopted design standards and guidelines.*” The proposed development adopted design standards and guidelines or has justified exceptions (parking) and provided compensation (open space).

Another policy of the Fairway Park Neighborhood Plan states, “*Encourage more integrated development on the dairy and adjacent properties; seek improvements in building design and appearance; minimize traffic and noise impacts on adjacent residential areas.*” The proposed development provides a use on the dairy and adjacent properties that improves the appearance of the area, addresses and improves traffic circulation, and will not have noise impacts on adjacent residential areas.

The Fairway Park Neighborhood Plan states, “*Enhance the safety and efficiency of the circulation pattern and encourage alternative modes of transportation.*” Strategies for accomplishing this goal include:

- “*Evaluate alternative measures to slow or reduce through traffic within the neighborhood, such as installation of stop signs at certain intersections (e.g., Lafayette)*” The project involves the vacation of the northern portion of Lafayette Street, which will serve to slow traffic as it approaches the neighborhood.
- “*Evaluate the feasibility of additional traffic signals at intersections with Lafayette Avenue and/or Blanche Street ...*” The project includes the installation of a traffic signal at the corner of Lafayette Avenue and Mission Boulevard.

III. Parking – Exception Application

For multi-family residential projects, the City's Off-Street Parking Regulations require at least 1.7 parking spaces for one-bedroom units and at least 2.1 parking spaces for units of more than one bedroom. Credit is given for bicycle parking. At least one covered parking space is required for each unit. Although the project is situated on a major bus route, unlike a commercial project there is no credit provided for a residential development near a major bus route. And, although the Parking Regulations allow for fewer stalls for senior projects and projects in the downtown area, there are no built-in exceptions for projects designed for low-income individuals. For the proposed project, 117 parking stalls are required, and 103 are proposed, plus an area for bicycle parking. There is covered parking for 58 vehicles.

The Planning Director, or the Planning Commission upon referral by the Planning Director, may grant an exception to the parking regulations. Because the requested exception is part of a larger development proposal, the matter is being referred to the Planning Commission, and it is recommended that the Planning Commission recommend that the City Council approve the parking exception.

One of the findings necessary to support a parking exception and that "*Literal interpretation of this article would cause a hardship or deprive the applicant of rights enjoyed by others in the same district, who have applied for parking since adoption of this ordinance.*" This finding relates only to parking exceptions and includes a provision for "hardship," which staff believes can be justified by the supporting documentation and the report outlining "Vehicle Ownership for Low-Income Renter Households" (see Attachment F). This report cites a study by the Metropolitan Transportation Commission that concludes that lower-income households own fewer vehicles per households than the average number of households in the Bay Area and that renters own fewer vehicles than owners of the same income level. The report concludes that the actual parking demand for lower-income renters is between 1.3 and 1.64 parking spaces per unit, which for subject project would be between 76 and 94. Also, a survey of two assisted housing projects Hayward operated by Eden Housing showed similar results. Considering these data and the support for the necessary findings, staff recommends approval of the parking exception. It should also be pointed out that, unlike most properties, the project site has three street frontages where on-street parking will be available on two of them.

IV. Vacation of a Portion of Lafayette Avenue

The project involves the vacation of the northern portion of Lafayette Street that abuts the subject property. Once vacated, the intent is to merge that portion with the remainder of the property designated for development. A condition of approval requires merging the various parcels and the street fragment to accommodate the development. The Planning Commission is charged with the responsibility of determining that the vacation of City-owned land is consistent with the General Plan. While the General Plan does not directly address vacation of public lands, it does address creating improved and safer circulation facilities for pedestrians. The reduction in the width of Lafayette, coupled with the installation of a traffic signal, will provide easier access throughout the area for pedestrians while not impeding traffic flow.

ENVIRONMENTAL REVIEW (CEQA):

This proposal is defined as a "project" under the parameters set forth in the California Environmental Quality Act (CEQA) Guidelines. However, there will be no significant environmental impacts that will not be mitigated, as determined from staff's Environmental Checklist. Therefore, a Mitigated Negative Declaration has been prepared in the event that the Planning Commission recommends for approval of the project. A Mitigation Monitoring Program has prepared to address how identified potential environmental impacts will be monitored. (See Attachment D.)

Traffic

A Traffic Analysis Report for the project was prepared by Pang Engineers, Inc. (see Attachment G). The report recommends realigning the pedestrian crosswalk at Mission Boulevard and Lafayette Avenue, relocating the AC Transit bus stop from its current location to the south, taking measures to ensure adequate visibility for motorists existing the project parking structure, a possible stop sign at Lafayette Avenue and Pulaski Drive, and a new traffic signal at the corner of Mission Boulevard and Lafayette Avenue. Recommendations for traffic-related improvements found in the Traffic Analysis Report have been incorporated into the conditions of approval. While the traffic report specifically addresses the traffic and circulation associated with the proposed 57-unit development, mitigation measures that address traffic impacts would not differ from other projects that could be considered under RH zoning, where a maximum of 66 dwelling units could be constructed.

Hazardous Materials

A Phase II Environmental Site Assessment was prepared for the site by Rick Widebrook, registered geologist. A copy of this Assessment is on file in the Planning Division offices. There may be potential impacts from the use of the property as a former service station and a dry cleaning establishment. The Assessment concluded that the subsurface soil and groundwater onsite do not contain significant environmental impacts due to the previous uses of the properties. It was pointed out, however, that isolated instances of residual contamination that are noticeably volatile may be encountered during soil excavation during redevelopment of the site,

particularly beneath the floor slab of Hillview Center. If found, this information must be reported to the City's Hazardous Materials office for appropriate remedial action.

Noise

Located on a major highway, the project site is subjected to noise levels that exceed the City's standard for acceptable noise levels for residential development. A noise analysis, prepared by Shen Milsom Wilke, indicates that exterior walls for buildings closest to Mission Boulevard will require special consideration to limit traffic noise inside the residential units. In addition, sound-rated window and door assemblies will be required on selected exterior elevations. The City's goal for acceptable noise within indoor areas is an L_{dn} of 45 dB. It is recommended that since some of the windows may be closed for noise control, those dwelling units requiring noise mitigation measures also be provided with a mechanical ventilation system such as air-conditioning. The mitigation measures identified in the noise study have been incorporated as conditions of approval and within the Mitigation Monitoring Program.

Schools and Parks

The property lies within the New Haven Unified School District, which primarily serves Union City and southern parts of Hayward. Students from the project would attend Hillview Crest Elementary School, Barnard-White Middle School, and Logan High Schools. These schools are currently at or are over capacity. State law prohibits denial of a housing development based on lack of adequate school facilities. Rather, the per square foot school fees for residences is intended to satisfy the developer's obligation for schools. This project has been brought to the attention of the New Haven Unified School District.

There are no parks near the property. Because the project consists of rental housing by a private non-profit corporation with rents that remain affordable over the long term, this project is exempt from the requirement to pay park in-lieu fees.

PUBLIC NOTICE:

Before submittal of the development application, the applicant held two meetings with the residents of Fairway Park -- one on February 9, 2004 and one on March 16, 2004. Hayward residents within 1,000 feet of the proposed project were notified about each meeting. Approximately 25 people attended each meeting. The first meeting was designed so that residents could become familiar with the proposed project, review the site plan, and tell the developer and architect issues and items that were important to the neighborhood. At the second meeting, changes made to the proposed project as a result of the first meeting were reviewed and discussed with residents. As a result, the Fairway Park Neighborhoods Association has informed the City that, "*The Fairway Park Neighborhoods Association is in full support of this project.*"

Upon receipt of the development application, a referral notice was mailed to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records asking for comments on the project.

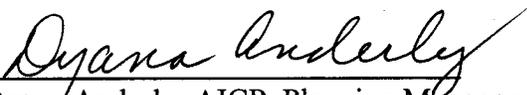
On May 14, 2004, a notice of public hearing and preparation of a Mitigated Negative declaration was published in the Daily Review and mailed to property owners and occupants within 300 feet

of the project boundaries, the Fairway Park Neighborhood Association, former members of the Fairway Park Neighborhood Plan task force, and appropriate public agencies.

CONCLUSION

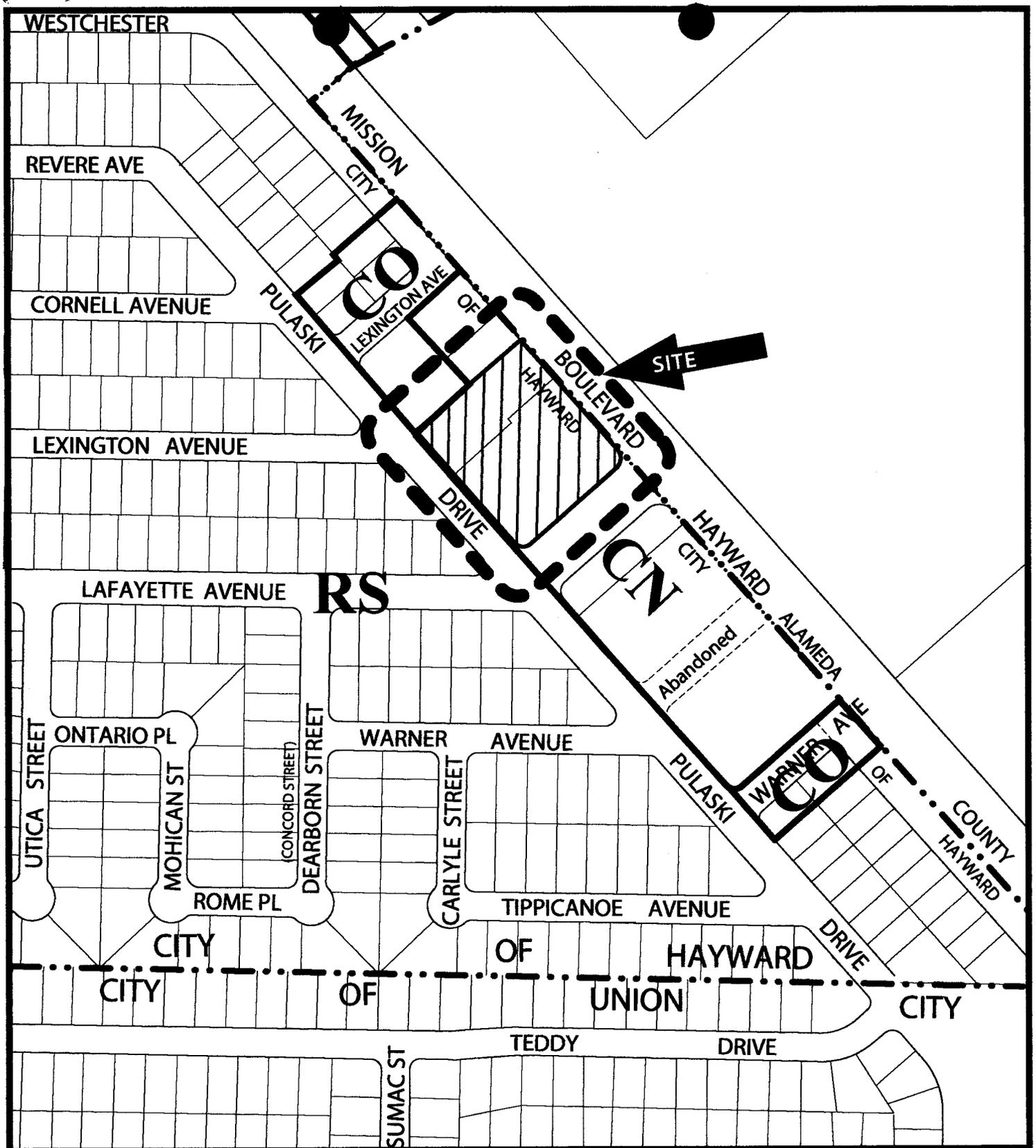
The requested zone change is consistent with the General Plan designation of the property of "Commercial – High Density Residential" and the intent of the Housing Element to locate high-density housing along major transportation corridors. The development proposal would provide much-needed affordable rental housing that meets site development standards and provides parking that is supportive of the needs of the residents.

Prepared by:


Dyana Anderly, AICP, Planning Manager

Attachments:

- A. Area Map
- B. Findings for Approval
- C. Conditions of Approval
- D. Negative Declaration, Environmental Checklist, Mitigation Monitoring Program
- E. Letter from Applicant re Findings for Parking Exception
- F. "Vehicle Ownership for Low-Income Households"
- G. Traffic Analysis Report Prepared by Pang Engineers
Plans and Exhibits



Area & Zoning Map

PL-2004-0188 ZC, PL-2004-0192 VAR, PL-2004-0191 SPR

Address: 32519, 32525 & 32527 Mission Blvd.

Applicant: Katie Lamont

Owner: Estate of Ross S. Rasmussen

CN-Neighborhood Commercial
 CO-Commercial Office
 RS-Single-Family Residential,RSB4,RSB6



Zone Change Application No. PL. 2004-0188

32519, 32525, 32527 Mission Boulevard

Eden Housing, Inc. (Applicant)

Estate of Ross S. Rasmusson (Owner)

FINDINGS FOR APPROVAL

- A. The zone change to High Density Residential will have no significant impact on the environment, cumulative or otherwise, the project reflects the City's independent judgment, and, therefore, a Mitigated Negative Declaration has been prepared.
- B. Substantial proof exists that: (1) the proposed zone change will promote the public health, safety, convenience, and general welfare of the residents of Hayward in that it will provide an opportunity to construct high-density residential housing along a major transportation corridor, which carries out a policy of the General Plan.
- C. The proposed change is in conformance with the purposes of the Zoning Ordinance and all applicable, officially adopted policies and plans, particularly the Housing Element of the General Plan which encourages high-density residential development along major transportation corridors and a variety of housing types.
- D. Streets and public facilities existing or proposed are adequate to serve all uses permitted when property is reclassified to High Density Residential in that surrounding streets are developed with utilities and the property has frontage on and convenient access to a major arterial street.
- E. All uses permitted under the High Density Residential zoning district will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing Neighborhood Commercial zoning, which does not allow for the construction of high-density housing.

Site Plan Review Application No. PL. 2004-0191

32519, 32525, 32527 Mission Boulevard

Eden Housing, Inc. (Applicant)

Estate of Ross S. Rasmusson (Owner)

- A. That approval of Site Plan Review Permit No. PL-2004-0191, as conditioned, will have no significant impact on the environment, cumulative or otherwise, and the project reflects the City's independent judgment and, therefore, a Mitigated Negative Declaration has been prepared.
- B. The development is compatible with on-site and surrounding structures and uses and is an attractive addition to the City in that the project has been designed to be compatible with character of surrounding residential developments, and the existing neighborhood will be buffered from the noise from Mission Boulevard by the new buildings.
- C. The development takes into consideration physical and environmental constraints in that the underground utilities will be relocated and a portion of Lafayette Avenue will be reduced in width to create a more pedestrian friendly atmosphere while providing adequate travel lanes for motor vehicles.
- D. The development complies with the intent of City development policies and regulations including, but not limited to the Zoning Ordinance, the City's Design Guidelines, the Housing Element and the Fairway Park Neighborhood Plan.
- E. The development will be operated in a manner determined to be acceptable and compatible with surrounding development.

Parking Exception Application No. PL. 2004-0191

32519, 32525, 32527 Mission Boulevard
Eden Housing, Inc. (Applicant)
Estate of Ross S. Rasmusson (Owner)

- A. There are special conditions or circumstances peculiar to the property involved that do not apply generally to property in the same district in that the property is on a major transportation corridor with a bus stop directly adjacent and the use thereon will be dedicated to the sole use of low-income families who are more likely to use public transportation and whose number of vehicles per dwelling unit have been shown to be less than the requirement of the City's Off-Street Parking Regulations.
- B. Literal interpretation of this ordinance would cause a hardship in that the actual parking demand is projected to be less than the number of parking stalls required and to require additional per/unit parking stalls would result in the loss of much-needed affordable housing units.
- C. The granting of the exception does not grant a special privilege inconsistent with the limitations on other properties in the same district; for example a reduced parking requirement was applied to a senior housing project relatively recently approved on Mission Boulevard to the north of the project site where the parking demand is recognized as being less than for more conventional multi-family housing.
- D. The granting of the exception will not result in the parking or loading of vehicles on public streets in such a manner as to interfere with the requirements set forth in this article as nearly as is reasonably possible, and because there are two street frontages adjacent to the parcel, any overspill parking is not likely to intrude into the adjacent residential neighborhood.
- E. The granting of the exception will not create a safety hazard or nay other condition inconsistent with the purposes of this article in that adequate off-street parking will be provided.

Vacation of the Northern Portion of Lafayette Street

32519, 32525, 32527 Mission Boulevard

Eden Housing, Inc. (Applicant)

Estate of Ross S. Rasmusson (Owner)

The Planning Commission finds that the vacation of the northern portion of Lafayette Street is not inconsistent with the General Plan in that a portion of Lafayette Avenue will be reduced in width to create a more pedestrian friendly atmosphere while providing adequate travel lanes for motor vehicles.

CONDITIONS OF APPROVAL
Site Plan Review Application No. PL-2004-091
32519, 32525, 32527 Mission Boulevard

General

1. Site Plan Review Application No. PL-2004-0188 is approved subject to the specific conditions listed below. This permit becomes void on year following the final approval date unless either a building permit has been issued or a building permit application has been submitted for processing and said application has not expired. A request for a one-year extension, approval of which is not guaranteed, must be submitted to the Planning Division 15 days prior to the above date. Any proposal for alterations to the proposed site plan and/or design, which does not require a variance to any zoning code, must be approved by the Planning Director prior to implementation.
2. The permittee shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.
3. All fencing, parking and street surfaces, landscaping, lighting, trash enclosures, drainage facilities, project signs, building surfaces, etc, shall be maintained in good repair. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within seven days of occurrence.
4. A copy of these conditions of approval shall be incorporated onto the face sheet of the building permit plans.
5. A parking stall at the ends of parking aisles shall be cross-hatched to provide for turn-around by motorists unable to locate parking.

Construction Waste Management Plan

6. The applicant is required to submit for review by Solid Waste Program staff an on-site recycling plan. The plan must be implemented during the entire demolition and construction phases, as well as upon occupancy of the site. The plan must 1) show the anticipated start and completion dates of the project; 2) estimate the quantities of construction and demolition waste that will be generated by the project in cubic yards or tons; and 3) estimate the quantities of material that will be recycled, salvaged and disposed of, and identify the vendor(s) or facilities that will be used.
7. The applicant must submit for review by the Solid Waste Program staff a Construction & Demolition Debris Recycling Statement.

8. The National Pollution Discharge Elimination System (NPDES) standards shall be met. A Notice of Intent permit is required from the Regional Water Quality Control Board prior to the start of any grading. The applicant shall submit a construction Best Management Practice (BMP) program for review and approval by the City prior to the issuance of any building or grading permits. These BMPs shall be implemented by the general contractor and all subcontractors and suppliers of material and equipment. Construction site cleanup and control for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop work order. The NPDES program shall include the following items”
- a. Gather all construction debris on a regular basis and place them in a dumpster or other container, which is emptied or removed on a weekly basis. When appropriate, use traps on the ground to collect fallen debris or splatters that could contribute to storm water pollution.
 - b. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
 - c. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked mud or dirt shall be scraped from these areas before sweeping.
 - d. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season (October15), 2) site dewatering activities, or 3) street washing activities, 4) saw cutting asphalt or concrete, in order to retain any debris or dirt flowing into the City storm drain system as necessary. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash.
 - e. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill.
 - f. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge wash water into street gutters or drains.

Landscaping

9. Before issuance of a building permit, detailed landscaping and irrigation plans, including details of features such as benches, pavement materials, benches, fencing material, trellises, playground equipment and common area amenities such as barbeques, etc., The landscape and irrigation plans shall be prepared by

a licensed landscape architect and submitted for review and approval by the City. Landscaping and irrigation plans shall comply with the City's *Water Efficient Landscape Ordinance*, which includes a requirement that landscape areas not exceed a maximum 50 percent Fescue turf.

10. Street Trees. One street tree is required for every 25 – 40 feet of frontage. Spacing of the trees is dependant on the species of trees. Smaller trees will require closer spacing. Trees must be planted to fill vacancies in the street tree pattern, and to replace any declining or dead trees. Trees shall be planted according to the City Standard Detail SD-122.
11. Landscape design must recognize the existence of underground utilities.
12. Parking and loading areas shall be screened from the street with shrubs, masonry walls or earth berms, as determined by the Planning Director. Where shrubs are used for screening, the type and spacing of shrubs shall create a continuous 30-inch-high hedge within two years. This measurement shall be from the top of curb.
13. Use decorative metal fencing or decorative concrete-filled bollards about the central courtyard where it abuts vehicle circulation areas.
14. If a fence is installed about the development, set the fence back at least 5 feet from the Lafayette property line. Fencing must incorporate decorative materials, such as metal fencing between brick pilasters or a picket fence and not exceed 3 feet in height.
15. Landscaped areas adjoining drives and/or parking areas shall be separated by a 6-inch-high class "B" Portland Cement concrete curb.
16. A complete automatic sprinkler system with an automatic on/off mechanism shall be installed and maintained within all landscaped areas.
17. Masonry walls, solid building walls, trash enclosures or fences facing a street or driveway shall be continuously buffered with shrubs and vines. All above ground utility meters and mechanical equipment shall be screened from the street or drives with shrubs. Transformers shall be underground.
18. Landscaping shall be installed per the approved landscaping and irrigation plan and a Certificate of Substantial Completion and an Irrigation Schedule shall be submitted prior to issuance of a Certificate of Occupancy.
19. Landscaping shall be maintained in a healthy, weed-free condition at all times and in substantial conformance with the approved landscape plan. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30 percent die-back) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or

pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to Municipal Code.

Design

20. The exterior of the building shall be clad in varying building materials, such as a mixture of stucco and lap siding. The design shall incorporate a greater use of stucco at lower levels and, for example, horizontal siding on upper floors to play down the vertical impact of the building, greater definition of windows, and additional windows along the Lafayette Avenue frontage (Building C). The design is subject to the approval of the Planning Director prior to
21. The design of the interior elevations shall be enhanced with the addition of cantilevered balconies inset into the buildings (which would provide private open space to other than ground-floor units) and enhanced window design, using awnings or trellises, offsets, more interesting and substantial trim, or architectural features to define windows. The bands of upper floor windows shall be designed to provide a visual separation and to break up the horizontal aspects of the building. Additional windows shall be installed along Building C as viewed from Lafayette Avenue, and the design of the exterior stairs on Building C shall facing Lafayette Avenue shall be improved by incorporating a design that appears as an integral part of the building. All modifications to design shall be reviewed and approved by the Planning Director prior to issuance of a building permit.
22. The buildings shall incorporate a color scheme of at least three colors. The final colors and materials used on the exterior of the building shall be submitted for approval by the Planning Director prior to issuance of a building permit.
23. No mechanical equipment, or solar collectors, may be placed on the roof unless it is incorporated into the design of the roof. Prior to construction, documentation shall be provided that the roof-mounted mechanical equipment is adequately screened.
24. Balconies shall be constructed so that the area of the balconies provides adequate area to meet the City's Usable Open Space Requirement.
25. On the garage entry off Pulaski, provide a design for a decorative material for the garage access that would allow motorists and pedestrians to view the interior of the project site. The design shall be approved by the Planning Director prior to issuance of a building permit.

Trash Enclosures

26. The design of the trash enclosure shall be decorative and covered. Plans must indicate the following:

- a. A 6-inch wide curb or parking bumper must be provided along the interior perimeter of the enclosure walls to protect them from damage by the dumpster. A minimum space of 12 inches must be maintained between the dumpster and the walls of the enclosure and the recycling container to allow for maneuvering the dumpster.
- b. A 6-inch wide parking bumper, at least 3 feet long, must also be placed between the dumpster and the recycling bins, in order to secure the refuse dumpster in its designated area.
- c. The enclosure gates and hinges must be flush with the building wall. The gates must open straight out, and the hinges and the gate must be flush with the enclosure wall, in order to allow adequate maneuverability of the dumpster in and out of the enclosure to service it.
- d. The enclosure must be constructed on a flat area with no more than a 2% grade, in order to ensure that the garbage driver can adequately retrieve and return the dumpster(s) from the enclosure.
- e. The final capacity (number and size of containers) necessary to serve the project shall be approved prior to issuance of a building permit. Include enclosure details on the building permit application.

Signs

27. Prior to occupancy and the installation of any signs, the applicant shall submit a Sign Program Application to the Planning Director for review and approval. The sign shall be constructed of wood with no internal lighting. The maximum area of the sign shall not exceed 35 square feet.

Water Pollution Source Control

28. If there are to be any roof-mounted HVAC units, no polluted waters from these units shall be discharged to the storm drain via roof drains. Uncontaminated condensate is acceptable for storm drain discharge. The design of the units shall be incorporated into the roof structure and shall not be visible from adjacent streets and sidewalks.
29. No storm water shall be discharged to the sanitary sewer without a Wastewater Discharge Permit, which will be issued only if there is no feasible alternative. This means that if washing takes place in the trash area, the wash water shall be discharged to the sanitary sewer. If this area is covered and protected from storm water runoff, a permit is not necessary.

30. The sanitary sewer discharge shall be in compliance with all wastewater discharge regulations, prohibitions and limitations to discharge, including the 300-milligram/liter oil and grease limit.
31. Drains in any wash or process area shall not discharge to the storm drain system. Drains shall discharge into an approved collection system. The collection system is subject to the review and approval of the City.
32. Materials, gasoline spill, oil spill, heavy stains, radiator fluid, litter, etc. shall be picked-up by dry methods and sweeping so as not to pollute storm water runoff.

Lighting

33. Exterior lighting shall be maintained which is adequate for the illumination and protection of the premises but does not exceed a light level that provides glare to motorists, nor spills onto nearby properties. Exterior lighting shall be designed by a qualified illumination engineer. The fixtures shall be decorative and designed to keep the light from spilling onto adjacent properties. Wall-mounted light fixtures shall not be mounted greater than 12 feet in height. Within the parking lot, the minimum requirement is 1-foot candle of light across the entire surface. Luminaires shall be of a design that complements the architectural style of the building and shall be approved by the Planning Director prior to issuance of the building permit. The maximum height of the luminaires shall be 12 feet unless otherwise permitted by the Planning Director. The lighting and its related photometric plan shall be reviewed and approved by the Planning Director. Lighting standards shall be placed so as to not conflict with the location of trees or where they would shine directly into windows.
34. The developer shall insure that the streets that abut the subject property, or are immediately impacted, are illuminated according to City Standard SD-120. Any additional or modified street lighting shall be designed and installed by the developer in accordance with SD-120 Street Lighting Standards and in cooperation with the City and PG&E. Underground wiring shall be utilized when appropriate. The electroliers shall be in operating condition before occupancy permits are approved.

Utilities - Water

35. The developer shall be responsible for payment to the City of Hayward Water System for the costs associated with the following work
 - a. Abandon the existing water main located within the easement parallel to Mission Boulevard which will be affected by the development.
 - b. Abandon the existing water main on Lafayette which will be affected by the development.
 - c. Construct a new 8 inch water main on Lafayette 5 feet from the face of the new curb line.

36. The developer shall reimburse the City of Hayward for this project's share of the cost of the following capital improvement projects which are necessary for and benefit this development. The estimated project's share of the construction cost for improvements which will have been completed by the City in the summer of 2004 is \$102,000.
 - a. Upsizing the existing 8-inch sewer pipe to 18-inch (722 LF) at Carroll Avenue between Rousseau and Fairway Street.
 - b. Constructing an 8-inch (130 LF) sewer bypass system at Meadowbrook Avenue between Rousseau and Fairway Street.
37. Fees associated with water and service shall be those in effect at the time of the building permit application. Current Water Facility Fees are \$3,842 per one-family dwelling in a multiple dwelling. Current Sewer System Connection Fess for a Multi-family residential is \$3,468. Water Facility fees will increase to \$4,343 on October 1, 2004. Sanitary Sewer Capacity Charges will increase to \$3,917 on October 1, 2004.
38. Keys/access code/automatic gate opener shall be provided to utilities for all meters enclosed by a fence/gate as per Hayward Municipal Code 11-2.02.1.
39. Only Water Distribution Personnel shall perform operation of valves on the Hayward Water System.
40. The development shall be served by radio read meters.
41. Construction plans shall incorporate all water meters and hydrants.
42. The applicant shall connect all unit plumbing to the correct meter as marked by the City before water service is provided.
43. A final statement of water main extension costs shall be submitted to the Hayward Water Department prior to application for metered water service.
44. Operation of valves in the Hayward Water System shall be performed by Water Bureau Personnel only.
45. Prior to issuance of a building permit, the gallon-per-minute water demand shall be shown on plans to determine the proper meter size and approved by the Water Department. The developer shall install reduced pressure backflow preventer for domestic meter and double-check backflow preventer for irrigation meter per City SD201 & 202.
46. Installation of a separate irrigation meter to avoid sanitary sewer charges on water used for landscape purposes is recommended.
47. Maintain a 6-foot lateral distance between sanitary sewer laterals and city water services. Water mains shall have a ten-foot lateral separation from the sanitary

sewer main. Water meters shall be a minimum of two feet clear of top of driveway flares.

Fire Department

48. The plans are reflecting an emergency vehicle access driveway for Fire Department vehicles. Redesign the turning radius off Lafayette to accommodate Fire Department apparatus. The removable steel bollards are not allowed.
49. An electric gate, or other mechanism acceptable to the Fire Chief, is required in lieu of bollards.
50. Install a turf-block surface where Fire Department access is indicated except where needed for pedestrian access or waste truck access. Fire Department access is not needed on the private auto court (section from Pulaski Drive to the turf-blocking).
51. Access gates must be identified as manually operated and/or electrically operated (automated). If gates are electrically operated, a Fire Department key switch shall be installed in an approved location as required by the Fire Department. Manually operated gates shall be installed with Fire Department lock boxes.
52. Red-curbing and fire lane signage is required for the driveway access from Pulaski Drive.
53. Building permit plans shall reflect all existing fire hydrants along Lafayette Avenue and Pulaski Drive. Additional fire hydrants may be required for the development if the current locations are not in acceptable locations. The locations of these fire hydrants (existing and new) shall be reviewed and approved by the Fire Department. Fire flows shall meet a minimum of 2,500 GPM at 20 PSI (50% reduction granted for automatic fire sprinklers).
54. Building permit plans shall identify fire hydrant locations (existing and new) as well as fire service lines reflecting the underground fire service laterals to the buildings the fire sprinkler riser locations (within the building).
55. All structures shall be fully protected with an automatic fire sprinkler system conforming to NFPA 13 Standards.
56. A dedicated underground fire service line shall be installed for each building and shall conform to NFPA 24 Standards.
57. A Class 1 standpipe system is required. Wet standpipe outlets shall be installed within the plaza/courtyard areas of the building fronting Mission Boulevard. Three story units will not have a corridor or common stairwell, thus the requirement may be deleted. Dry standpipes will not be allowed. Location of standpipe outlets shall be approved by the Fire Department.

58. Exterior alarm bells shall be provided on each fire sprinkler system riser.
59. Interior audible alarm devices shall be installed within each unit and shall be interconnected to the fire sprinkler system water flow. Any water flow activity shall be capable of setting the audible signaling devices off;
60. Apartment units where handicapped individuals are living shall also have a visual device installed (as part of the fire sprinkler system);
61. A manual and automatic fire alarm system will be required conforming to Article 10 of the CFC (California Fire Code) and NFPA 72 Standards. Manual pull stations and audible/visual devices shall be installed in all common areas. In addition, common areas of the building shall have smoke detectors installed, and they shall be interconnected to the buildings fire alarm panel.
62. Interior (single-station) residential smoke detectors shall be installed within each apartment unit as per the California Building Code (CBC). Single-station smoke detectors shall not be interconnected to the buildings fire alarm panel.
63. Common areas such as laundry rooms, utility closets, and recreational rooms shall have heat detectors installed per CFC, Article 10 and NFPA 72 Standards.
64. If an elevator is installed, all state related codes shall be applicable for the installation. Recall services shall also be met per NFPA 72 Standards.
65. Portable fire extinguishers shall be installed in common areas, laundry rooms, recreation rooms, or in other areas as required by the Fire Department;
66. Building addressing shall be reviewed and approved by the Fire Department;
67. Exiting shall meet Chapter 10 of the CBC.
68. Building addresses shall be installed on the structure so as to be visible from the street and shall contrast with the building background. The numbers/letters shall have a minimum height of 6" with a 1/2-inch stroke per UFC 10.301a.
69. Additional noise-attenuating construction shall be used on dwelling units above the Pulaski driveway entry with automatic gate/garage door.

Engineering

70. All work in the City's public right-of-way requires an encroachment permit from the City, and all work in the State's right-of-way requires an encroachment permit from Caltrans.

71. The existing water main on Lafayette Avenue shall be relocated on the road way area and 5 feet away from the face of the curb.
72. Since the public utilities along Lafayette Avenue are to remain, the landscape plan must be coordinated with existing utilities that remain in the abandoned portion of Lafayette Avenue
73. All on-site storm drain inlets must be labeled "No Dumping – Drains to Bay," or equivalent, using methods approved by the City.
74. Prior to the commencement of any clearing or grading of the site, the developer shall submit evidence to the City that a Notice of Intent (NOI) has been submitted to the State Water Resources Control Board.
75. The owner shall prepare a Storm Treatment Measures Maintenance Agreement (available at Engineering and Transportation Division); the Maintenance Agreement shall be recorded with the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.
76. Prior to the issuance of a grading permit and/or the beginning of any construction activity on-site, the Developer's Engineer shall complete a Development Building Application Form Information: 1) Impervious Material Form, and 2) Operation and Maintenance Information Form.
77. A Storm Water Pollution Prevention Plan (SWPPP), showing how storm water quality will be protected during and after construction, shall be submitted for review and approval of the City Engineer.
78. Trash enclosures shall be covered. The design of the trash enclosures shall be approved by the Planning Director prior to issuance of a building permit.
79. The Developer's Engineer shall provide hydraulic calculations to analyze downstream impact. The storm drain system shall be reviewed and approved by the ACFC & WCD.
80. The existing driveways, curb, gutter and sidewalk shall be removed along the entire property frontage and replace with standard curb, gutter and sidewalk.
81. A portion of the realigned Lafayette Avenue shall be reconstructed with a crown as per City Standard Detail SD-102. Provide street cross section to determine the limits of street reconstruction.
82. Install two standard electroliers, one at the corner of Mission Boulevard/Lafayette Ave. and the other at the corner of Lafayette Ave./Pulaski Drive

83. If the water main along Lafayette Avenue is to remain, the landscape must be coordinated with existing utilities that remain in abandoned portion of Lafayette Avenue.
84. The 6-inch water main parallel to Mission Boulevard under the parking garage shall be abandoned.
85. A grading and drainage plan shall be submitted that meets approval of the City Engineer. Drainage shall be designed so that run-off is collected in on-site catch basins and directly delivered to curb drains per City of Hayward SD-118. All catch basins shall be equipped with fossil filters. The plan shall include the following:
- a. That all storm water is conveyed into City of Hayward or Alameda County Flood Control District facilities.
 - b. Structural controls such as oil/water separator, sand filter or fossil filter or other approved devices per applicant's discretion which accomplish the same shall be installed to intercept and treat storm water prior to discharging to the storm drain system. The design, location, and a maintenance schedule shall be submitted to the City Engineer for review and approval prior to the issuance of a building permit.
 - c. Erosion control measures to prevent soil, dirt and debris from entering the storm drain system during construction, in accordance with the regulations outlined in the ABAG Erosion and Sediment Control Handbook.
86. Prior to issuance of a building permit, the vacation of the northern portion of Lafayette Street shall be complete and all parcels related to the project shall be merged.
87. A pedestrian easement shall be granted to Caltrans for the pathway along Mission Boulevard before issuance of a building permit.

Building Inspection Conditions

88. When applying for a building permit, provide allowable area calculations for mixed occupancy. Indicate orientation and width of yards. Include if buildings will be fully sprinklered and the type of system to be used in each type of occupancy.
89. Requirements for accessibility will vary dependant on whether this project is public or privately funded. Include this information on the cover sheet of all submittals.
90. Accessible parking spaces and locations shall comply with CBC 1118A.1. Accessible parking Structures shall comply with CBC 1118A.2

91. Provide on the cover sheet the types of units to show equivalent facilitation and the number of required accessible units.
92. Before submitting a building permit application, review CBC, 1006.3.3 "Exterior exit stairways" and 1006.3.4.4 "Exit courts", for possible code issues.
93. Plans must accurately reflect all rights-of-way, including sidewalks and planter strips, showing intended ownership (Caltrans and private).
94. In the event that archaeological resources, prehistoric or historic artifacts are discovered during construction of excavation, the following procedures shall be followed: Construction and/or excavation activities shall cease immediately and the Planning Division shall be notified. A qualified archaeologist shall be consulted to determine whether any such materials are significant prior to resuming groundbreaking construction activities. Standardized procedure for evaluation accidental finds and discovery of human remains shall be followed as prescribed in Sections 15064.f and 151236.4 of the California Environmental Quality Act.
95. Mitigation measures suggested in the Noise Impact Assessment, dated 9/29/03 and updated 4/27/04, prepared by Shen Milsom Wilke, which concluded that the main source of noise in the vicinity of the site is traffic on Mission Boulevard shall be incorporated into the design of the project. Mitigation measures include, but are not necessarily limited to, special consideration for the construction of exterior walls for buildings closest to Mission Boulevard, sound-rated window and door assemblies on selected exterior elevations, and mechanical ventilation systems such as air-conditioning.
96. Construction noise from the development of this site shall adhere to standard restrictions on hours and days of operation as specified in the City of Hayward Municipal Code, Article 1, Section 4.103(2). Construction equipment is required to have sound reduction devices to reduce noise impacts on surrounding properties. The name and telephone number of an individual responsible for responding to complaints regarding noise, and who is hired by the developer, shall be posted at the site during construction.

PRIOR TO FINAL OCCUPANCY

Engineering/Transportation Division

97. Prior to final inspection, City of Hayward Supplemental Building Construction & Improvement Tax and New Haven Unified School District Fees shall be paid.

Construction Waste Management Plan

98. A Debris Recycling Summary Report is required at the conclusion of the project.



**CITY OF HAYWARD
MITIGATED NEGATIVE DECLARATION**

Notice is hereby given that the City of Hayward finds that could not have a significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. PROJECT DESCRIPTION:

Zone Change (PL-2004-188) – Request to Amend the Zoning District from Neighborhood Commercial (CN) to High Density Residential (RH); Site Plan Review (PL-2004-0191) to construct 57 Affordable Family Apartments; Exception (PL-2004-0192) to Reduce the Required Number of Parking Stalls from 117 to 103; and To Vacate a Portion of Lafayette Street and Reconfigure Lot Lines to Create One Parcel.

II. FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:

The proposed project, as mitigated, could not have a significant effect on the environment.

FINDINGS SUPPORTING DECLARATION:

1. The proposed project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project could not result in significant effects on the environment.
2. The project, as mitigated, will not result in adverse impacts on future residents due to noise. A noise study was completed for the project that outlines mitigation measures necessary for the project to conform to City noise standards. The mitigation measures have been incorporated as conditions of approval of the project.
3. The project will not have an adverse effect on agricultural land since it will be developed on property that is underdeveloped with an abandoned service station and dilapidated commercial structures.
4. The project will not result in significant impacts related to changes into air quality since any impacts would be temporary occurring during the construction phase. The measures taken to mitigate impacts are required to meet the State air quality standards specified in the Clean Air Plan adopted by the Bay Area Quality Management District.
5. The requested zone change from a commercial designation to a residential designation is not inconsistent with City goals and policies as a high-density residential designation is consistent with General Plan objectives to locate high-density residential projects on major transportation corridors, which for this project is Mission Boulevard.

6. The project will not result in significant impacts to cultural resources including historical resources, archaeological resources, paleontological resources, unique topography or disturb human remains because the project will be developed on a lot that is already developed and covered with impervious material.
7. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code Standards to minimize seismic risk due to ground shaking.
8. The project will not lead to the exposure of people to hazardous materials. The parcel is not on the State list of sites describing hazardous materials. Further, a Phase I study is required; and, depending on the outcome of the Phase I study, a Phase II study may also be required. Any mitigation measures raised in these studies will be incorporated into the project and a condition of approval requires implementation of the measures.
9. The project will meet all water quality standards. Drainage improvements will be made to accommodate runoff and the grade of portions of the site will be raised to remove it from a flood zone status.
10. The project could not result in a significant impact to mineral resources since the site is surrounded by developed land and mineral resources do not exist on the project site.
11. The project will introduce 57 affordable housing units into an area along a major transportation corridor where growth is desirable.
12. The project will not result in significant impacts to traffic, and a traffic signal will be installed to facilitate traffic movements in the area. Additionally, and consistent with Smart Growth practices, an adjacent road will be reduced in width to create a pedestrian friendly environment.

I. ***PERSON WHO PREPARED INITIAL STUDY:***



Dyana Anderly, AICP, Planning Manager
Dated: May 3, 2004

II. ***COPY OF ENVIRONMENTAL CHECKLIST IS ATTACHED***

For additional information, please contact the City of Hayward, Planning Division, 777 B Street, Hayward, CA 94541-5007, telephone (510) 583-4215

DISTRIBUTION/POSTING

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



Environmental Checklist Form

1. Project title: Zone Change (PL-2004-188) – Request to Amend the Zoning District from Neighborhood Commercial (CN) to High Density Residential (RH); Site Plan Review (PL-2004-0191) to construct 57 Affordable Family Apartments; Exception (PL-2004-0192) to Reduce the Required Number of Parking Stalls from 117 to 103; and To Vacate a Portion of Lafayette Street and Reconfigure Lot Lines to Create One Parcel.
2. Lead agency name and address: City of Hayward, Department of Community and Economic Development, 777 B Street, Hayward, CA 94541-5007
3. Contact person and phone number: Ann Bauman, AICP, Neighborhood and Economic Development Manager, 510-583-4250 email: ann.bauman@hayward-ca.gov
4. Project location: APN 78G-2771-1-8, APN 78G-2771-1-9, APN 78G-2771-5. Current Address of these parcels is 32519, 32525, 32527 Mission Blvd (State Route 238) at Lafayette Street; proposed new address would be 32520 Pulaski Drive, Hayward 94544 since primary frontage will be on Pulaski, not Mission.
5. Project sponsor's name and address: Applicant is Eden Housing, Inc., 409 Jackson St., Hayward, CA 94544 Attention: Katie Lamont, Project Manager.
6. General plan designation: Commercial/High Density Residential (CHDR)
7. Zoning: Neighborhood Commercial (CN)

8. Description of project:

The project consists of a rezoning from Neighborhood Commercial to High Density Residential and a Site Plan Review for a 57 unit rental residential development serving low and very low income households. The project involves the vacation of the City's easement on the northern half of Lafayette Drive to allow that portion of the street to be merged with the three parcels to become the southern section of the development. A parking exception has also been requested since there is an existing bus route, through the city and to and from BART, on Mission Blvd with stops adjacent to the project. Also, the project serves households that are very low income. Information about the actual number of vehicles per household for similar Eden properties shows that the majority of households are not likely to have two cars per family, thus needing fewer parking spaces than the parking ordinance requires. The proposed parking ratio is 1:81 to 1 or 113 parking spaces where 117 are required.

The total site area is 1.91 acres with a density of approximately 30 units per acre. There will be 6 one bedrooms, 29 two bedrooms, and 22 three bedroom units in a combination of flats and town homes on podium and at ground level. Unit sizes range from 600 sq.ft. to 1,150 sq.ft. with different floor plans. The project will include an 1,800 sq.ft. Community Center that will house a computer learning center, library and other amenities for residents. The project will be centered around a large, landscaped courtyard that will include sitting and play areas as well as barbecues and picnic areas.

9. Surrounding land uses and setting:

To the east of the site, across Mission Blvd., is the Chapel of the Chimes, a cemetery with open fields. To the northeast of the site, on the same side of the street as the project, is a poorly-maintained carry-out restaurant. To the northwest of the site are two, two story apartment buildings. To the west of the site, across Pulaski Drive, is a single family subdivision on 5,000 sq.ft. lots. To the south of the site is a grocery store, the Mexico Super.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

CalTrans (encroachment permits for driveway closure, sidewalk, curb and gutter)
Alameda County Flood Control and Water Conservation District

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.

- | | | |
|--------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Dyana Anderly
Signature

April 30 04
Date

Dyana Anderly
Printed Name

Department of Community
and Economic
Development
Agency

ENVIRONMENTAL ISSUES:

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: Currently, the site contains a blighted, abandoned milk processing and distribution plant with a few, small, dilapidated, retail stores, most of which are vacant.

The proposed project consists of 57 units of new rental housing composed of flats and townhouse-type units. On Mission Blvd, beginning in back of the curb, there will be a 7 foot planter strip with grass, plantings and street trees, a 5 foot sidewalk and 15 additional feet of landscaping. There will be a 20 foot landscaped setback on Lafayette (perpendicular to Mission Blvd). The development primary frontage will be on Pulaski with a 10 foot set back. Buildings on Pulaski and Lafayette will be three story and those on Mission will be three story over podium parking. A landscaped berm (previously described) will conceal the podium parking. This project will enhance the appearance of the intersection and be an attractive addition to the neighborhood.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: This site primarily consists of an asphalt pad with abandoned metal buildings and commercial structures with deferred maintenance. Most of the commercial structures are vacant. The structures lack historical significance. There are no mature trees on the site. There are some overgrown bushes on the site. There are no rock outcroppings or historic buildings on the site. Mission Blvd is not a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See I. a) above.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comment: There are three street lights on the Mission Blvd side of the site, one of which is currently directed to Lafayette. There are two street lights on Pulaski across from the project site. Given the amount of light currently surrounding the project site, typical indoor and exterior lighting of the residential units will not create a new source of substantial light or glare.

To ensure that the impact remains at a level of insignificance the following mitigation measure shall be implemented as a condition of approval:

- **Lighting shall be designed so that no light spills off-site especially on adjacent residential properties.**

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

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: As described above, the site contains an abandoned dairy and commercial structures, most of which are vacant. There are no agricultural uses in the vicinity that would be affected by the proposed development. No agricultural resource impacts are anticipated.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See II. a) above.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See II. a) above.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Comment: The traffic volumes associated with this project are not anticipated to be substantial. Therefore, a significant increase in air emission or deterioration of ambient air quality attributed to the project is not anticipated. It should be noted that the latest information provided by the Bay Area Air Quality Management District (BAAQMD) indicates that the Bay Area is designated a non-attainment area for ozone and particulate matter (PM10). Typically, the BAAQMD does not require site-specific air quality analyses for projects that do not meet minimum size threshold (typically in excess of 300 dwelling units), which this project would not meet.

Best Management Practices (BMP) is required as a condition of approval regarding use of equipment during the grading phase of construction. The project will be conditioned to require that all trucks be covered and that daily street sweeping and site watering be implemented during this phase. In addition, vehicle wheels may be required to be washed before entering the public street.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Comment: See III. a) above.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Comment: See III. a) above.

d) Expose sensitive receptors to substantial pollutant concentrations?

Comment: See III. a) above.

e) Create objectionable odors affecting a substantial number of people?

Comment: See III. a) above.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: As previously described, the site is covered by an asphalt slab and was for many years a milk processing plant and adjacent commercial storefronts. The Natural Diversity Database, California Department of Fish and Game, (4/02) shows no species that could be impacted by this project.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See IV. a) above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: There are no identified wetlands on the project site.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See IV. a) above.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See IV. a) above.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See IV. a) above.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comment: There are no known cultural resources in the project area and it is unlikely that any cultural resources will be encountered during site development. Potential impacts related to unknown cultural resources that may be encountered during the construction phase can be mitigated to a level of insignificance with the implementation of the following mitigation measure:

- In the event that archaeological resources, prehistoric or historic artifacts are discovered during construction of excavation, the following procedures shall be followed: Construction and/or excavation activities shall cease immediately and the Planning Division shall be notified. A qualified archaeologist shall be consulted to determine whether any such materials are significant prior to resuming groundbreaking construction activities. Standardized procedure for evaluation accidental finds and discovery of human remains shall be followed as prescribed in Sections 15064.f and 151236.4 of the California Environmental Quality Act.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comment:

- In the event that archaeological resources, prehistoric or historic artifacts are discovered during any construction or excavation, the following procedures shall be followed: Construction and/or excavation activities shall cease immediately and the Department of Community and Economic Development shall be notified. A qualified archaeologist shall be consulted to determine whether any such materials are significant prior to resuming groundbreaking construction activities. Standardized procedures for evaluating accidental finds and discovery of human remains shall be followed as prescribed in Sections 15064.5 and 15126.4 of the California Environmental Quality Act.

c) Directly or indirectly destroy a unique pale ontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comment: See V. b) above.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comment: See V. b) above.

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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comment: The project site is not within the Earthquake Hazard zone. The Zone is approximately 700 feet east of the site; there is a trace of the Hayward Fault that appears to be about 1200 feet east of the site. The San Andreas Fault passes about 12 miles west of the site. It is likely that any future residences, constructed on the project site, will be subject to seismic shaking and other earthquake-induced effects. The Uniform Building Code requires new building construction to meet requirements for construction in earthquake-prone areas, which is intended to minimize any potential impacts related to seismic events. The following mitigation measure is recommended in order to reduce potentially significant impacts related to soils and grading to a less than significant level:

- **The buildings shall be constructed in accordance with Uniform Building Code requirements relating to earthquake safety in residential, industrial and commercial structures.**

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Comment: See VI. a) i above.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Comment: See VI a) I above

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: The site and surrounding properties are level with no potential for landslides.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: The project site is level and covered with asphalt and/or structures.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: See VI. b) above.				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: See VI. b) above.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: Sewers are available for this site.				

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: No hazardous materials of a significant threshold are anticipated to be used at the site.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: See VII. a) above.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: See VII. a) above.				

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comment: This property is not on a list of hazardous materials sites. In 1989, Troy Harper, Registered Environmental Assessor, conducted a Phase I that determined that there was a convincing basis for concluding that environmental contamination of the site was unlikely. A Phase II was conducted in June 2003 by Rick Widebrook, Registered Geologist, that found no residual environmental contamination at the former gasoline station and no concentrations from the former dry-cleaner shop that pose a significant environmental risk for residential sites. (Both reports are on file in the Hayward City Planning Division Offices.)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: This site is not located within an airport land use plan or within two miles of a public airport or public use airport per Hayward Airport Memo and Map 6/27/01.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VII. e) above.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: This project will not impair the implementation of or interfere with an adopted emergency response plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: The project is not in an area subject to wild land fires.

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: A drainage plan will have to be submitted and approved by the City Engineer prior to issuance of building permits for the housing. The San Francisco Bay Regional Water Quality Control Board has authority over drainage on the site, and their approval is required before issuance of any building permits for the development.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: This project will not deplete or interfere substantially with groundwater supplies or recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VIII. a) above.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VIII. a) above.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VIII. a) above.

f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VIII. a) above.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comment: No. This project is located within Flood Zone C per Flood Panel 0650330020E (02/29/00)

g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VIII. g) above.

h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: See VIII. g) above.

i) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: The site is several miles inland from the San Francisco Bay shoreline. The potential for inundation due to tsunami and/or seiche is considered remote.

IX. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: The project area is a combination of single-family and multifamily housing and neighborhood commercial uses. Developing this property with flats and townhouse-type buildings not divide the community or have a negative impact on the surrounding area.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: This 1.9 acre parcel is presently zoned Neighborhood Commercial (CN) District and shown on the General Plan as Commercial/High Density Residential (CHDR). The proposal is to rezone the property to High Density Residential (RH) that is consistent with the underlying General Plan designation which supports high density residential housing along major transit routes.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Comment: There is no habitat conservation plan or natural community conservation plan that applies to this site.

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?

Comment: There are no known mineral resources on the site.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Comment: See X. a) above.

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?

Comment: The project site has frontage on Mission Blvd., a major arterial serving surrounding industrial and residential uses and north and south flowing traffic through the area. Both passenger vehicles and heavy truck traffic on the street will have a noise impact on residential development adjacent to Mission Blvd.

Shen Milsom Wilke prepared a Noise Impact Assessment 9/29/03, updated 4/27/04 and concluded that the main source of noise in the vicinity of the site is traffic on Mission Blvd. A noise analysis, prepared by Shen Milsom Wilke, on file in the Planning Division offices, indicates that exterior walls for buildings closest to Mission Boulevard will require special consideration to limit traffic noise inside the residential units. In addition, sound-rated window and door assemblies will be required on selected exterior elevations. The City's goal for acceptable noise within indoor areas is an Ldn of 45 dB. It is recommended that since some of the windows may be closed for noise control, those dwelling units requiring noise mitigation measures also be provided with a mechanical ventilation system such as air-conditioning.

The mitigation measures identified in the noise study have been incorporated as conditions of approval and within the Mitigation Monitoring Program.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Comment: See XI. a) above.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

A residential project of 57 units will not result in an increase in the ambient noise levels in the vicinity.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Comment: During construction of the project, there may be an increase of ambient noise levels in the vicinity. Hours of construction will be limited to daytime and hour limitations will be placed on Saturday and Sunday activity. Construction equipment should have sound reduction devices to reduce noise impacts on surrounding properties. Due to acceptable ambient noise level in the vicinity, no mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Comment: The project is not located within an airport land use plan or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Comment: See XI.e) above.

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)?

Comment: The project will allow the construction of 57 residential units on a previously developed in-fill parcel adjacent other residential and commercial uses. Previous uses were commercial; therefore, there are no impacts related to displacement of housing units or people. Commercial tenants will receive federal relocation benefits.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Comment: See XII. a) above.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Comment: See XII. a) above.

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Comment: Since this is a small (57-unit) residential project located on an in-fill parcel whose rezoning is consistent with the underlying General Plan designation, the project will result in no substantial adverse impacts.

Police protection?

Comment: Given the urban context and the small scale of the residential development, public service impacts related to police protection are anticipated to be less than significant.

Schools?

Comment: The project is located within the New Haven School District. Impacts are expected to be less than significant for those schools as a result of this project. The elementary school is Hillview Crest and the middle school is Barnard-White. In order to ensure that impacts remain less than significant, mitigation measures include imposition of a school impact fee to the extent allowed by State Law.

Parks?

Comment: The Municipal Code requires the payment of a fee in lieu of land dedication. Because the project is an affordable project with a regulatory agreement, the project is required to pay half the standard fee for a project of that size. See also XIV.a) below.

Other public facilities?

Comment: This project will not impact any other public facilities.

XIV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Comment: Rancho Verde Park is within 1/2 mile of the site. The project will have a less than significant impact on the use of neighborhood parks due to the relatively small number of units and project on-site amenities. The project includes a community room. The development is centered around a large landscaped court yard that includes tot lots, open space for family picnics and play areas within the development.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Comment: See XIV.a) above.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Comment: A traffic analysis report was prepared by Peng Engineers, Inc. in April 2004. The report concluded that due to previous uses at the site, the net trip generation is a **decrease** of 155 daily trips; vehicular access and circulation proposed on the site plan appears to be adequate with the suggested improvements implemented; and Mission Blvd./Lafayette Avenue intersection should be placed on a priority list for consideration of a traffic signal installation. There is adequate capacity in the existing transportation system to develop the entire project as proposed.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Comment: See XV.a) above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Comment: The project will have no impact on air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Comment: The project will not substantially increase hazards.

e) Result in inadequate emergency access?

Comment: See XV.a) above.

f) Result in inadequate parking capacity?

Comment: Residential Parking – Total parking required is 117 spaces or two spaces per unit plus visitor parking. This project contains 103 parking spaces or 88% of the required spaces, a ratio of 1:81 to 1. The applicant has requested a parking exception due to the project being located on a major transit route and a survey conducted by Eden Housing of comparable projects that showed that many of their tenant households had fewer than two cars per due to their very low income.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Comment: This project does not conflict with policies, plans or programs for alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Comment: The project has been reviewed by the City of Hayward Utilities (Water) Division. Water and sewer service will be made available subject to standard conditions and fees in effect at the time of application for service.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Comment: No. City of Hayward Utilities (Water) Division has determined that the requirements of this development can be met within the existing capacity.

c) 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?

Comment: See XVI. b) above.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Comment: See XVI. b) above.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Comment: See XVI. b) above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Comment: The project site will be served by Waste Management of Alameda County. Residents will be provided with all necessary waste/recycling containers and the project as a whole will be required to comply with all statutes and regulations related to solid waste.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Comment: See XVI. f) above.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Comment: Due to the small scale of the proposed project and the fact that the site is surrounded by existing development, the proposed 57 unit development is not anticipated to result in significant cumulative impacts. No special-status wildlife species were observed on the site and none are expected due to the extent of the disturbance of the site from surrounding development and activity.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Comment: See XVII. a) above.

b) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Comment: See XVII. a) above.

MITIGATION MONITORING PROGRAM
EDEN HOUSING, INC.
PL-2004-0188 ZC/PL-2004-0191 SPR/PL-2004-0192 VAR/Street Vacation
32519/32525/32527 MISSION BLVD.

1. ***AESTHETICS*** – No mitigation required
2. ***AGRICULTURAL RESOURCES*** – No mitigation required
3. ***AIR QUALITY*** – No mitigation required
4. ***BIOLOGICAL RESOURCES*** – No mitigation required
5. ***CULTURAL RESOURCES*** – No mitigation required
6. ***GEOLOGY / SOILS***

Mitigation Measure: The buildings shall be constructed in accordance with Uniform Building Code requirements relating to earthquake safety in residential, industrial and commercial structures.

Implementation Responsibility: City of Hayward

Verification Responsibility: City Building Official

Monitoring Schedule during Plan Review: Plan check prior to issuance of building permit to ensure compliance with Uniform Building Code standards

Monitoring Schedule during Construction/Implementation: On-going inspections during construction and final inspection prior to issuance of certificate of occupancy to ensure compliance with approved plans

7. ***HAZARDS & HAZARDOUS MATERIALS*** – No mitigation required
8. ***HYDROLOGY / WATER QUALITY*** – No mitigation required
9. ***LAND USE / PLANNING*** – No mitigation required
10. ***MINERAL RESOURCES*** – No mitigation required
11. ***NOISE***

Mitigation Measures:

- The exterior walls facing and perpendicular to Mission Blvd., where noise levels reach 72-76 dBA DNL, must be a double layer of 5/8" gypsum board in the interior and stucco or equivalent to double layer of 5/8" gypsum board

on the exterior to provide adequate reduction of the traffic noise. The wall cavity must contain equivalent to 3½" thick sound attenuation blanket.

- The exterior wall perpendicular to Lafayette St., exposed to noise levels of 66-69 dBA DNL, can be equivalent to stucco wall construction with single layer of 5/8" gypsum board in the interior and must have 3½" sound attenuation blanket in the cavity.
- For the rest of the exterior elevations, standard stucco wall construction with single layer of 5/8" gypsum board in the interior will be adequate. All remaining exterior wall cavities must be filled with fiberglass insulation.
- Windows directly facing Mission Blvd. must meet minimum STC rating of 38. These include windows on the northeast side of the building adjacent to Mission Blvd.
- Windows rated at STC 34 must be used on the northwest and southeast walls of the building facing Mission Blvd.
- Windows for the building adjacent to Lafayette St. must have minimum rating of STC 30.
- Doors on exterior elevations with sound-rated windows must meet the same sound ratings.
- All residential units in buildings with direct exposure to Mission Blvd. will require air ventilation because they can only meet 45 dB DNL inside with windows closed.

Implementation Responsibility: City of Hayward

Verification Responsibility: City Building Official and Planning Manager

Monitoring Schedule during Plan Review: Plan check prior to issuance of building permit to ensure compliance with these conditions

Monitoring Schedule during Construction/Implementation: On-going inspections during construction and final inspection prior to issuance of certificate of occupancy to ensure compliance with these conditions

12. **POPULATION / HOUSING** – No mitigation required
13. **PUBLIC SERVICES** – No mitigation required
14. **RECREATION** – No mitigation required
15. **TRANSPORTATION / TRAFFIC** – No mitigation required
16. **UTILITIES / SERVICE SYSTEMS** – No mitigation required

**Sara Conner Place
Parking Variance Application
Findings Required**

- a. Special circumstances applicable to the property including size, shape, topography, location, surroundings, or other physical constraints.

The property fronts on three streets and, according to the city's design guidelines, all three frontages need to be respected and treated well. As a result there is only one location along the fourth side of the property that lends itself to a surface parking lot. The design includes a basement garage in the building that fronts onto Mission Boulevard. This provides the required one covered parking space per unit for the entire development. The building that fronts on Mission Boulevard is the only building that can afford the extra height of a partially submerged garage because it is adjacent to Mission Boulevard, a major high speed arterial. The other frontage streets serve the single-family neighborhood west of the development and the buildings along them need to be on a smaller scale.

- b. Strict application of the zoning code deprives such property of privileges enjoyed by other property in the vicinity under the same zoning classification.

The development was originally conceived as a group of buildings surrounding a common greenspace. To accommodate additional parking in a secondary surface parking lot, the greenspace was reduced. To add the additional spaces required by a strict application of the code, the central greenspace would be drastically reduced compromising the amount and quality of required open space. The children of the families living in the development need a safe place to play within the limits of the development.

- c. The variance does not constitute a grant of a special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated.

The development will serve low-income households where occupancy guidelines are strictly enforced (i.e. units will not house multiple households). The population served, proactive property management provided, and regulatory oversight applied are all unique. The appropriateness of the number of parking spaces proposed for this affordable family development is validated by national, California, and Bay Area studies as well as by Eden's experience managing other affordable family developments in Hayward. A summary of the findings of several studies of vehicle ownership for low-income renter households as well as a table summarizing the parking provided and used at Eden's existing Hayward affordable family developments are attached.

The parking proposed for this development exceeds the amount provided at almost all of Eden's other Hayward developments. Only Sycamore Square and Villa Springs provide more parking, with parking ratios of 2.0 and 1.83 respectively. At both developments, residents do not use all the provided spaces. The actual parking ratios are 1.57 and 1.73 respectively. In both cases surplus spaces are used for visitor parking. Villa Springs, for example, is an acquisition and rehabilitation project that provides a sea of uncovered parking and minimal open space. It has one small play structure in an isolated location and one picnic and barbeque area. The design solution at Sara Conner Place provides almost the same level of parking, with a provided parking ratio of 1.81 that exceeds Villa Spring's actual parking ratio of 1.73, and much higher quality open space.

Sara Conner Place
Parking Variance Application
Summary of Parking Studies Findings
Vehicle Ownership for Low-Income Renter Households

In 1995, the Metropolitan Transportation Commission conducted a study of vehicle ownership in the Bay Area based largely on 1990 Census data. The MTC study demonstrated the following:

- Lower income households own fewer vehicles per household than the 1.76 average number of vehicles per household in the Bay Area; households earning between 48% and 60% of the median income owned on average only 1.30 vehicles. Sara Conner Place will target households between 30% and 60% of the median income.
- Below the median income, once households exceed one person, household size does not have a large impact on vehicle ownership. At 48% to 60% of the median, a 2-person household owns 1.48 vehicles; a 3-person household owns 1.56 and a 4-person household owns 1.64 vehicles. Roughly 40% of Sara Conner Place will be 3-bedroom units for four to five person households.
- Renters own fewer vehicles than owners at the same income level. At each income level, renting households own on average 0.4 fewer vehicles.

According to the National Multi Housing Council (NMHC), apartment residents own fewer cars and are more likely to use public transportation. NMHC examined the U.S. Census Bureau's 1999 American Housing Survey data and found that apartment residents own an average one motor vehicle per household, while owner-occupied households own an average two vehicles. Data from the Institute for Transportation Engineers indicates that apartment households generate 30 to 40 percent fewer vehicle trips than single-family units.

The California Planning Roundtable published a report called "Myths and Facts about Affordable and High-Density Housing" in 1993. To address the myth that high-density and affordable housing will cause too much traffic, the report presented the following fact: people who live in affordable housing own fewer cars and drive less. In California's six largest metropolitan areas, two-thirds of renters and over three-fourths of the households living below the poverty line own no vehicle or only one car, compared to 54% of all households and 44% of homeowner households. This conclusion is based on an analysis of American Housing Survey data from 1987 to 1999 and echoes the conclusion of the MTC's Bay Area study. With lower car ownership rates come fewer trips and fewer single-occupant auto commutes. In the San Francisco Bay Area, the MTC found in 1980 that low-income households make an average of 3.6 trips per day, compared to 6.8 trips per day for medium- and 9.9 per day for high-income households.

The table below highlights several Eden Housing developments that are located in Hayward, serve families, and are adjacent to major transit lines.

**SARA CONNER PLACE
PARKING VARIANCE APPLICATION
PARKING SURVEY OF EDEN'S HAYWARD FAMILY PROPERTIES**

Property	Address	Unit Mix	Number of adults	Parking provided	Actual Number of cars	Parking Ratio Provided	Parking Ratio Used	Major Transit Line	Comments
Sara Conner Place	32520 Pulaksi Drive Hayward, CA 94544	57 Total 6 1 BR 29 2 BR 22 3 BR		103		1.81		Bus route 99 stops in front of the site, travels Mission Blvd, and provides direct access to BART	The development is located across the street from a supermarket and within walking distance of city and regional parks. Students can walk to the elementary and middle school and take the 99 bus to the high school. There is also a low/no cost health clinic within walking distance.
Cypress Glen	25100 Cypress Ave Hayward, CA 94544	54 Total 11 1 BR 26 2 BR 17 3 BR	58	81	50	1.50	0.93	Bus route 191 stops within 1 block	Tenants without cars use public transportation. 7 of the 81 spaces are assigned as visitor parking.
Glen Berry	625 Berry Ave Hayward, CA 94544	50 Total 0 1 BR 18 2 BR 29 3 BR 3 4 BR	-100	66	52	1.32	1.04	Bus routes 91 and 99 provide direct access to BART	There is a surplus of parking. 10 of the 66 spaces are assigned as visitor parking.
Glen Eden	561 A Street Hayward, CA 94541	36 Total 12 1 BR 6 2 BR 18 3 BR	60	55	44	1.53	1.22	Hayward BART station is less than a 5 minute walk. Many bus routes pass through the area.	There are many unassigned parking stalls. There are 19 additional spaces that are assigned to the Alzheimer's Institute during the day and as visitor parking at night.
Harris Court I&II	734-751 Harris Court Hayward, CA 94544	24 Total 4 1 BR 9 2 BR 11 3 BR	37	20		0.83	0.00	S Hayward BART station is about a 5 minute walk	Some residents have one car and others have two. No parking problems.
Huntwood Commons	27901 Huntwood Ave Hayward, CA 94544	40 Total 12 1 BR 20 2 BR 8 3 BR	59	69		1.73	0.00	Bus routes 77, 83, 86 & 91 pass along Tennyson Rd. S Hayward BART station is about a 5 minute walk	Some residents have one car and others have two. No parking problems.
Sycamore Square	22650 Alice Street Hayward, CA 94541	26 Total 0 1 BR 2 2 BR 24 3 BR	52	52	41	2.00	1.58	Hayward BART station is less than a 5 minute walk. Many bus routes pass through the area.	Not all spaces are used. Unused spaces are used for visitors.
Villa Springs	22330 S Garden Ave Hayward, CA 94541	66 Total 1 1 BR 62 2 BR 3 3 BR	-120	121	114	1.83	1.73	Bus routes 83 & 85 stop within a few blocks at the corner of West A Street and Victory Drive.	Many residents have 2 cars. Not all spaces are used. Unused spaces are used for visitors.

**Sara Conner Place
 Parking Variance Application
 Required vs. Provided Summary**

Per Zoning Code

Unit Mix	Covered	Uncovered	Total	Assigned	Visitor
1 BR	6	1	0.7	10.2	1 6 10%
2 BR	29	1	1.1	60.9	2 58 of
3 BR	22	1	1.1	46.2	2 44 total
	<u>57</u>			<u>117.3</u>	<u>108</u> 11.73
		Ratio	2.06		

Provided

Covered	58 1 per unit	Assigned	94	Visitor	9
Uncovered	43				
4 Bikes	1				
2 Motorcycles	1				
	<u>103</u>				
Ratio	1.81				

Per Parking Studies Findings

Vehicle Ownership for Low-Income Renter Households

57 units
<u>1.64 vehicles per 4 person household @ 48-60% AMI</u>
93.48 resident parking
<u>9.35 + 10% visitor parking</u>
102.83
1.80 Ratio

Note: This is the highest parking ratio found in the several studies cited.
 1.64 vehicles per 4 person household is for all households @ 48-60% AMI.
 At each income level, renting households own on average 0.4 fewer vehicles.

From: Ann Bauman
Sent: Tuesday, May 25, 2004 4:02 PM
To: Dyana Anderly
Subject: Parking

Parking Data

In 1995, the Metropolitan Transportation Commission conducted a study of vehicle ownership in the Bay Area based largely on 1990 Census data. The MTC study demonstrated the following:

- Lower income households own fewer vehicles per household than the 1.76 average number of vehicles per household in the Bay Area; households earning between 48% and 60% of the median income owned on average only 1.30 vehicles. Hayward Mission Apartments will target households between 30% and 60% of the median income.
- Below the median income, once households exceed one person, household size does not have a large impact on vehicle ownership. At 48% to 60% of the median, a 2-person household owns 1.48 vehicles; a 3-person household owns 1.56 and a 4-person household owns 1.64 vehicles. Roughly 50% of Hayward Mission Apartments will be 3-bedroom units for four to five person households.
- Renters own fewer vehicles than owners at the same income level. At each income level, renting households own on average 0.4 fewer vehicles.

According to the National Multi Housing Council (NMHC), apartment residents own fewer cars and are more likely to use public transportation. NMHC examined the U.S. Census Bureau's 1999 American Housing Survey data and found that apartment residents own an average one motor vehicle per household, while owner-occupied households own an average two vehicles. Data from the Institute for Transportation Engineers indicates that apartment households generate 30 to 40 percent fewer vehicle trips than single-family units.

The California Planning Roundtable published a report called "Myths and Facts about Affordable and High-Density Housing" in 1993. To address the myth that high-density and affordable housing will cause too much traffic, the report presented the following fact: people who live in affordable housing own fewer cars and drive less. In California's six largest metropolitan areas, two-thirds of renters and over three-fourths of the households living below the poverty line own no vehicle or only one car, compared to 54% of all households and 44% of homeowner households. This conclusion is based on an analysis of American Housing Survey data from 1987 to 1999 and echoes the conclusion of the MTC's Bay Area study. With lower car ownership rates come fewer trips and fewer single-occupant auto commutes. In the San Francisco Bay Area, the MTC found in 1980 that low-income households make an average of 3.6 trips per day, compared to 6.8 trips per day for medium- and 9.9 per day for high-income households.

**Sara Conner Place
 Parking Variance Application
 Required vs. Provided Summary**

Per Zoning Code

Unit Mix		Covered	Uncovered	Total	Assigned		Visitor
1 BR	6	1	0.7	10.2	1	6	10%
2 BR	29	1	1.1	60.9	2	58	of
3 BR	<u>22</u>	1	1.1	<u>46.2</u>	2	<u>44</u>	total
	57			117.3		108	<u>11.73</u>
			Ratio	2.06			

Provided

Covered	58	1 per unit			Assigned		Visitor
Uncovered	43				94		9
4 Bikes	1						
2 Motorcycles	<u>1</u>						
	103						
Ratio	1.81						

Per Parking Studies Findings

Vehicle Ownership for Low-Income Renter Households

57 units	
<u>1.64</u> vehicles per 4 person household @ 48-60% AMI	
93.48 resident parking	
<u>9.35</u> + 10% visitor parking	
102.83	
1.80 Ratio	

Note: This is the highest parking ratio found in the several studies cited.
 1.64 vehicles per 4 person household is for all households @ 48-60% AMI.
 At each income level, renting households own on average 0.4 fewer vehicles.

Compared to Other Hayward Family Properties

See Parking Survey for more detail

57 units	
<u>1.83</u> 2nd highest parking ratio (Villa Springs)	
104 total parking	
57 units	
<u>1.32</u> 2nd lowest parking ratio (Glen Berry)	
75 total parking	

TRAFFIC ANALYSIS REPORT

**LAFAYETTE PLACE
OR
SARA CONNER PLACE
RESIDENTIAL APARTMENTS**

**MISSION BOULEVARD
AND
LAFAYETTE AVENUE**

CITY OF HAYWARD

April 9, 2004

BY

PANG ENGINEERS, INC.
Traffic and Transportation Consultants
P.O. Box 4255
Mountain View, CA 94040

Administrative Draft

TRAFFIC ANALYSIS REPORT

**LAFAYETTE PLACE
or
SARA CONNER PLACE**

RESIDENTIAL APARTMENTS

**MISSION BOULEVARD
AND
LAFAYETTE AVENUE**

CITY OF HAYWARD

April 9, 2004

BY

PANG ENGINEERS, INC.
Traffic and Transportation Consultants
P.O. Box 4255
Mountain View, CA 94040

RECEIVED

APR 12 2004

PLANNING DIVISION

Project #
PL-2004-0188 ZC
PL-2004-0192 VAR
PL-2004-0191 SPR

ATTACHMENT G

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- Site Plan
- Traffic Issues
- Traffic Signal Warrants
- Traffic Counts

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TRAFFIC ANALYSIS REPORT

I. INTRODUCTION

EDEN HOUSING proposes to replace existing land uses, such as a 5,802 square foot commercial retail center, a 6,000 square foot milk and juice processing plant, and a gasoline service station, with 58 residential apartments⁽¹⁾ between Mission Boulevard and Pulaski Drive, and northerly of Lafayette Avenue.

The objective of this report is to analyze the existing and future traffic conditions, provide an estimate of traffic generation for the project, assign and distribute the trips to critical intersections, and suggest possible street improvements and / or mitigation measures if required.

II. SITE CONDITIONS

The subject property is currently entitled with the three land uses as described above. The site is bounded on the north with existing multi-story apartments and a Breakfast and BBQ restaurant and northerly thereof, Lexington Avenue, a two lane collector street with an unposted speed limit of 25 miles per hour (mph). To the south is Lafayette Avenue, a two-lane collector street with an unposted speed limit of 25 mph and southerly thereof is the Mexico Super, a supermarket. To the east is Mission Boulevard, a four-lane, major arterial street with a 40 mph speed limit and easterly thereof is the Chapel of the Chimes funeral home. To the west is Pulaski Drive, a two-lane collector street with a speed limit of 25 mph, and westerly thereof are single family residential homes (Refer to Plate 1).

⁽¹⁾ Refer to Site Plan in the Appendix; the number of units on several alternative Site Plans have ranged between 57 and 61.

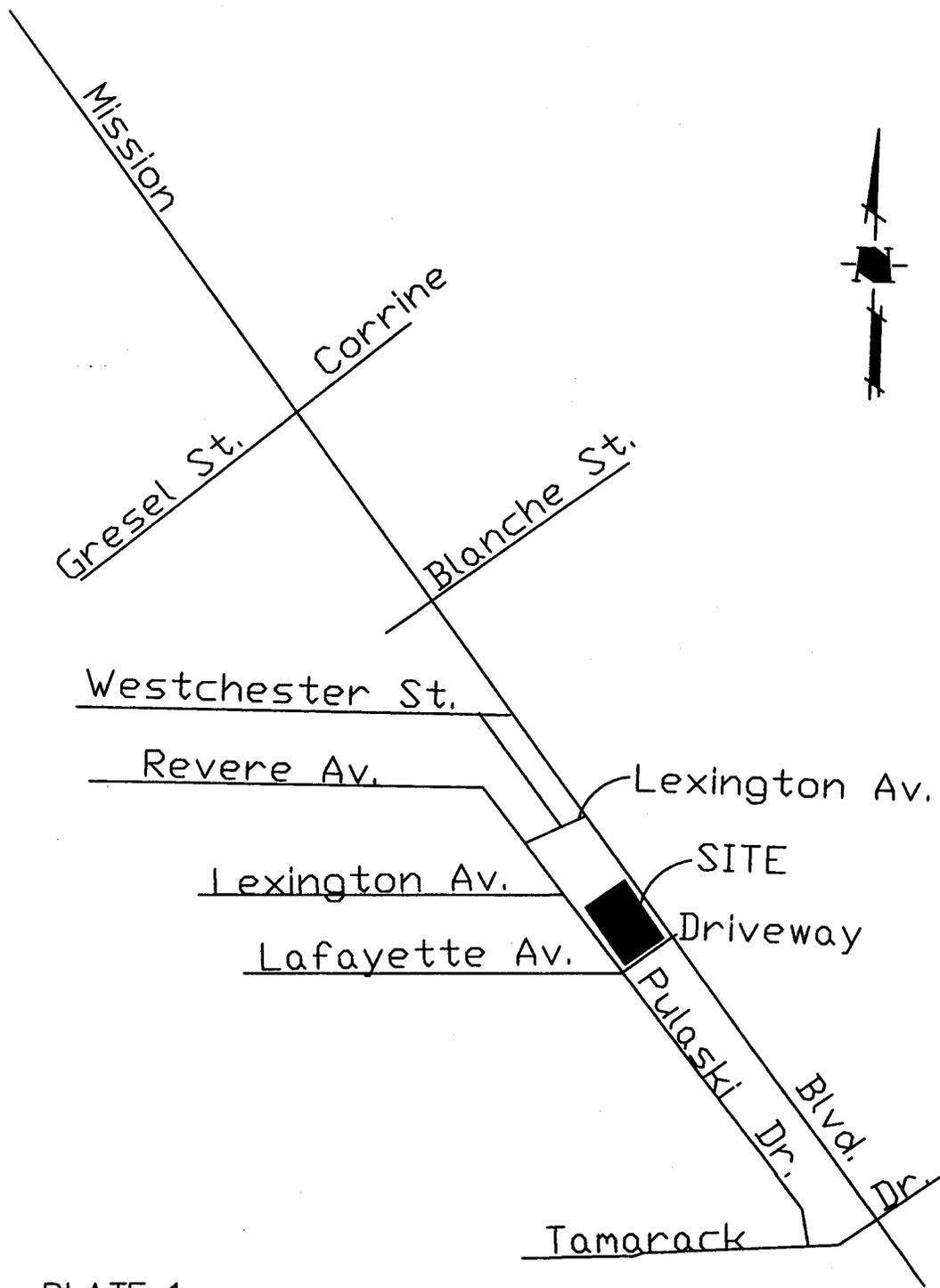


PLATE 1
VICINITY MAP

The four-way intersection of Mission Boulevard and Lafayette Avenue operates with a STOP control on the west leg of Lafayette Avenue, and a sliding gate for the funeral home driveway (east leg). The four-way intersection of Lafayette Avenue and Pulaski Drive is STOP controlled on Pulaski Drive (north and south legs).

The three-way intersection of Pulaski Drive and Lexington Avenue – West section is uncontrolled. The three-way intersection of Pulaski Drive and Lexington Avenue – East section is uncontrolled.

The three-way intersection of Mission Boulevard and Lexington Avenue operates with a STOP control on the west leg of Lexington Avenue. There is a left turn movement restriction from Lexington Avenue to northbound Mission Boulevard. Mission Boulevard northbound left turns are permitted from a median left turn lane.

III. TRAFFIC CHARACTERISTICS

A. Trip Generation

The 58 residential apartments⁽¹⁾ will replace the existing land uses. The project is expected to generate 390 trips per day. During the AM peak hour, 30 trips will occur with 6 inbound and 24 outbound. For the PM peak hour, 36 trips are expected with 23 inbound and 13 outbound.

Due to the existing land uses, there is available existing "trip credit" for the commercial retail, manufacturing, and gasoline service station. After the trip credit is applied, there is a net reduction of 155 daily trips, a net reduction of 1 AM peak hour and 8 PM peak hour trips. Ignoring the negative trips, the maximum number of positive trips is 10 outbound for the AM peak hour and 2 inbound for the PM peak hour (Table I).

These net trips, as well as the gross project trips, are below the 100 peak hour trip threshold that would require a Traffic Analysis Report with intersection Level of Service (LOS) analyses. Thus, there are no LOS analyses in this report.

B. Trip Distribution and Assignment

The trips are distributed and assigned based on existing traffic volumes in the proximity of the development. The trip distribution is shown below and on Plate 2.

⁽¹⁾ Refer to Site Plan in the Appendix; the number of units on several alternative Site Plans have ranged between 57 and 61.

TABLE I
TRIP GENERATION
HAYWARD MISSION FAMILY HOUSING

LAND USE	UNIT	TRIP RATE ⁽¹⁾	DAILY TRIPS	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
				IN	OUT	IN	OUT
PROPOSED:							
1. Residential Apartments	58 D.U.	6.72 ^(a)	390	20%	80%	65%	35%
	AM	0.51 ^(b)		6	24		
					30		
	PM	0.62 ^(b)	.....	.....	.....	23	13
						36	
TOTAL PROPOSED:							
	DAILY		390				
	AM	.....	.....	6	24		
					30		
	PM	.....	.....	.....	.....	23	13
						36	

TABLE I
TRIP GENERATION
(Continued)

LAND USE	UNIT	TRIP RATE ⁽¹⁾	DAILY TRIPS	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
				IN	OUT	IN	OUT
EXISTING:							
1. Commercial Retail	5,802 sq.ft.	37.67 ^(c)	219	60% ⁽²⁾	40% ⁽²⁾	44%	56%
	(w/ 15% Passby) ⁽²⁾						
	AM ⁽²⁾	1.13 ^(d)		4	3		
					7		
	PM	2.30 ^(d)	.....	.....	.....	6	7
							13
2. Manufacturing (Milk & Juice Processing)	6,000 sq. ft.	3.82 ^(c)	23	77%	23%	36%	64%
	AM	0.73 ^(d)		3	1		
					4		
	PM	0.74 ^(d)	.....	.....	.....	1	3
							4
3. Service Station ⁽³⁾	4 VFP	75.852 ^(e)	303	50%	50%	50%	50%
		(w/ 55% passby)					
	AM	5.069 ^(f)		10	10		
		(w/ 58% passby)			20		
	PM	6.653 ^(f)	.....	.....	.....	14	13
		(w/ 52% passby)					27
TOTAL EXISTING:							
	DAILY		545				
	AM	.....	.....	17	14		
					31		
	PM	.....	.....	.....	.....	21	23
							44

TABLE I
TRIP GENERATION
(Continued)

LAND USE	UNIT	TRIP RATE ⁽¹⁾	DAILY TRIPS	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
				IN	OUT	IN	OUT
NET PROJECT: (Proposed less Existing)							
	DAILY		(155)				
	AM	.....	.....	(11)	(1)	+10	
	PM	.....	.....	.....	.....	+2	(10)
						(8)	

AM = Morning Peak Hour
 PM = Evening Peak Hour
 Sq. ft. = Square feet
 D.U. = Dwelling Unit
 VFP = Vehicle Fueling Position

- (1) Ref.: Institute of Transportation Engineers, "Trip Generation", Seventh Edition, 2003
- (2) Ref.: San Diego Association of Governments, Trip Generation Rates, April, 2002
- (3) Ref.: Institute of Transportation Engineers, "Trip Generation," Fifth Edition Update, February, 1995

- (a) Per dwelling unit per day.
- (b) Per dwelling unit per peak hour.
- (c) Per 1000 square feet gross floor area per day.
- (d) Per 1000 square feet gross floor area per peak hour.
- (e) Per vehicle fueling position per day.
- (f) Per vehicle fueling position per peak hour.

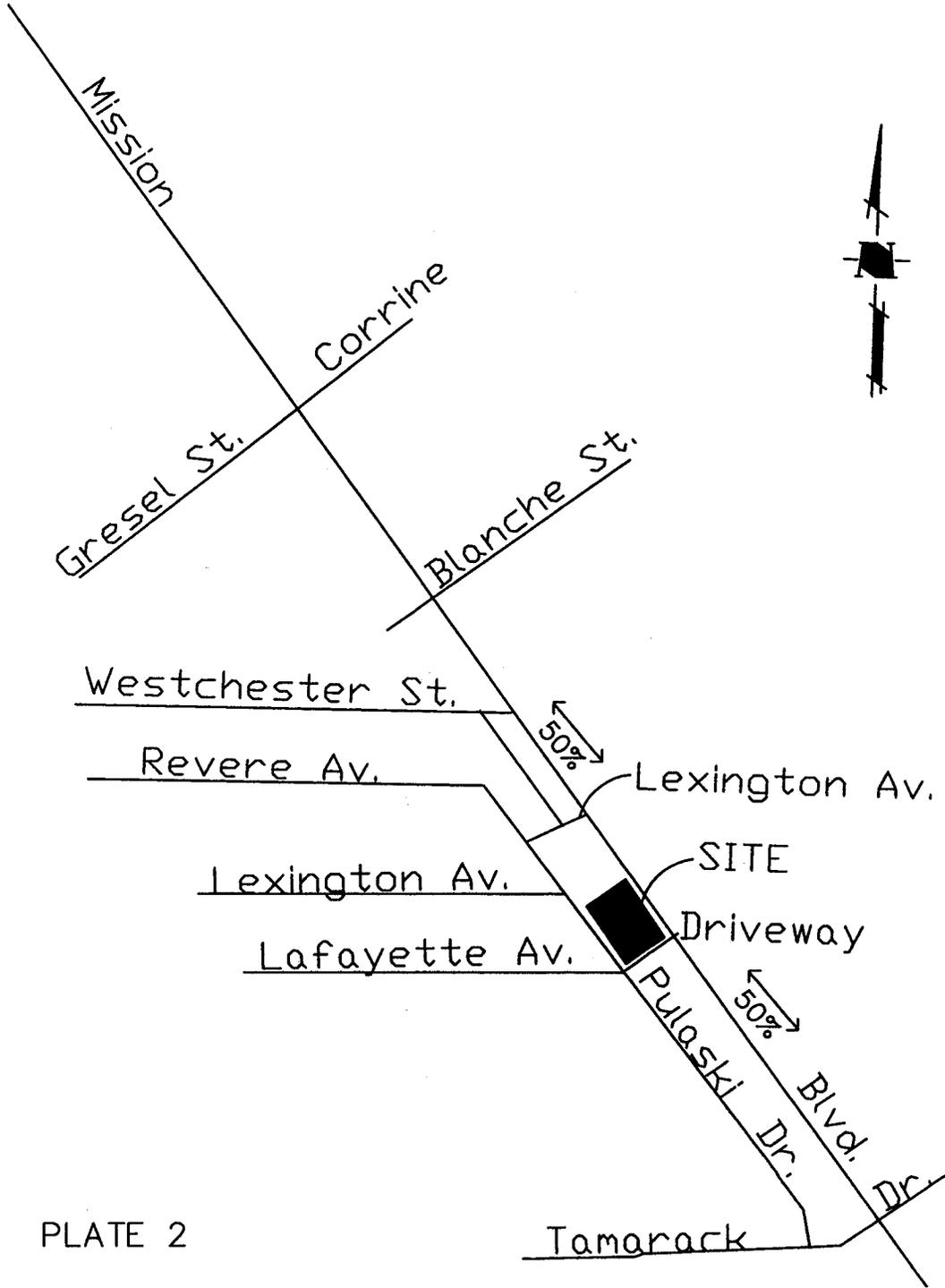


PLATE 2
TRIP DISTRIBUTION

A summary of the trip distribution is as follows:

1. <u>North</u>	50%
Mission Boulevard	50%
2. <u>South</u>	50%
Mission Boulevard	50%
 TOTAL	<hr/> 100%

The trips are more specifically assigned on Plate 3A for the AM and PM peak hours without the existing trip credit, and Plate 3B for the AM and PM peak hours for the net trip assignment.

The project peak hour volumes at the critical intersections are small and insignificant for both cases.

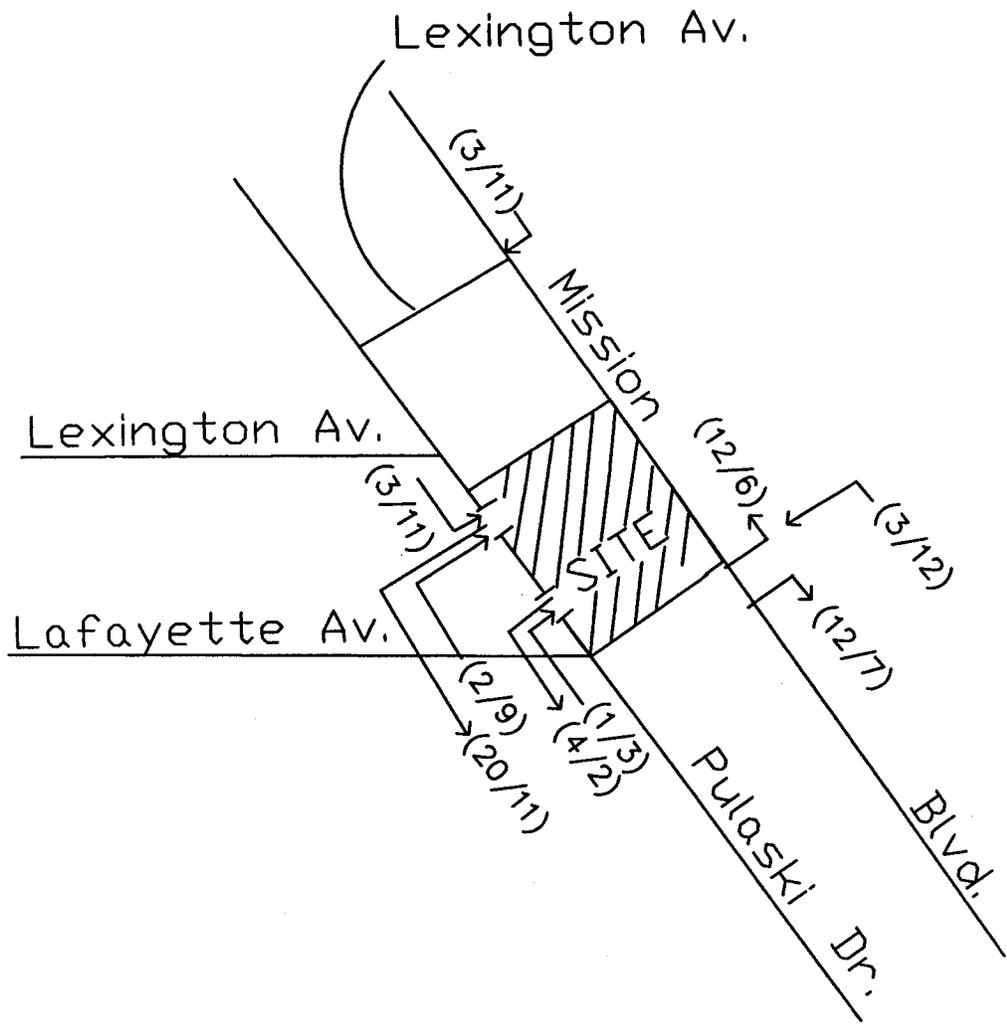


PLATE 3A

TRIP ASSIGNMENT
 (without Existing Trip Credit)

Legend:
 (XX/00) AM/PM

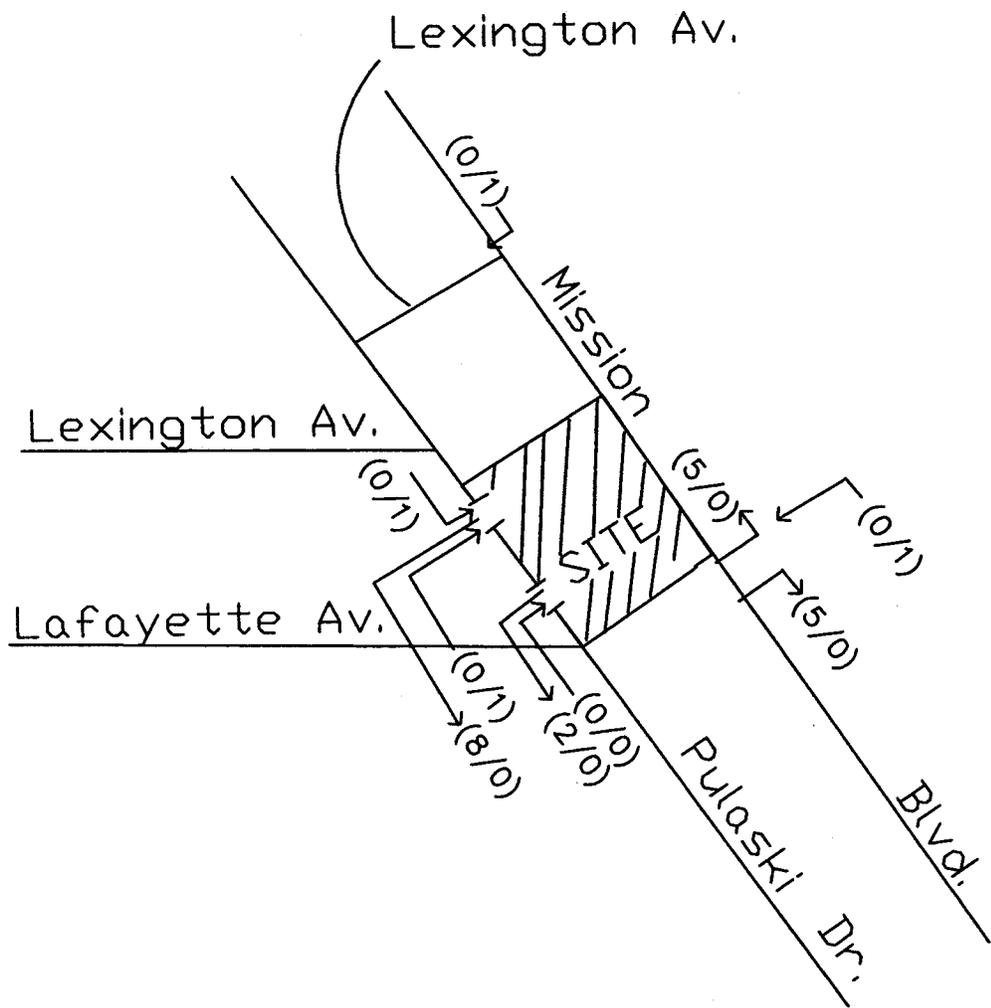


PLATE 3B
NET TRIP ASSIGNMENT

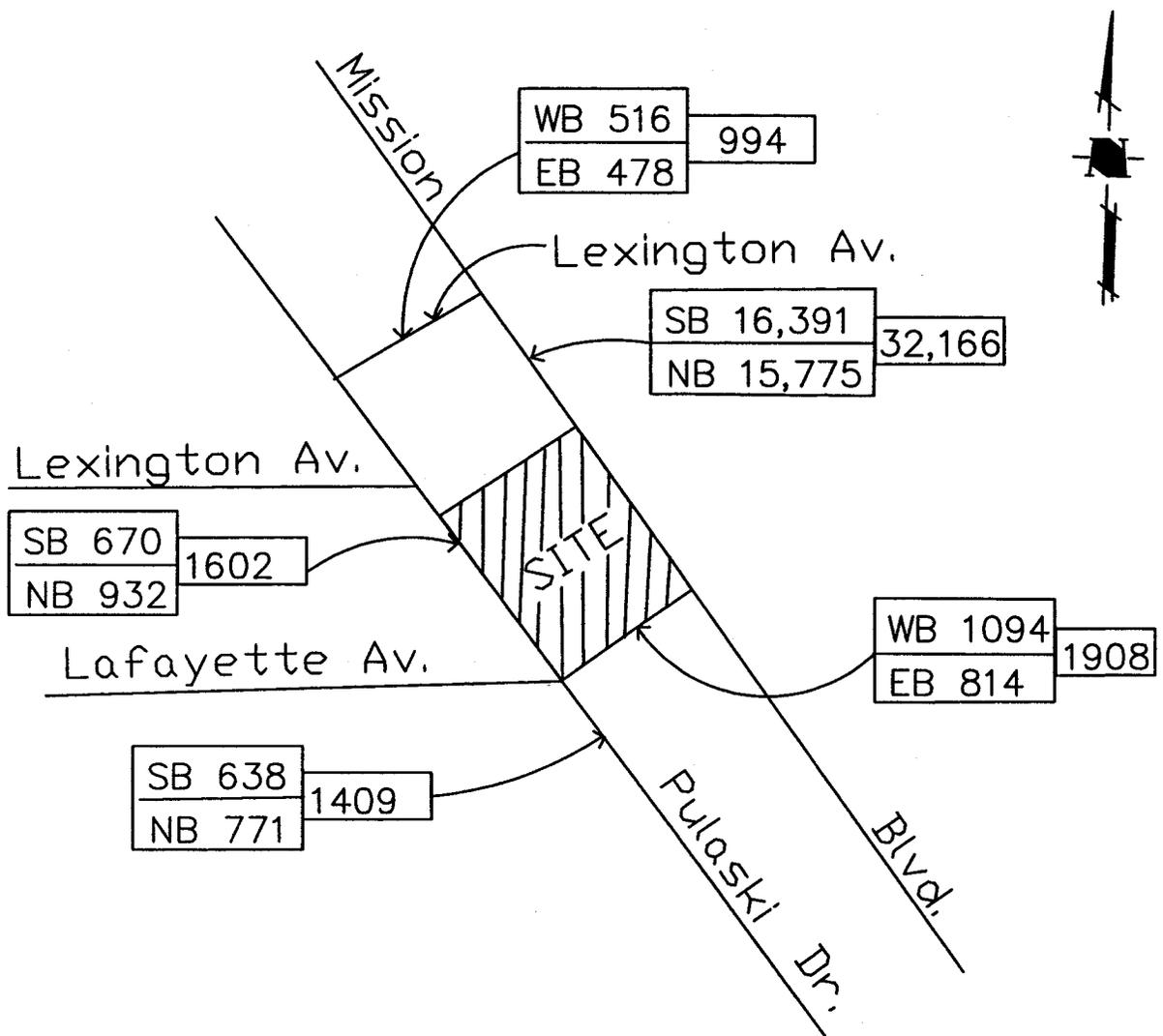
Legend:
(XX/00) AM/PM

C. Average Daily Traffic and Peak Hourly Volumes

Traffic counts were obtained in February, 2004 to accurately depict the existing traffic conditions on the streets surrounding the project site. The Average Daily Traffic (ADT) and peak hourly volumes (PHV) are shown on Plate 4 and Plate 5 respectively. The ADT and PHV volumes are summarized below:

<u>STREET</u>	<u>ADT</u> <u>(Non-Directional)</u>	<u>PHV</u> <u>AM / PM</u> <u>(Non-Directional)</u>
Mission Boulevard	32,166	2,526 / 2,749
Lafayette Avenue	1,908	132 / 198
Pulaski Dr. – South of Lafayette	1,409	184 / 120
Pulaski Dr. – North of Lafayette	1,602	214 / 139
Lexington Avenue	994	70 / 102

Additional pedestrian counts and bicycle counts are contained in the Appendix.



Legend:

Direction	ADT	TOTAL ADT
	XXX	XOXO
	000	

PLATE 4

AVERAGE DAILY TRAFFIC

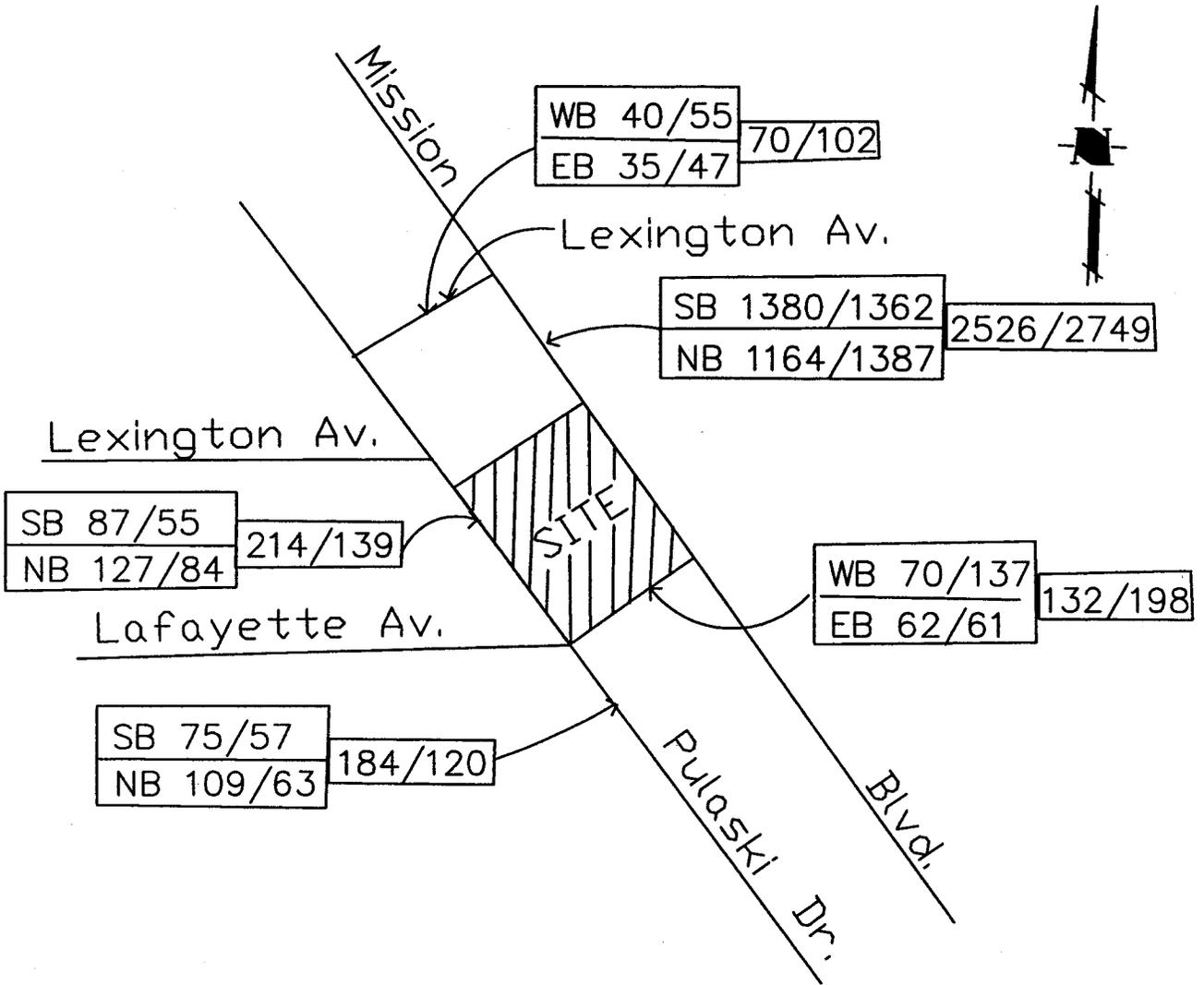
Direction:

NB = Northbound

SB = Southbound

EB = Eastbound

WB = Westbound



Legend:

Direction	PHV (AM/PM)	TOTAL PHV AM/PM
	XX/00	XXX/000
	XX/00	

Direction:

NB = Northbound

SB = Southbound

EB = Eastbound

WB = Westbound

PLATE 5

PEAK HOURLY VOLUMES

D. ACCESS AND CIRCULATION

The existing site is served with two commercial and two service station driveways or a total of four driveways on Mission Boulevard, plus two service station driveways on Lafayette Avenue, and two dairy and one commercial driveways for a total of three driveways on Pulaski Drive. Thus, the site has 9 existing driveways. The Site Plan shows two proposed primary driveways, both on Pulaski Drive, one in proximity to Lexington Avenue – West section and the other northerly of Lafayette Avenue. A third driveway is on Lafayette Avenue and will serve the fire and trash access needs.

Vehicular access to and from the project site is planned with a shift to the south and the narrowing of Lafayette Avenue from a 92-foot right of way to a 56-foot⁽¹⁾ right of way street. This 56-foot right of way is in reality, the standard City of Hayward 46-foot right of way with a 10 foot “border width” on the north, a 36 foot curb to curb pavement width, and the existing 10-foot “border width” on the south. This proposed narrowing of the right of way will also reduce the curb to curb pavement width from about 72 to 36 feet or one travel lane and a parking lane in the east and west directions. The 10-foot “border width” in front of the Mexico Super property will be retained with no improvements proposed. The westbound direction of travel on Lafayette Avenue currently is striped for a separate left, a thru and a separate right turn lane. The three westbound lanes will be reduced to one lane with the project, and the Lafayette Avenue / Pulaski Drive intersection will become “offset”.

While the proposed Lafayette Avenue street width reduction and shift to the south creates additional developable area, there are several traffic issues that are identified. The intersection to the east at Mission Boulevard / Lafayette Avenue and the intersection to the west at Lafayette Avenue / Pulaski Drive will be

⁽¹⁾ Lafayette Avenue right of way has ranged between 46 and 56 feet for various alternatives.

“offset” along the Lafayette Avenue corridor. This implies that at the Mission Boulevard / Lafayette Avenue intersection, there will be a desire to relocate the north crosswalk to a “non-perpendicular” position, or replace it with a south crosswalk. The latter is preferred to retain the “straight” crosswalk across Mission Boulevard. Additionally, a portion of the median “bull nose” on the south leg (Mission Boulevard) should be removed, and the median “bull nose” on the north leg (Mission Boulevard) lengthened. Since the intersection will be shifted to the south, the existing Alameda County Transit near side southbound bus stop on Mission Boulevard should also be moved further south to the future crosswalk, or may be relocated as a far side bus stop in front of the Mexico Super. The latter is preferred to be near the relocated crosswalk across Mission Boulevard. Lafayette Avenue should be retained as a STOP operation until several traffic signal warrants are satisfied and a signal installation approved by the City of Hayward and by CalTrans. Any street improvements within Mission Boulevard will require a CalTrans encroachment permit.

The south side of Lafayette Avenue will remain “as is”. The existing driveway on the Mexico Super property will be “offset” from the fire and trash access driveway on Lafayette Avenue. Thus, appropriate sight distance and vehicular storage issues should be addressed prior to project implementation. One of the ways to increase sight distance at the driveways is to prohibit parking at the project fire and trash access driveway and Mexico Super driveway. A suggestion is to prohibit parking for about 20 feet on both sides of the access / driveway. This suggestion would also apply to the two proposed driveways on Pulaski Drive. The 20 feet is considered a minimum.

At the Lafayette Avenue / Pulaski Drive intersection, the westbound right turn movement may be constrained. The northeast corner turning radii should permit a single unit truck to traverse this movement. With the shifting of Lafayette Avenue to the south, the eastbound and westbound Lafayette Avenue movements

should be STOP controlled⁽¹⁾ if warranted. The reasons include the geometric “offset” for the Lafayette Avenue movements, the reduced sight distance, and the reduction in lanes on Lafayette Avenue (east leg). These concerns would be minimized with the 4-way STOP installation.

Other traffic issues of a general nature are suggestions to improve the operations of the streets surrounding the project site. At the Lexington Avenue – West section / Pulaski Drive intersection, a STOP sign, STOP bar and STOP pavement marking should be considered on Lexington Avenue – West section. Similarly, at the Lexington Avenue – East section / Pulaski Drive intersection, a STOP sign, STOP bar and STOP pavement marking should be considered on Lexington Avenue – East section.

⁽¹⁾ A 4-way STOP control analysis was not part of the scope of work.

E. TRAFFIC SIGNAL WARRANT ANALYSES

The Mission Boulevard / Lafayette Avenue intersection currently operates with a STOP control on Lafayette Avenue, the west leg, and an effective STOP control with a sliding gate on the funeral home driveway (the east leg). Mission Boulevard is a north-south four lane major arterial street, while Lafayette Avenue is an east-west two lane collector street that is controlled by a STOP sign.

Traffic data collection was performed in February, 2004 and included 24-hour approach volumes for a typical weekday on Mission Boulevard and Lafayette Avenue, and 7 AM to 7 PM hourly turning movement volumes. Based on the requirements contained in the CalTrans Traffic Manual, Chapter 9, Traffic Signals and Lighting, an analysis for the Traffic Signal Warrants was performed.

The intersection operates with four approach legs, with the north-south or Mission Boulevard operating as uncontrolled, and Lafayette Avenue, the east-west street as a STOP condition. The 24-hour data⁽¹⁾ was analyzed and yielded the 8 highest hours for the approach volumes from 7 to 9 AM, and 1 PM to 7 PM.

The analysis was performed for only the Existing condition since the net project trips are insignificant. The analyses resulted in the following:

Warrant 1 – Minimum Vehicular Volume is not satisfied.

Warrant 2 – Interruption of Continuous Traffic is satisfied for the 100% and 80% conditions.

Warrant 3 – Minimum Pedestrian Volume is not satisfied.

Warrant 4 – School Crossings is not applicable.

Warrant 5 – Progressive Movement is satisfied.

Warrant 6 – Accident Experience is not satisfied.

⁽¹⁾ Refer to Traffic Signal Warrant Worksheets in the Appendix.

Warrant 7 – Systems Warrant is not satisfied.

Warrant 8 – Combination of Warrants is not satisfied.

Normally, the satisfaction of 2 or more of the first 8 warrants would place the intersection on a traffic signal priority list. However, the satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

Other Warrants from 9 thru 11 are analyzed to focus on the peaking characteristics of the intersection. Those results are as follows:

Warrant 9 – Four Hour Volume is satisfied.

Warrant 10 – Peak Hour Delay is not applicable.

Warrant 11 – Peak Hour Volume is satisfied.

Thus Warrants 2 and 5 from the first 8 warrants, and Warrants 9 and 11 indicate a satisfaction of the minimum criteria for the installation of a traffic signal at the Mission Boulevard / Lafayette Avenue intersection for the Existing condition.

IV. IMPROVEMENTS

The following street improvements relate to suggestions to improve access, minimize congestion and enhance the traffic carrying capability of streets in the proximity of the development.

1. Improve to City of Hayward standards, Lafayette Avenue from Mission Boulevard to Pulaski Drive, as a 56-foot right of way, 2 lane street with a 36 foot curb to curb width and parking on both sides, and a "border width" of 10 feet on the north and the existing 10 feet on the south; also improve the street frontage of Pulaski Drive including driveway closures, construction of new driveways, and the curb return turning radii at the northeast corner of the Lafayette Avenue / Pulaski Drive intersection.
2. Improve to CalTrans standards, the street frontage of Mission Boulevard including driveway closures and sidewalk reconstruction, and the intersection of Mission Boulevard / Lafayette Avenue with median bull noses, crosswalk relocation across the south leg, and the curb return turning radii at the northwest corner.
3. Improve to Alameda County Transit and CalTrans the relocation of the existing bus stop in the southbound direction on Mission Boulevard in front of the Mexico Super property as a far side bus stop.
4. Provide STOP signs, STOP bars and STOP pavement markings at Lafayette Avenue, east and west legs, at its intersection with Pulaski Drive, to create a 4-WAY STOP.
5. Prohibit parking for about 20 feet on the relocated Lafayette Avenue on both sides of the project fire and trash access and on the Mexico Super existing driveway; prohibit parking for about 20 feet on both sides of the two driveways on Pulaski Drive.

6. Consider adding a STOP sign, a STOP bar and STOP pavement marking on Lexington Avenue – West section at Pulaski Drive, and on Lexington Avenue – East section at Pulaski Drive.

V. CONCLUSIONS

The peak period traffic impacts have been evaluated for this residential apartment project. Several conclusions may be extracted from this report. They are related to trip generation, circulation and access, and traffic signal warrants.

1. This project is expected to generate 390 trips per day, 30 trips during the AM, and 36 trips during the PM peak hours. With the trip credit from the existing land uses, the net trip generation for the project is a decrease of 155 daily trips, an increase of 10 outbound AM peak hour trips, and an increase of 2 inbound PM peak hour trips.
2. Vehicular access and circulation as proposed on the site plan appear to be adequate with the suggested improvements in place.
3. Place the Mission Boulevard / Lafayette Avenue intersection on a priority list for consideration of a traffic signal installation.

The traffic analysis report concludes that there is adequate capacity in the existing transportation system to develop the entire project as proposed.

APPENDIX

Site Plan

SITE PLAN

57 HOUSING UNITS
101 PARKING SPACES
(1.77 PER UNIT)

ALL STREETS SHOWN, EXCEPT MISSION BLVD, ARE ONE LANE IN EACH DIRECTION WITH PARALLEL PARKING ON BOTH SIDES

58 PODIUM PARKING SPACES

28 SURFACE PARKING SPACES

TWO-WAY DRIVE SERVES 86 SPACES

TWO-WAY DRIVE SERVES 15 SPACES

FIRE ACCESS

LAFAYETTE STREET PARTIALLY VACATED

PARCEL BOUNDARY - - - -

DRIVEWAY ENTRANCE

PODIUM ENTRANCE

LAND USE

RESIDENTIAL

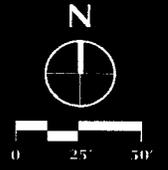
COMMERCIAL

CEMETERY

OPEN SPACE



Lafayette Place
Eden Housing



April 2, 2004

Pyatok Architects, Inc.

Traffic Issues

SITE PLAN

57 HOUSING UNITS

101 PARKING SPACES

(1.77 PER UNIT)

ALL STREETS SHOWN, EXCEPT MISSION BLVD, ARE ONE LANE IN EACH DIRECTION WITH PARALLEL PARKING ON BOTH SIDES

58 PODIUM PARKING SPACES

ADD "STOP"

28 SURFACE PARKING SPACES

TWO-WAY DRIVE SERVES 86 SPACES

ADD "STOP"
PROHIBIT PARKING
(CTYP.)

TWO-WAY DRIVE SERVES 15 SPACES

FIRE ACCESS

LAFAYETTE STREET PARTIALLY VACATED

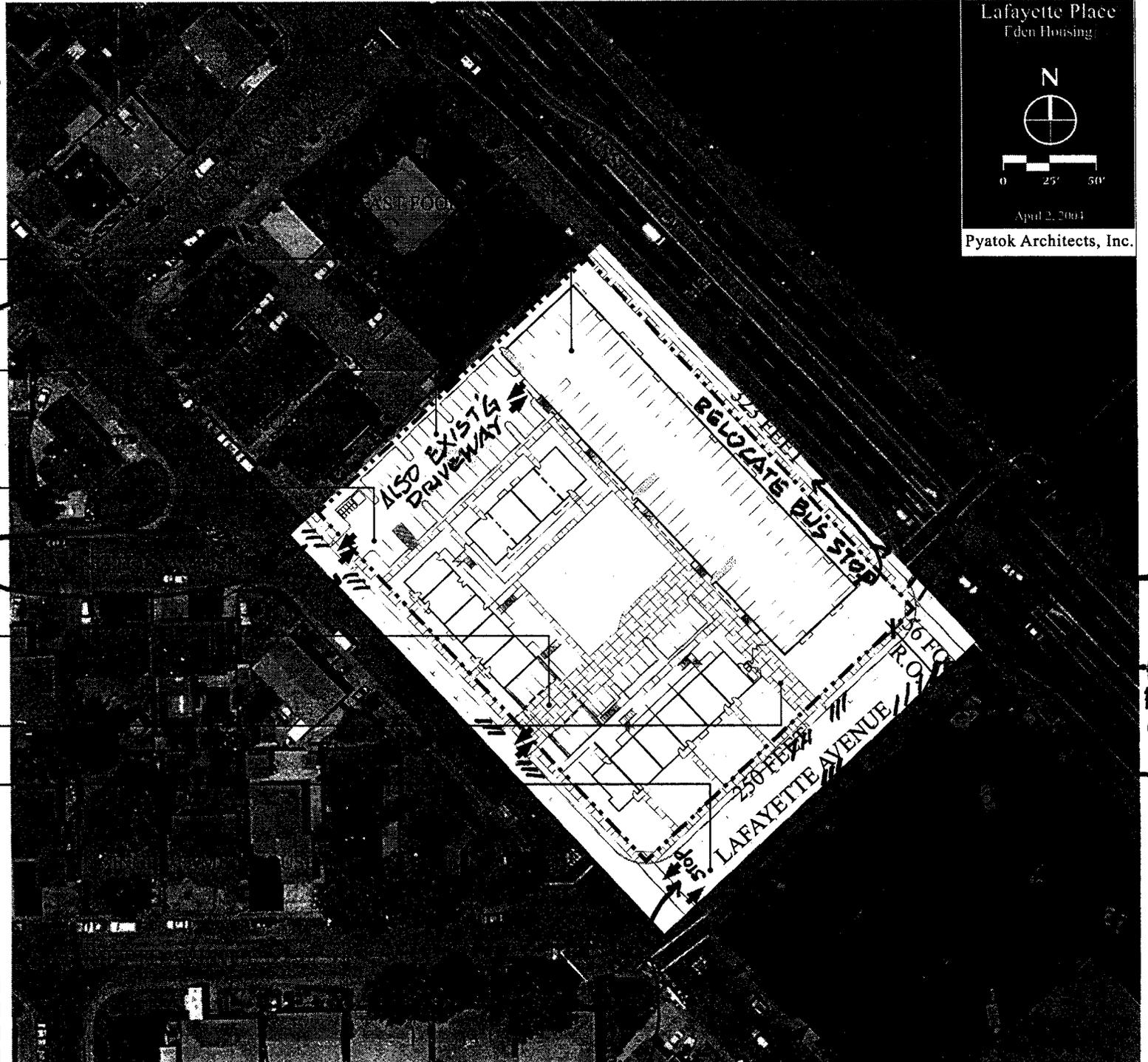
PARCEL BOUNDARY - - - -

DRIVEWAY ENTRANCE

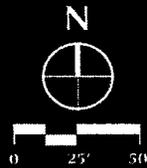
PODIUM ENTRANCE

LAND USE

RESIDENTIAL
COMMERCIAL
CEMETERY
OPEN SPACE



Lafayette Place
Eden Housing



April 2, 2004

Pyatok Architects, Inc.

X-WALK
ΔLT.

PROHIBIT
PARKING
(CTYP.)

NEW
BUS
STOP

Traffic Signal Warrants

EXISTING

Figure 9-1
TRAFFIC SIGNAL WARRANTS

DIST _____ CO _____ RTE _____ PM _____
 CALC GLP DATE 3/15/04
 CHK _____ DATE _____
 Major St: MISSION BLVD Critical Approach Speed 40+ mph
 Minor St: LAFAYETTE AVE Critical Approach Speed 25+ mph

Critical speed of major street traffic ≥ 40 mph or
 In built up area of isolated community of $< 10,000$ pop. } RURAL (R)
 URBAN (U)

WARRANT 1 - Minimum Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour	AVG
	1		2 or more		4-5PM	5-6PM	3-4PM	7-8AM	6-7PM	8-9AM	2-3PM	1-2PM		
Both Apprchs. Major Street	500 (400)	350 (280)	600 (480)	420 (336)	2718	2620	2437	2503	2369	2342	1983	1672	2331	
Highest Apprch. Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	86	78	104	63	62	55	72	87	76	

WARRANT 2 - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour	AVG
	1		2 or more		4-5PM	5-6PM	3-4PM	7-8AM	6-7PM	8-9AM	2-3PM	1-2PM		
Both Apprchs. Major Street	750 (600)	525 (420)	900 (720)	630 (504)	2718	2620	2437	2503	2369	2342	1983	1672	2331	
Highest Apprch. Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	86	78	104	63	62	55	72	87	76	

WARRANT 3 - Minimum Pedestrian Volume

100% SATISFIED YES NO

REQUIREMENT	FULFILLED
Pedestrian volume crossing the major street is 100 or more for each of any four hours or is 190 or more during any one hour; AND	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
There are less than 60 gaps per hour in the major street traffic stream of adequate length for pedestrians to cross; AND	Yes <input type="checkbox"/> No <input type="checkbox"/>
The nearest traffic signal along the major street is greater than 300 feet; AND	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
The new traffic signal will not seriously disrupt progressive traffic flow on the major street.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

N.A.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

Figure 9-2
TRAFFIC SIGNAL WARRANTS

WARRANT 4 - School Crossings

Not Applicable -----
See School Crossings Warrant Sheet

WARRANT 5 - Progressive Movement

SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1000 FT.	N <u>3170±</u> ft, S <u>1580±</u> ft, E _____ ft, W _____ ft.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
ON ONE WAY ISOLATED STREETS OR STREETS WITH ONE WAY TRAFFIC SIGNIFICANCE AND ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING & SPEED CONTROL WOULD BE LOST		
ON 2-WAY STREETS WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING AND SPEED CONTROL PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM		<input checked="" type="checkbox"/> <input type="checkbox"/>

WARRANT 6 - Accident Experience

SATISFIED YES NO

REQUIREMENTS	WARRANT	✓	FULFILLED
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC	<input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW			<input checked="" type="checkbox"/> <input type="checkbox"/>
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE ACCIDENT FREQUENCY <u>N.A.</u>			<input type="checkbox"/> <input type="checkbox"/>
ACC. WITHIN A 12 MONTH PERIOD SUSCEPTIBLE OF CORR. & INVOLVING INJURY OR ≥ \$500 DAMAGE			
MINIMUM REQUIREMENT	NUMBER OF ACCIDENTS		
5 OR MORE	<u>2000 = 0</u> <u>2001 = 2</u> <u>2002 = 2</u>		<input type="checkbox"/> <input checked="" type="checkbox"/>

WARRANT 7 - Systems Warrant

SATISFIED YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 VEH/HR	DURING TYPICAL WEEKDAY PEAK HOUR <u>2866</u> VEH/HR OR DURING EACH OF ANY 5 HRS. OF A SAT. AND/OR SUN. _____ VEH/HR	<input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
HWY. SYSTEM SERVING AS PRINCIPLE NETWORK FOR THROUGH TRAFFIC		<input checked="" type="checkbox"/>	
RURAL OR SUBURBAN HWY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY		<input checked="" type="checkbox"/>	
APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN		<input checked="" type="checkbox"/>	
ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STREETS			<input type="checkbox"/> <input checked="" type="checkbox"/>

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

Figure 9-3 TRAFFIC SIGNAL WARRANTS

WARRANT 8 - Combination of Warrants

SATISFIED YES NO

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME	✓	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
	2. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	

WARRANT 9 - Four Hour Volume

SATISFIED* YES NO

Approach Lanes	One	2 or more	4-5PM	5-6PM	5-6PM	7-9PM	Hour	AVG
Both Approaches - Major Street	X		2718	2620	2437	2503		2570-
Highest Approaches - Minor Street	X		86	78	104	63		83-

* Refer to Figure 9-6 (URBAN AREAS) or Figure 9-7 (RURAL AREAS) to determine if this warrant is satisfied.

WARRANT 10 - Peak Hour Delay *N.A.*

SATISFIED YES NO

(ALL PARTS MUST BE SATISFIED)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND

YES NO
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND

YES NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

YES NO

WARRANT 11 - Peak Hour Volume

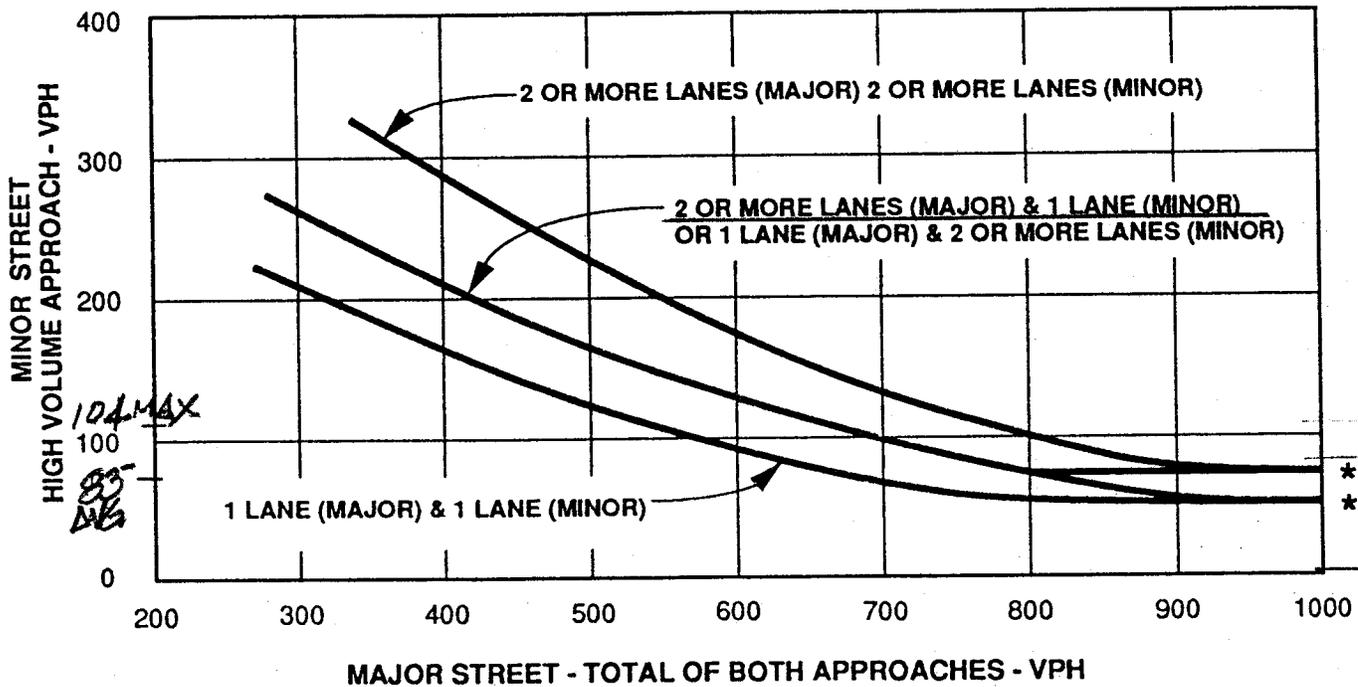
SATISFIED* YES NO

Approach Lanes	One	2 or more	4-5PM	5-6PM	5-6PM	7-9PM	Hour	AVG
Both Approaches - Major Street	X		2718	2620	2437	2503		2570-
Highest Approaches - Minor Street	X		86	78	104	63		83-

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

Figure 9-7
FOUR HOUR VOLUME WARRANT
(Rural Areas)



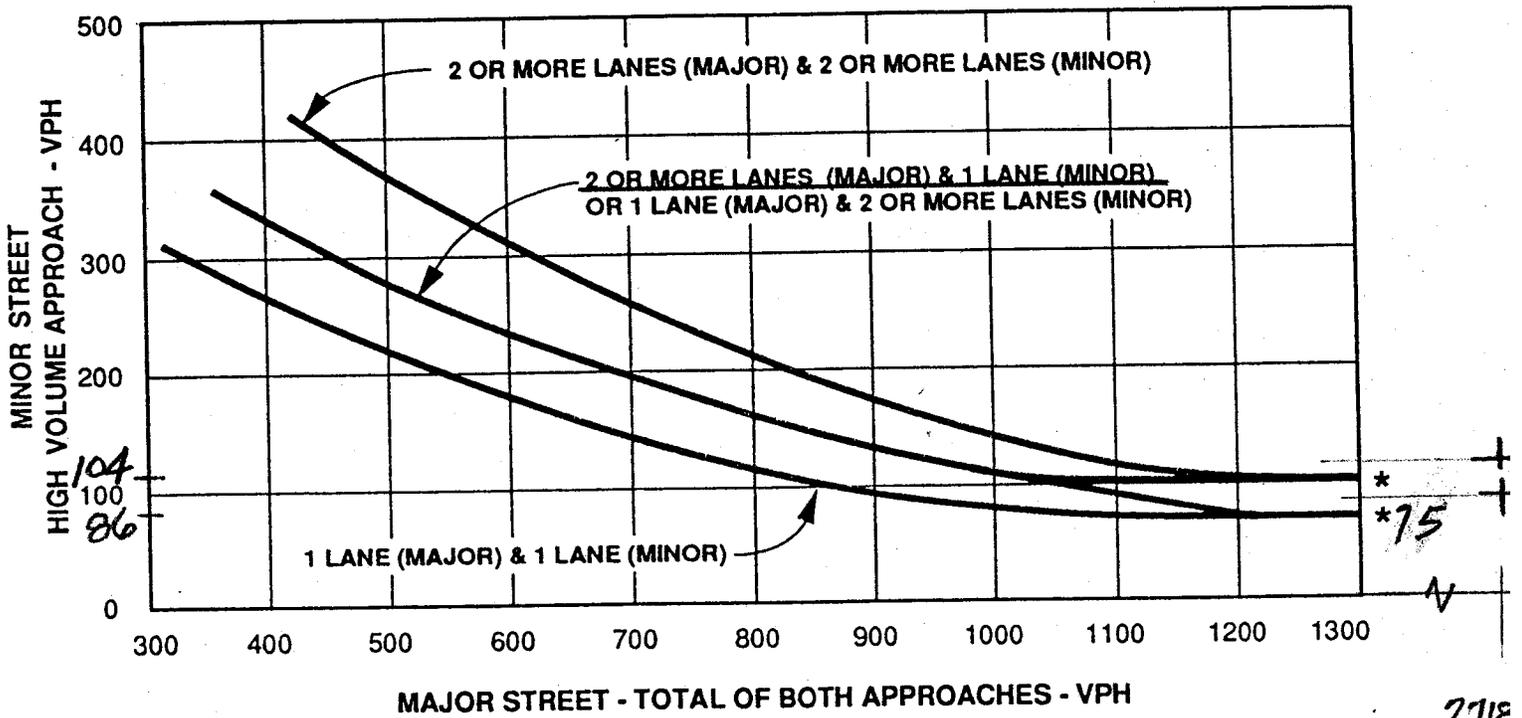
SATISFIED

* NOTE:

80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

2718
MAX

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

SATISFIED

2718

Traffic Counts

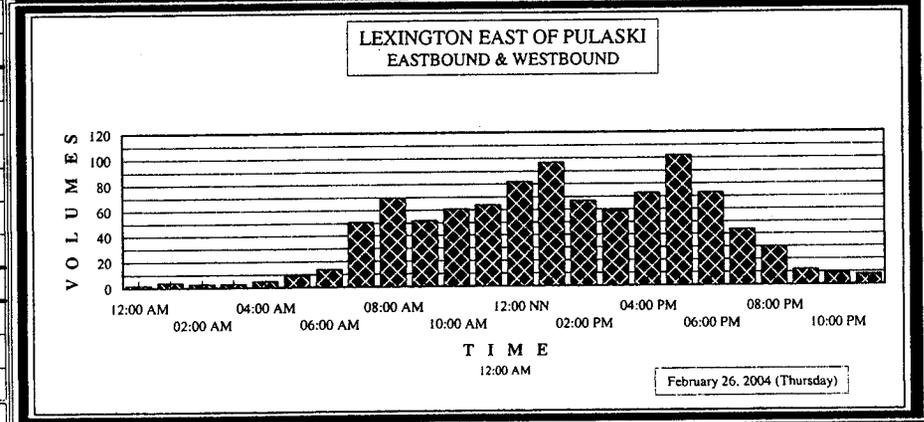
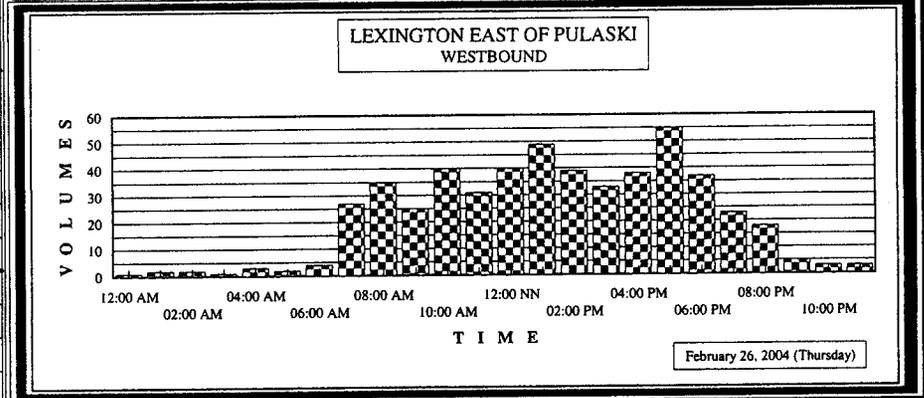
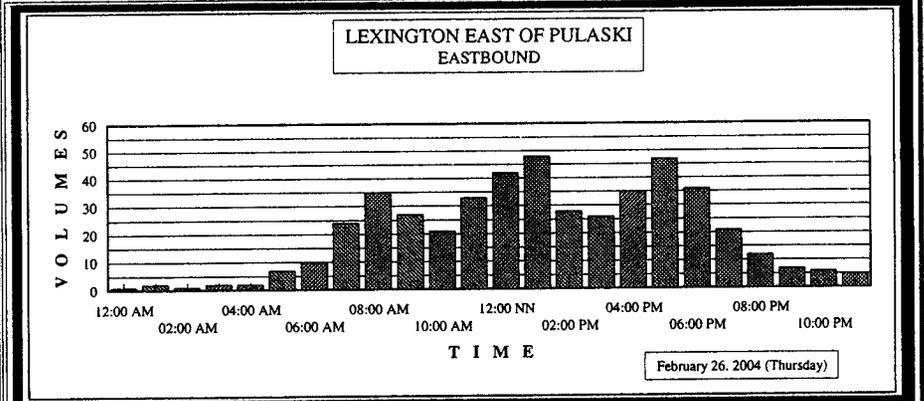
B . A . Y . M . E . T . R . I . C . S

DAILY TUBE COUNT SUMMARY

FILE: A1.123

PROJECT: HAYWARD TS RECORDER SET: 2/24/2004
 LOCATION: LEXINGTON EAST OF PULASKI RECORDER START: 2/25/2004
 DIRECTION: EASTBOUND & WESTBOUND RECORDER END: 2/27/2004
 CITY: HAYWARD MACHINE ID: M-3429

TIME	EASTBOUND					WESTBOUND					EB & WB				
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
February 26, 2004 (Thursday)															
12:00 AM	0	0	0	1	1	0	1	0	0	1	0	1	0	1	2
01:00 AM	2	0	0	0	2	0	1	1	0	2	2	1	1	0	4
02:00 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3
03:00 AM	0	1	1	0	2	0	0	1	0	1	0	1	2	0	3
04:00 AM	0	0	0	2	2	0	0	0	3	3	0	0	0	5	5
05:00 AM	0	1	3	3	7	0	0	1	1	2	0	1	4	4	9
06:00 AM	6	1	0	3	10	0	0	2	2	4	6	1	2	5	14
07:00 AM	4	5	6	9	24	1	4	8	14	27	5	9	14	23	51
08:00 AM	10	9	10	6	35	8	9	6	12	35	18	18	16	18	70
09:00 AM	7	5	10	5	27	10	5	4	6	25	17	10	14	11	52
10:00 AM	8	4	6	3	21	11	5	8	16	40	19	9	14	19	61
11:00 AM	9	11	5	8	33	5	9	12	5	31	14	20	17	13	64
12:00 NN	12	8	17	5	42	8	8	10	14	40	20	16	27	19	82
01:00 PM	9	13	11	15	48	8	13	12	16	49	17	26	23	31	97
02:00 PM	8	4	10	6	28	9	11	5	14	39	17	15	15	20	67
03:00 PM	8	5	7	6	26	8	10	8	7	33	16	15	15	13	59
04:00 PM	9	8	11	7	35	11	12	9	6	38	20	20	20	13	73
05:00 PM	12	15	8	12	47	15	18	14	8	55	27	33	22	20	102
06:00 PM	16	8	7	5	36	13	11	5	8	37	29	19	12	13	73
07:00 PM	5	4	9	3	21	9	6	4	4	23	14	10	13	7	44
08:00 PM	3	6	2	1	12	8	5	3	2	18	11	11	5	3	30
09:00 PM	2	4	1	0	7	2	0	1	2	5	4	4	2	2	12
10:00 PM	2	1	3	0	6	0	1	2	0	3	2	2	5	0	9
11:00 PM	1	2	0	2	5	1	1	0	1	3	2	3	0	3	8
TOTAL:					478					516					994
AM PEAK HR. (6 AM - 11 AM):					35					40					70
NOON PEAK HR. (11 AM - 4 PM):					48					49					97
PM PEAK HR. (4 PM - 7 PM):					47					55					102



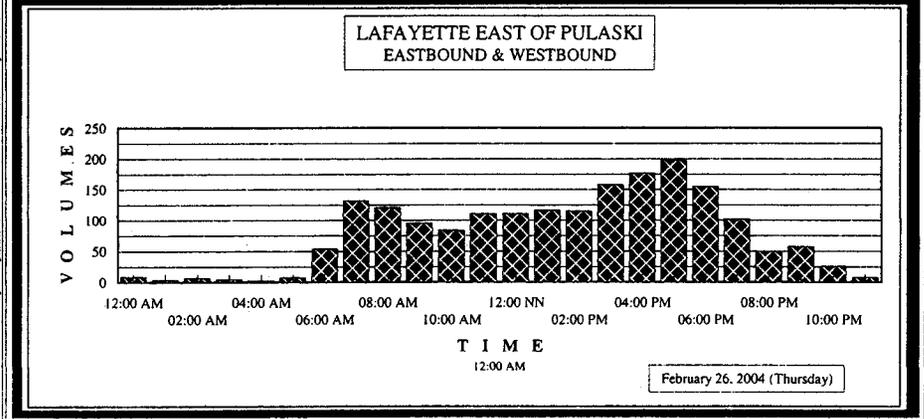
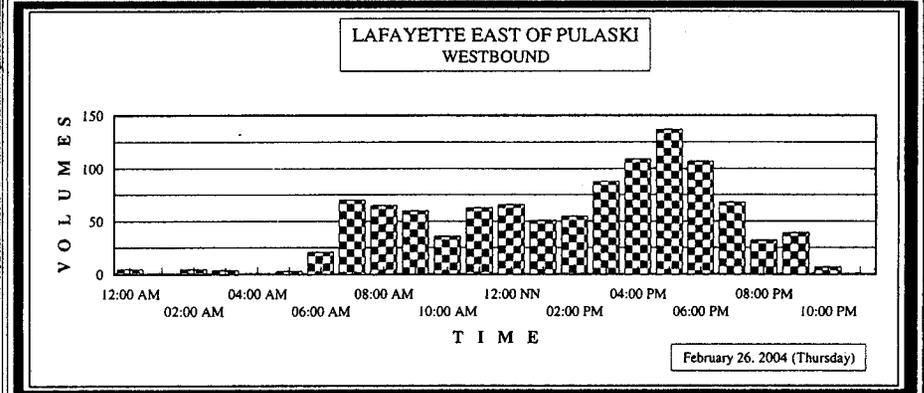
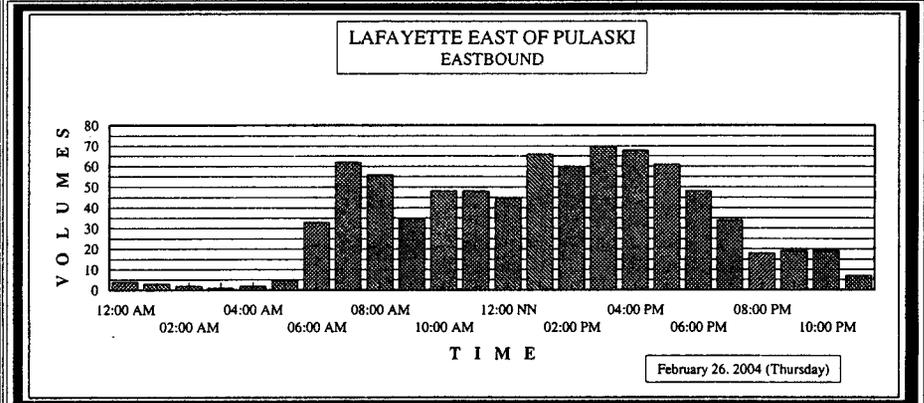
B . A . Y . M . E . T . R . I . C . S

D A I L Y T U B E C O U N T S U M M A R Y

FILE: A1.123

PROJECT: HAYWARD TS RECORDER SET: 2/24/2004
 LOCATION: LAFAYETTE EAST OF PULASKI RECORDER START: 2/25/2004
 DIRECTION: EASTBOUND & WESTBOUND RECORDER END: 2/27/2004
 CITY: HAYWARD MACHINE ID: M-2566

TIME	EASTBOUND					WESTBOUND					EB & WB				
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
February 26, 2004 (Thursday)															
12:00 AM	1	1	2	0	4	0	1	2	2	5	1	2	4	2	9
01:00 AM	0	0	1	2	3	0	1	0	0	1	0	1	1	2	4
02:00 AM	0	0	1	1	2	0	3	2	0	5	0	3	3	1	7
03:00 AM	0	0	0	1	1	1	2	0	1	4	1	2	0	2	5
04:00 AM	0	0	2	0	2	0	0	0	1	1	0	0	2	1	3
05:00 AM	2	2	0	1	5	2	0	0	1	3	4	2	0	2	8
06:00 AM	4	5	11	13	33	4	2	6	9	21	8	7	17	22	54
07:00 AM	18	15	15	14	62	13	16	19	22	70	31	31	34	36	132
08:00 AM	13	16	10	17	56	15	14	17	19	65	28	30	27	36	121
09:00 AM	9	11	8	7	35	20	17	14	9	60	29	28	22	16	95
10:00 AM	13	12	8	15	48	12	5	10	9	36	25	17	18	24	84
11:00 AM	8	10	14	16	48	14	16	13	20	63	22	26	27	36	111
12:00 NN	11	15	11	8	45	27	17	8	14	66	38	32	19	22	111
01:00 PM	12	17	21	16	66	19	11	9	12	51	31	28	30	28	117
02:00 PM	14	15	13	18	60	8	14	17	16	55	22	29	30	34	115
03:00 PM	15	17	20	18	70	19	21	26	22	88	34	38	46	40	158
04:00 PM	12	16	18	22	68	26	30	28	25	109	38	46	46	47	177
05:00 PM	17	16	14	14	61	30	34	38	35	137	47	50	52	49	198
06:00 PM	12	18	13	5	48	29	22	30	26	107	41	40	43	31	155
07:00 PM	10	10	4	10	34	18	15	22	13	68	28	25	26	23	102
08:00 PM	5	6	5	2	18	8	11	5	8	32	13	17	10	10	50
09:00 PM	2	8	5	4	19	14	5	8	12	39	16	13	13	16	58
10:00 PM	10	8	1	0	19	4	2	0	1	7	14	10	1	1	26
11:00 PM	1	2	0	4	7	0	1	0	0	1	1	3	0	4	8
TOTAL:					814					1,094					1,908
AM PEAK HR. (6 AM - 11 AM):					62					70					132
NOON PEAK HR. (11 AM - 4 PM):					70					88					158
PM PEAK HR. (4 PM - 7 PM):					68					137					198



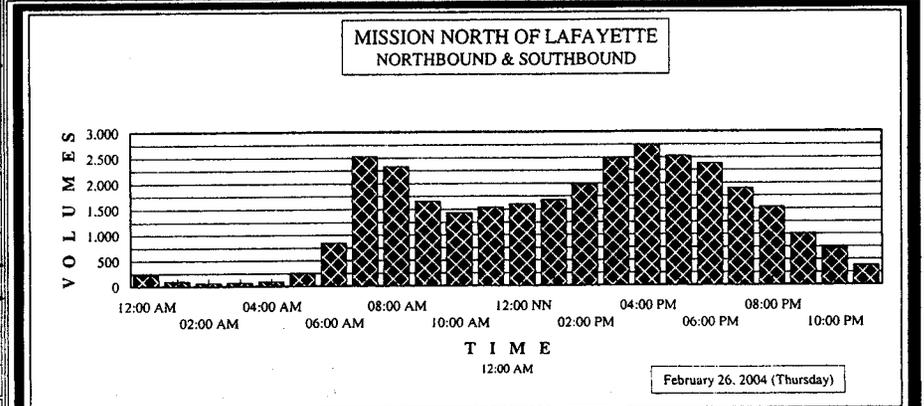
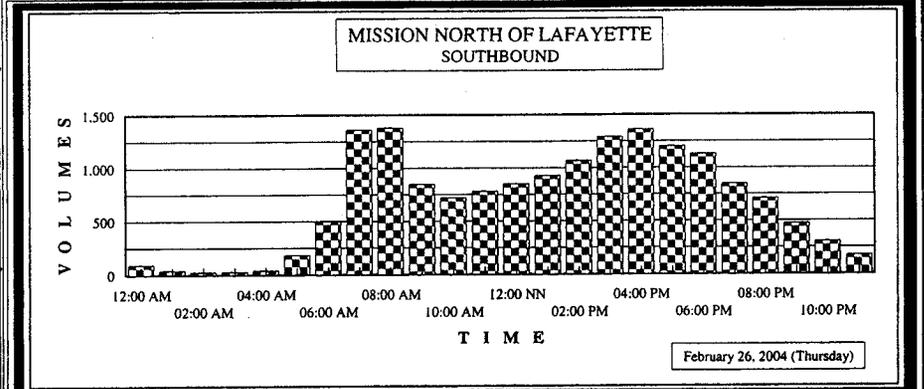
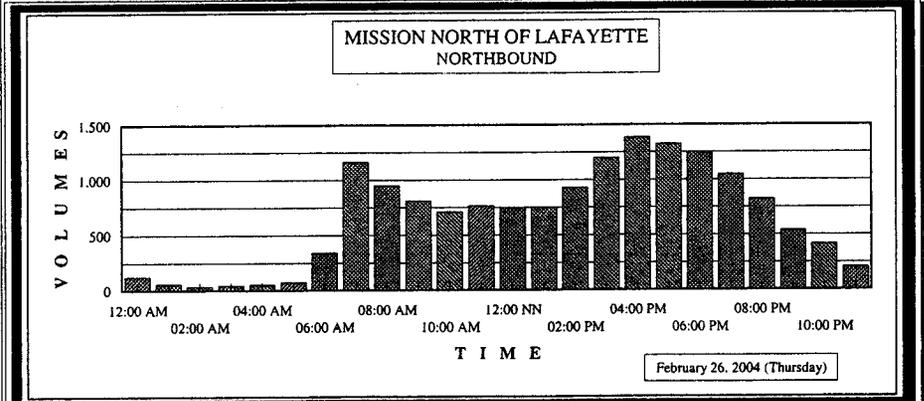
B . A . Y . M . E . T . R . I . C . S

DAILY TUBE COUNT SUMMARY

FILE: A1.123

PROJECT: HAYWARD TS RECORDER SET: 2/24/2004
 LOCATION: MISSION NORTH OF LAFAYETTE RECORDER START: 2/25/2004
 DIRECTION: NORTHBOUND & SOUTHBOUND RECORDER END: 2/27/2004
 CITY: HAYWARD MACHINE ID: M-1365

TIME	NORTHBOUND					SOUTHBOUND					NB & SB				
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
February 26, 2004 (Thursday)															
12:00 AM	41	26	33	25	125	25	30	19	24	98	66	56	52	49	223
01:00 AM	18	15	9	17	59	17	8	12	5	42	35	23	21	22	101
02:00 AM	12	8	4	11	35	8	11	5	5	29	20	19	9	16	64
03:00 AM	5	8	13	20	46	6	9	12	5	32	11	17	25	25	78
04:00 AM	16	13	9	17	55	4	7	15	17	43	20	20	24	34	98
05:00 AM	12	22	15	24	73	26	46	65	48	185	38	68	80	72	258
06:00 AM	46	71	98	128	343	80	95	146	182	503	126	166	244	310	846
07:00 AM	196	255	372	341	1,164	264	309	384	405	1,362	460	564	756	746	2,526
08:00 AM	275	229	240	206	950	391	375	302	312	1,380	666	604	542	518	2,330
09:00 AM	255	186	185	186	812	255	220	191	184	850	510	406	376	370	1,662
10:00 AM	172	164	170	205	711	172	195	191	164	722	344	359	361	369	1,433
11:00 AM	185	201	186	193	765	175	180	204	221	780	360	381	390	414	1,545
12:00 NN	182	177	196	195	750	223	196	225	208	852	405	373	421	403	1,602
01:00 PM	170	159	204	221	754	237	212	224	256	929	407	371	428	477	1,683
02:00 PM	210	235	219	266	930	220	262	305	284	1,071	430	497	524	550	2,001
03:00 PM	252	306	318	326	1,202	256	320	375	342	1,293	508	626	693	668	2,495
04:00 PM	332	375	324	356	1,387	322	371	356	313	1,362	654	746	680	669	2,749
05:00 PM	309	330	331	356	1,326	294	275	294	340	1,203	603	605	625	696	2,529
06:00 PM	355	320	295	281	1,251	315	305	255	256	1,131	670	625	550	537	2,382
07:00 PM	275	296	244	235	1,050	240	219	186	205	850	515	515	430	440	1,900
08:00 PM	228	240	186	172	826	193	175	180	166	714	421	415	366	338	1,540
09:00 PM	155	126	140	119	540	145	135	106	90	476	300	261	246	209	1,016
10:00 PM	131	106	92	85	414	82	78	82	64	306	213	184	174	149	720
11:00 PM	71	56	43	37	207	70	46	34	28	178	141	102	77	65	385
TOTAL:					15,775					16,391					32,166
AM PEAK HR. (6 AM - 11 AM):					1,164					1,380					2,526
NOON PEAK HR. (11 AM - 4 PM):					1,202					1,293					2,495
PM PEAK HR. (4 PM - 7 PM):					1,387					1,362					2,749



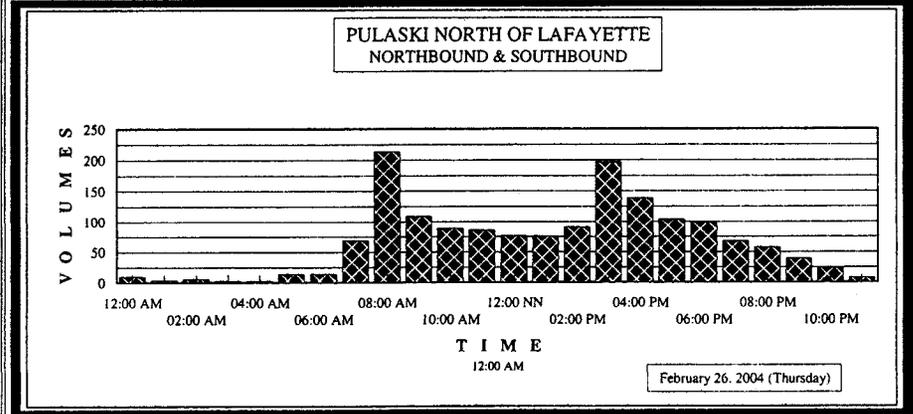
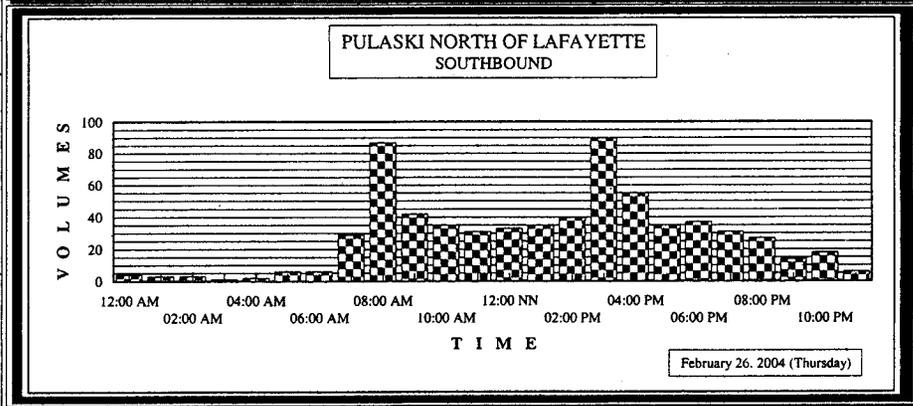
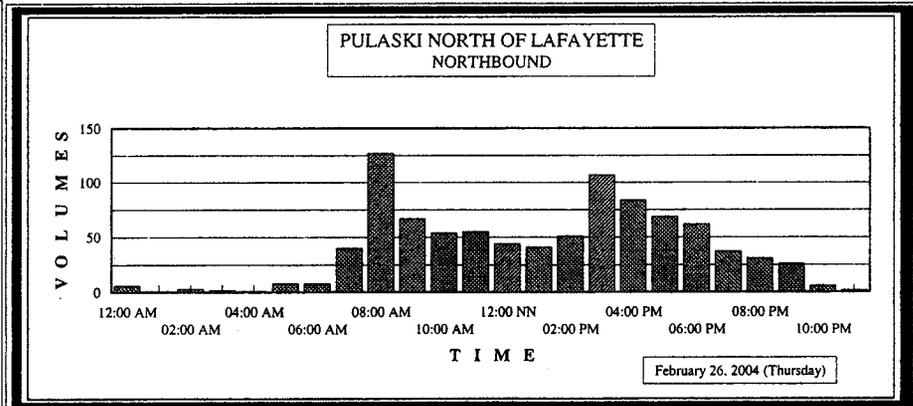
B . A . Y . M . E . T . R . I . C . S

DAILY TUBE COUNT SUMMARY

FILE: A1.123

PROJECT: HAYWARD TS RECORDER SET: 2/24/2004
 LOCATION: PULASKI NORTH OF LAFAYETTE RECORDER START: 2/25/2004
 DIRECTION: NORTHBOUND & SOUTHBOUND RECORDER END: 2/27/2004
 CITY: HAYWARD MACHINE ID: M-1088

TIME	NORTHBOUND					SOUTHBOUND					NB & SB				
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
February 26, 2004 (Thursday)															
12:00 AM	1	2	3	0	6	3	1	0	0	4	4	3	3	0	10
01:00 AM	0	1	0	0	1	0	1	2	0	3	0	2	2	0	4
02:00 AM	1	2	0	0	3	1	2	0	0	3	2	4	0	0	6
03:00 AM	1	1	0	0	2	0	0	1	0	1	1	1	1	0	3
04:00 AM	0	1	0	0	1	0	0	2	0	2	0	1	2	0	3
05:00 AM	3	0	1	4	8	0	1	3	2	6	3	1	4	6	14
06:00 AM	2	0	1	5	8	0	0	4	2	6	2	0	5	7	14
07:00 AM	3	9	10	18	40	2	5	9	13	29	5	14	19	31	69
08:00 AM	34	22	40	31	127	30	22	18	17	87	64	44	58	48	214
09:00 AM	26	17	15	9	67	12	15	8	7	42	38	32	23	16	109
10:00 AM	14	8	12	20	54	11	5	9	10	35	25	13	21	30	89
11:00 AM	13	15	16	11	55	5	6	8	12	31	18	21	24	23	86
12:00 NN	12	10	8	14	44	10	9	7	7	33	22	19	15	21	77
01:00 PM	9	12	7	13	41	6	11	10	8	35	15	23	17	21	76
02:00 PM	10	10	11	20	51	14	5	7	14	40	24	15	18	34	91
03:00 PM	23	31	26	27	107	11	20	28	31	90	34	51	54	58	197
04:00 PM	22	18	20	24	84	8	18	16	13	55	30	36	36	37	139
05:00 PM	18	15	17	19	69	10	9	4	12	35	28	24	21	31	104
06:00 PM	20	13	17	12	62	5	15	7	10	37	25	28	24	22	99
07:00 PM	8	14	6	9	37	5	8	12	6	31	13	22	18	15	68
08:00 PM	11	5	8	7	31	10	10	5	2	27	21	15	13	9	58
09:00 PM	6	11	5	4	26	8	1	3	2	14	14	12	8	6	40
10:00 PM	3	1	0	2	6	0	7	5	6	18	3	8	5	8	24
11:00 PM	0	1	0	1	2	2	2	0	2	6	2	3	0	3	8
TOTAL:					932					670					1,602
AM PEAK HR. (6 AM - 11 AM):					127					87					214
NOON PEAK HR. (11 AM - 4 PM):					107					90					197
PM PEAK HR. (4 PM - 7 PM):					84					55					139



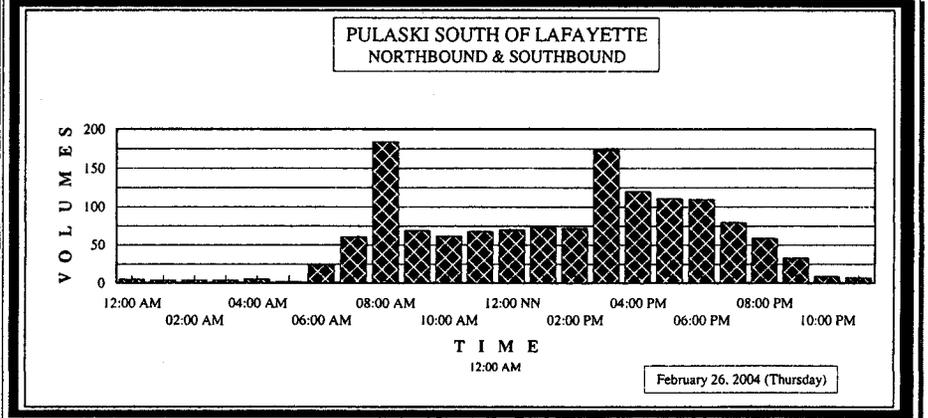
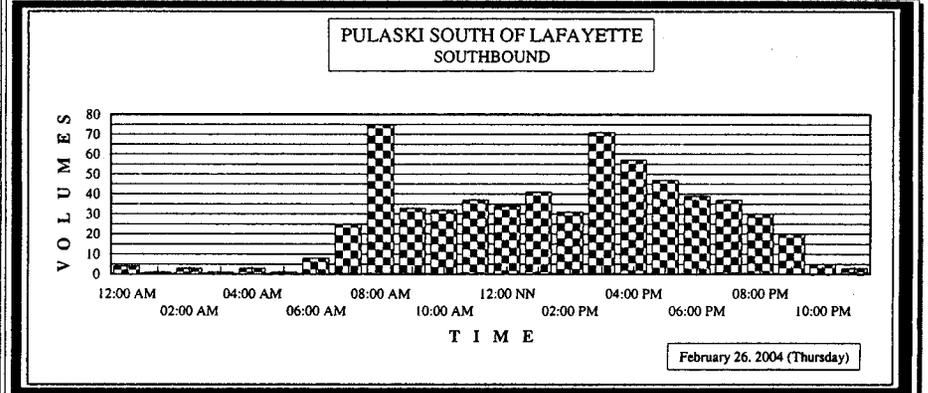
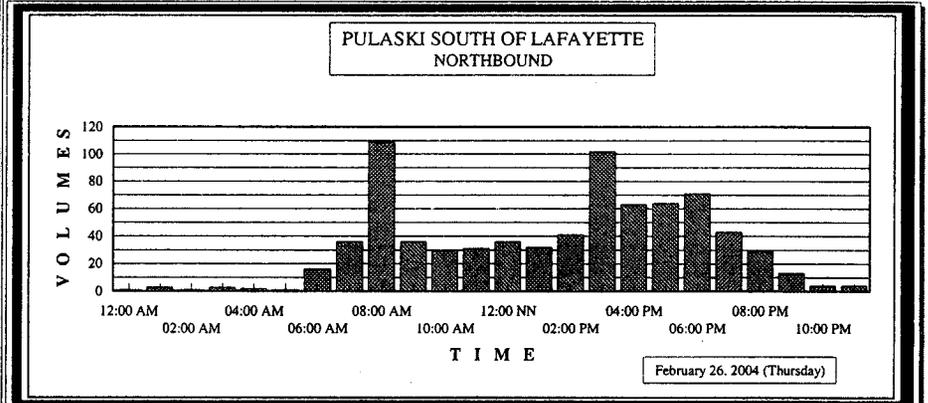
B . A . Y . M . E . T . R . I . C . S

DAILY TUBE COUNT SUMMARY

FILE: A1.123

PROJECT: HAYWARD TS RECORDER SET: 2/24/2004
 LOCATION: PULASKI SOUTH OF LAFAYETTE RECORDER START: 2/25/2004
 DIRECTION: NORTHBOUND & SOUTHBOUND RECORDER END: 2/27/2004
 CITY: HAYWARD MACHINE ID: M-3266

TIME	NORTHBOUND					SOUTHBOUND					NB & SB				
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT
February 26, 2004 (Thursday)															
12:00 AM	1	0	0	0	1	2	1	1	0	4	3	1	1	0	5
01:00 AM	2	1	0	0	3	0	0	0	1	1	2	1	0	1	4
02:00 AM	1	0	0	0	1	1	0	0	2	3	2	0	0	2	4
03:00 AM	0	1	2	0	3	0	0	0	1	1	0	1	2	1	4
04:00 AM	0	1	1	0	2	0	0	2	1	3	0	1	3	1	5
05:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2
06:00 AM	2	4	3	7	16	0	3	3	2	8	2	7	6	9	24
07:00 AM	5	6	10	15	36	4	7	5	9	25	9	13	15	24	61
08:00 AM	26	32	31	20	109	20	25	16	14	75	46	57	47	34	184
09:00 AM	10	8	7	11	36	10	8	11	4	33	20	16	18	15	69
10:00 AM	9	6	10	5	30	7	10	6	9	32	16	16	16	14	62
11:00 AM	8	7	7	9	31	8	6	9	14	37	16	13	16	23	68
12:00 NN	12	8	6	10	36	12	7	5	10	34	24	15	11	20	70
01:00 PM	7	6	8	11	32	8	8	11	14	41	15	14	19	25	73
02:00 PM	8	7	11	15	41	8	7	6	10	31	16	14	17	25	72
03:00 PM	22	40	22	18	102	9	17	25	20	71	31	57	47	38	173
04:00 PM	14	16	13	20	63	12	16	14	15	57	26	32	27	35	120
05:00 PM	15	18	17	14	64	13	12	13	9	47	28	30	30	23	111
06:00 PM	20	22	13	16	71	14	8	7	10	39	34	30	20	26	110
07:00 PM	9	14	8	12	43	11	13	5	8	37	20	27	13	20	80
08:00 PM	5	8	7	9	29	7	6	12	5	30	12	14	19	14	59
09:00 PM	6	5	2	0	13	8	7	2	3	20	14	12	4	3	33
10:00 PM	1	2	0	1	4	2	0	1	2	5	3	2	1	3	9
11:00 PM	2	0	1	1	4	0	1	2	0	3	2	1	3	1	7
TOTAL:					771					638					1,409
AM PEAK HR. (6 AM - 11 AM):					109					75					184
NOON PEAK HR. (11 AM - 4 PM):					102					71					173
PM PEAK HR. (4 PM - 7 PM):					71					57					120



Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS				SURVEY DATE: FEBRUARY 26, 2004				DAY: THURSDAY							
N-S Approach: MISSION				SURVEY TIME: 7:00 AM TO 7:00 PM								WEATHER: SUNNY			
E-W Approach: LAFAYETTE				JURISDICTION: HAYWARD				FILE: MSLFW12							
PEAK HOUR: 04:00 PM		TO 05:00 PM													
		59		1,216		36									

<p style="text-align: center;">TOTAL 2,866</p>	<p>ARRIVAL/DEPARTURE VOLUMES</p>
------------------------------------------------------------------	-----------------------------------------

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SURVEY DATA														
07:00 AM	07:15 AM	6	173	5	2	241	7	7	0	14	1	0	2	458
07:15 AM	07:30 AM	13	434	8	2	557	15	10	0	24	1	0	3	1,067
07:30 AM	07:45 AM	19	791	10	9	914	29	13	0	35	1	0	4	1,825
07:45 AM	08:00 AM	28	1,112	19	13	1,291	40	17	0	46	1	0	4	2,571
08:00 AM	08:15 AM	38	1,376	24	21	1,655	43	20	0	54	2	0	4	3,237
08:15 AM	08:30 AM	47	1,606	29	25	2,012	50	25	0	68	3	0	5	3,870
08:30 AM	08:45 AM	59	1,839	36	31	2,290	56	27	0	75	3	0	7	4,423
08:45 AM	09:00 AM	73	2,054	40	32	2,585	61	31	0	87	3	0	7	4,973
09:00 AM	09:15 AM	91	2,280	43	32	2,831	75	41	0	93	4	0	8	5,498
09:15 AM	09:30 AM	111	2,465	43	35	3,033	84	46	0	97	4	0	10	5,928
09:30 AM	09:45 AM	126	2,629	47	37	3,210	92	50	0	99	5	0	16	6,311
09:45 AM	10:00 AM	135	2,800	50	40	3,369	105	56	1	104	8	0	18	6,686
10:00 AM	10:15 AM	147	2,973	61	43	3,515	116	59	1	108	10	0	19	7,052
10:15 AM	10:30 AM	164	3,131	62	46	3,697	133	66	2	115	10	0	22	7,448
10:30 AM	10:45 AM	184	3,297	67	47	3,857	155	78	2	116	17	0	25	7,845
10:45 AM	11:00 AM	197	3,488	75	49	4,001	164	85	4	122	18	1	25	8,229
11:00 AM	11:15 AM	211	3,663	76	55	4,166	176	95	5	132	18	1	28	8,626
11:15 AM	11:30 AM	225	3,842	77	57	4,320	190	103	5	135	19	1	31	9,005
11:30 AM	11:45 AM	245	4,028	78	58	4,498	208	109	5	139	20	1	33	9,422
11:45 AM	12:00 PM	258	4,198	80	66	4,694	223	116	5	149	22	2	47	9,860
12:00 PM	12:15 PM	274	4,365	83	76	4,877	244	124	6	155	23	2	57	10,286
12:15 PM	12:30 PM	284	4,513	93	78	5,068	252	136	7	162	26	2	81	10,702
12:30 PM	12:45 PM	301	4,669	98	79	5,273	265	147	7	166	29	4	96	11,134
12:45 PM	01:00 PM	331	4,846	100	84	5,451	282	152	8	170	29	5	103	11,561
01:00 PM	01:15 PM	353	4,994	111	85	5,665	292	165	8	175	33	8	103	11,992
01:15 PM	01:30 PM	369	5,157	118	94	5,851	303	172	10	183	34	8	104	12,403
01:30 PM	01:45 PM	376	5,335	124	100	6,050	312	187	10	189	40	10	110	12,843
01:45 PM	02:00 PM	388	5,540	128	103	6,287	320	207	10	200	42	10	115	13,350
02:00 PM	02:15 PM	403	5,731	133	107	6,485	334	216	10	207	43	13	119	13,801
02:15 PM	02:30 PM	417	5,935	136	109	6,729	341	230	10	213	43	13	125	14,301
02:30 PM	02:45 PM	439	6,160	139	111	7,011	352	241	11	222	46	13	128	14,873
02:45 PM	03:00 PM	461	6,401	140	116	7,266	365	249	11	229	46	13	138	15,435
03:00 PM	03:15 PM	479	6,654	146	119	7,496	376	256	12	238	49	13	145	15,983
03:15 PM	03:30 PM	494	6,920	152	122	7,792	388	268	12	262	50	13	157	16,630
03:30 PM	03:45 PM	517	7,194	156	124	8,136	406	276	13	280	53	14	174	17,343
03:45 PM	04:00 PM	533	7,477	160	131	8,461	424	289	13	291	54	14	191	18,038
04:00 PM	04:15 PM	557	7,778	164	138	8,749	439	294	13	303	57	14	203	18,709
04:15 PM	04:30 PM	577	8,119	166	151	9,078	456	304	13	318	64	15	211	19,472
04:30 PM	04:45 PM	603	8,442	169	155	9,393	471	311	15	334	69	15	219	20,196
04:45 PM	05:00 PM	634	8,768	175	167	9,677	483	321	15	343	76	15	230	20,904
05:00 PM	05:15 PM	660	9,071	177	184	9,939	492	329	15	356	79	15	239	21,556
05:15 PM	05:30 PM	688	9,393	184	193	10,197	509	335	15	373	80	15	247	22,229
05:30 PM	05:45 PM	711	9,703	193	201	10,469	533	343	15	383	81	15	256	22,903
05:45 PM	06:00 PM	736	10,054	199	213	10,770	552	347	15	395	85	15	269	23,650
06:00 PM	06:15 PM	760	10,383	204	220	11,046	572	354	15	403	85	15	275	24,332
06:15 PM	06:30 PM	778	10,678	214	223	11,330	588	360	15	410	86	15	282	24,979
06:30 PM	06:45 PM	793	10,948	222	225	11,576	602	370	15	421	88	15	286	25,561
06:45 PM	07:00 PM	807	11,211	228	225	11,807	615	375	15	429	95	15	296	26,118

East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS		SURVEY DATE: FEBRUARY 26, 2004					DAY: THURSDAY							
N-S Approach: MISSION		SURVEY TIME: 7:00 AM TO 7:00 PM										WEATHER: SUNNY		
E-W Approach: LAFAYETTE		JURISDICTION: HAYWARD					FILE: MSLFW12							
From	To	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
TOTAL BY PERIOD														
07:00 AM	07:15 AM	6	173	5	2	241	7	7	0	14	1	0	2	458
07:15 AM	07:30 AM	7	261	3	0	316	8	3	0	10	0	0	1	609
07:30 AM	07:45 AM	6	357	2	7	357	14	3	0	11	0	0	1	758
07:45 AM	08:00 AM	9	321	9	4	377	11	4	0	11	0	0	0	746
08:00 AM	08:15 AM	10	264	5	8	364	3	3	0	8	1	0	0	666
08:15 AM	08:30 AM	9	230	5	4	357	7	5	0	14	1	0	1	633
08:30 AM	08:45 AM	12	233	7	6	278	6	2	0	7	0	0	2	553
08:45 AM	09:00 AM	14	215	4	1	295	5	4	0	12	0	0	0	550
09:00 AM	09:15 AM	18	226	3	0	246	14	10	0	6	1	0	1	525
09:15 AM	09:30 AM	20	185	0	3	202	9	5	0	4	0	0	2	430
09:30 AM	09:45 AM	15	164	4	2	177	8	4	0	2	1	0	6	383
09:45 AM	10:00 AM	9	171	3	3	159	13	6	1	5	3	0	2	375
10:00 AM	10:15 AM	12	173	11	3	146	11	3	0	4	2	0	1	366
10:15 AM	10:30 AM	17	158	1	3	182	17	7	1	7	0	0	3	396
10:30 AM	10:45 AM	20	166	5	1	160	22	12	0	1	7	0	3	397
10:45 AM	11:00 AM	13	191	8	2	144	9	7	2	6	1	1	0	384
11:00 AM	11:15 AM	14	175	1	6	165	12	10	1	10	0	0	3	397
11:15 AM	11:30 AM	14	179	1	2	154	14	8	0	3	1	0	3	379
11:30 AM	11:45 AM	20	186	1	1	178	18	6	0	4	1	0	2	417
11:45 AM	12:00 PM	13	170	2	8	196	15	7	0	10	2	1	14	438
12:00 PM	12:15 PM	16	167	3	10	183	21	8	1	6	1	0	10	426
12:15 PM	12:30 PM	10	148	10	2	191	8	12	1	7	3	0	24	416
12:30 PM	12:45 PM	17	156	5	1	205	13	11	0	4	3	2	15	432
12:45 PM	01:00 PM	30	177	2	5	178	17	5	1	4	0	1	7	427
01:00 PM	01:15 PM	22	148	11	1	214	10	13	0	5	4	3	0	431
01:15 PM	01:30 PM	16	163	7	9	186	11	7	2	8	1	0	1	411
01:30 PM	01:45 PM	7	178	6	6	199	9	15	0	6	6	2	6	440
01:45 PM	02:00 PM	12	205	4	3	237	8	20	0	11	2	0	5	507
02:00 PM	02:15 PM	15	191	5	4	198	14	9	0	7	1	3	4	451
02:15 PM	02:30 PM	14	204	3	2	244	7	14	0	6	0	0	6	500
02:30 PM	02:45 PM	22	225	3	2	282	11	11	1	9	3	0	3	572
02:45 PM	03:00 PM	22	241	1	5	255	13	8	0	7	0	0	10	562
03:00 PM	03:15 PM	18	253	6	3	230	11	7	1	9	3	0	7	548
03:15 PM	03:30 PM	15	266	6	3	296	12	12	0	24	1	0	12	647
03:30 PM	03:45 PM	23	274	4	2	344	18	8	1	18	3	1	17	713
03:45 PM	04:00 PM	16	283	4	7	325	18	13	0	11	1	0	17	695
04:00 PM	04:15 PM	24	301	4	7	288	15	5	0	12	3	0	12	671
04:15 PM	04:30 PM	20	341	2	13	329	17	10	0	15	7	1	8	763
04:30 PM	04:45 PM	26	323	3	4	315	15	7	2	16	5	0	8	724
04:45 PM	05:00 PM	31	326	6	12	284	12	10	0	9	7	0	11	708
05:00 PM	05:15 PM	26	303	2	17	262	9	8	0	13	3	0	9	652
05:15 PM	05:30 PM	28	322	7	9	258	17	6	0	17	1	0	8	673
05:30 PM	05:45 PM	23	310	9	8	272	24	8	0	10	1	0	9	674
05:45 PM	06:00 PM	25	351	6	12	301	19	4	0	12	4	0	13	747
06:00 PM	06:15 PM	24	329	5	7	276	20	7	0	8	0	0	6	682
06:15 PM	06:30 PM	18	295	10	3	284	16	6	0	7	1	0	7	647
06:30 PM	06:45 PM	15	270	8	2	246	14	10	0	11	2	0	4	582
06:45 PM	07:00 PM	14	263	6	0	231	13	5	0	8	7	0	10	557

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

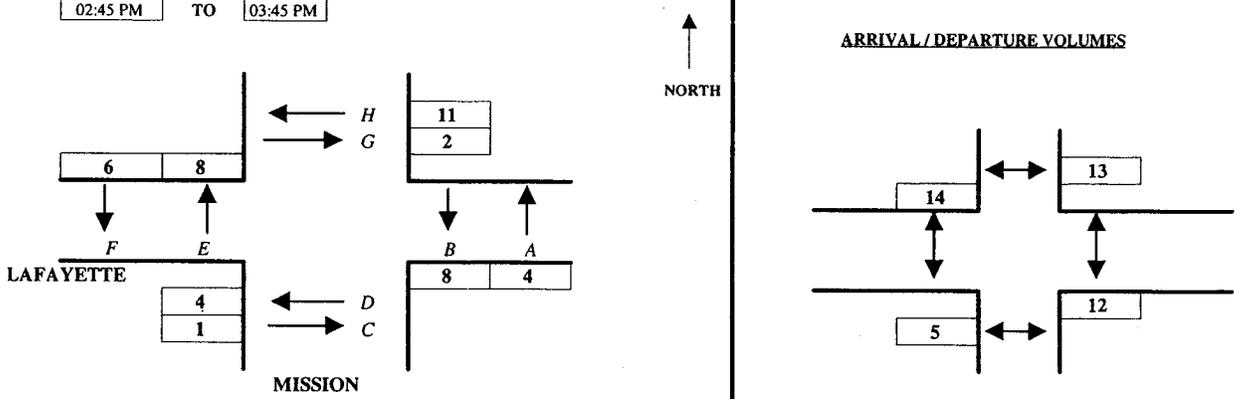
PROJECT: HAYWARD TS			SURVEY DATE: FEBRUARY 26, 2004						DAY: THURSDAY					
N-S Approach: MISSION			SURVEY TIME: 7:00 AM TO 7:00 PM						WEATHER: SUNNY					
E-W Approach: LAFAYETTE			JURISDICTION: HAYWARD						FILE: MSLFW12					
From	To	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
HOURLY TOTALS														
07:00 AM	08:00 AM	28	1,112	19	13	1,291	40	17	0	46	1	0	4	2,571
07:15 AM	08:15 AM	32	1,203	19	19	1,414	36	13	0	40	1	0	2	2,779
07:30 AM	08:30 AM	34	1,172	21	23	1,455	35	15	0	44	2	0	2	2,803
07:45 AM	08:45 AM	40	1,048	26	22	1,376	27	14	0	40	2	0	3	2,598
08:00 AM	09:00 AM	45	942	21	19	1,294	21	14	0	41	2	0	3	2,402
08:15 AM	09:15 AM	53	904	19	11	1,176	32	21	0	39	2	0	4	2,261
08:30 AM	09:30 AM	64	859	14	10	1,021	34	21	0	29	1	0	5	2,058
08:45 AM	09:45 AM	67	790	11	6	920	36	23	0	24	2	0	9	1,888
09:00 AM	10:00 AM	62	746	10	8	784	44	25	1	17	5	0	11	1,713
09:15 AM	10:15 AM	56	693	18	11	684	41	18	1	15	6	0	11	1,554
09:30 AM	10:30 AM	53	666	19	11	664	49	20	2	18	6	0	12	1,520
09:45 AM	10:45 AM	58	668	20	10	647	63	28	2	17	12	0	9	1,534
10:00 AM	11:00 AM	62	688	25	9	632	59	29	3	18	10	1	7	1,543
10:15 AM	11:15 AM	64	690	15	12	651	60	36	4	24	8	1	9	1,574
10:30 AM	11:30 AM	61	711	15	11	623	57	37	3	20	9	1	9	1,557
10:45 AM	11:45 AM	61	731	11	11	641	53	31	3	23	3	1	8	1,577
11:00 AM	12:00 PM	61	710	5	17	693	59	31	1	27	4	1	22	1,631
11:15 AM	12:15 PM	63	702	7	21	711	68	29	1	23	5	1	29	1,660
11:30 AM	12:30 PM	59	671	16	21	748	62	33	2	27	7	1	50	1,697
11:45 AM	12:45 PM	56	641	20	21	775	57	38	2	27	9	3	63	1,712
12:00 PM	01:00 PM	73	648	20	18	757	59	36	3	21	7	3	56	1,701
12:15 PM	01:15 PM	79	629	28	9	788	48	41	2	20	10	6	46	1,706
12:30 PM	01:30 PM	85	644	25	16	783	51	36	3	21	8	6	23	1,701
12:45 PM	01:45 PM	75	666	26	21	777	47	40	3	23	11	6	14	1,709
01:00 PM	02:00 PM	57	694	28	19	836	38	55	2	30	13	5	12	1,789
01:15 PM	02:15 PM	50	737	22	22	820	42	51	2	32	10	5	16	1,809
01:30 PM	02:30 PM	48	778	18	15	878	38	58	0	30	9	5	21	1,898
01:45 PM	02:45 PM	63	825	15	11	961	40	54	1	33	6	3	18	2,030
02:00 PM	03:00 PM	73	861	12	13	979	45	42	1	29	4	3	23	2,085
02:15 PM	03:15 PM	76	923	13	12	1,011	42	40	2	31	6	0	26	2,182
02:30 PM	03:30 PM	77	985	16	13	1,063	47	38	2	49	7	0	32	2,329
02:45 PM	03:45 PM	78	1,034	17	13	1,125	54	35	2	58	7	1	46	2,470
03:00 PM	04:00 PM	72	1,076	20	15	1,195	59	40	2	62	8	1	53	2,603
03:15 PM	04:15 PM	78	1,124	18	19	1,253	63	38	1	65	8	1	58	2,726
03:30 PM	04:30 PM	83	1,199	14	29	1,286	68	36	1	56	14	2	54	2,842
03:45 PM	04:45 PM	86	1,248	13	31	1,257	65	35	2	54	16	1	45	2,853
04:00 PM	05:00 PM	101	1,291	15	36	1,216	59	32	2	52	22	1	39	2,866
04:15 PM	05:15 PM	103	1,293	13	46	1,190	53	35	2	53	22	1	36	2,847
04:30 PM	05:30 PM	111	1,274	18	42	1,119	53	31	2	55	16	0	36	2,757
04:45 PM	05:45 PM	108	1,261	24	46	1,076	62	32	0	49	12	0	37	2,707
05:00 PM	06:00 PM	102	1,286	24	46	1,093	69	26	0	52	9	0	39	2,746
05:15 PM	06:15 PM	100	1,312	27	36	1,107	80	25	0	47	6	0	36	2,776
05:30 PM	06:30 PM	90	1,285	30	30	1,133	79	25	0	37	6	0	35	2,750
05:45 PM	06:45 PM	82	1,245	29	24	1,107	69	27	0	38	7	0	30	2,658
06:00 PM	07:00 PM	71	1,157	29	12	1,037	63	28	0	34	10	0	27	2,468

East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

Baymetrics Traffic Resources

PEDESTRIANS TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS		SURVEY DATE: 2/26/2004				DAY: THURSDAY								
N-S Approach: MISSION		SURVEY TIME: 7:00 AM TO 7:00 PM						WEATHER: SUNNY						
E-W Approach: LAFAYETTE		JURISDICTION: HAYWARD				FILE: MSLFHW12_P								
PEAK HOUR: 02:45 PM TO 03:45 PM														
TIME PERIOD		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		NORTH X-WALK		TOP SIDEWALK		RGT SIDEWALK		VOLUMES
From	To	A	B	C	D	E	F	G	H	I	J	K	L	
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	07:45 AM	0	1	0	0	2	0	1	0	0	0	0	0	4
07:45 AM	08:00 AM	1	1	0	0	2	1	1	0	0	0	0	0	6
08:00 AM	08:15 AM	1	1	0	0	2	3	1	2	0	0	0	0	10
08:15 AM	08:30 AM	1	1	2	0	5	3	1	2	0	0	0	0	15
08:30 AM	08:45 AM	1	1	2	0	8	4	1	5	0	0	0	0	22
08:45 AM	09:00 AM	2	3	2	0	10	6	4	5	0	0	0	0	32
09:00 AM	09:15 AM	2	3	2	0	11	6	5	6	0	0	0	0	35
09:15 AM	09:30 AM	2	3	2	1	13	9	8	8	0	0	0	0	46
09:30 AM	09:45 AM	2	4	2	1	13	10	8	10	0	0	0	0	50
09:45 AM	10:00 AM	4	5	2	1	14	11	8	11	0	0	0	0	56
10:00 AM	10:15 AM	5	5	2	1	15	11	9	13	0	0	0	0	61
10:15 AM	10:30 AM	5	5	2	4	16	15	11	13	0	0	0	0	71
10:30 AM	10:45 AM	5	7	2	5	16	16	16	15	0	0	0	0	82
10:45 AM	11:00 AM	5	7	4	5	19	16	16	16	0	0	0	0	88
11:00 AM	11:15 AM	9	8	5	5	20	16	17	17	0	0	0	0	97
11:15 AM	11:30 AM	10	10	5	5	22	18	17	17	0	0	0	0	104
11:30 AM	11:45 AM	10	10	5	7	22	18	18	17	0	0	0	0	107
11:45 AM	12:00 PM	13	10	7	8	25	20	18	18	0	0	0	0	119
12:00 PM	12:15 PM	13	11	8	8	26	22	18	18	0	0	0	0	124
12:15 PM	12:30 PM	15	11	8	8	26	25	19	19	0	0	0	0	131
12:30 PM	12:45 PM	16	11	8	8	28	25	20	22	0	0	0	0	138
12:45 PM	01:00 PM	16	14	8	8	29	26	22	25	0	0	0	0	148
01:00 PM	01:15 PM	16	14	9	8	33	30	22	26	0	0	0	0	158
01:15 PM	01:30 PM	18	15	10	9	34	31	25	26	0	0	0	0	168
01:30 PM	01:45 PM	19	16	11	9	35	31	26	30	0	0	0	0	177
01:45 PM	02:00 PM	19	16	11	9	35	34	26	33	0	0	0	0	183
02:00 PM	02:15 PM	19	16	11	9	36	42	27	34	0	0	0	0	194
02:15 PM	02:30 PM	20	16	12	9	38	42	28	34	0	0	0	0	199
02:30 PM	02:45 PM	22	19	12	9	38	43	30	35	0	0	0	0	208
02:45 PM	03:00 PM	22	20	12	11	39	45	30	36	0	0	0	0	215
03:00 PM	03:15 PM	23	22	12	13	40	46	31	40	0	0	0	0	227
03:15 PM	03:30 PM	23	25	13	13	46	46	31	45	0	0	0	0	242
03:30 PM	03:45 PM	26	27	13	13	46	49	32	46	0	0	0	0	252
03:45 PM	04:00 PM	26	27	13	14	46	50	33	46	0	0	0	0	255
04:00 PM	04:15 PM	26	27	15	14	47	55	33	47	0	0	0	0	264
04:15 PM	04:30 PM	26	28	15	14	48	56	34	48	0	0	0	0	269
04:30 PM	04:45 PM	27	28	16	15	48	56	36	49	0	0	0	0	275
04:45 PM	05:00 PM	28	28	16	15	49	58	36	49	0	0	0	0	279
05:00 PM	05:15 PM	28	29	16	15	50	59	38	50	0	0	0	0	285
05:15 PM	05:30 PM	29	33	16	16	50	59	39	51	0	0	0	0	293
05:30 PM	05:45 PM	29	34	16	16	50	60	39	51	0	0	0	0	295
05:45 PM	06:00 PM	30	34	16	16	55	61	39	51	0	0	0	0	302
06:00 PM	06:15 PM	33	35	16	16	56	61	39	51	0	0	0	0	307
06:15 PM	06:30 PM	34	35	16	18	56	67	39	52	0	0	0	0	317
06:30 PM	06:45 PM	35	36	16	18	57	68	40	52	0	0	0	0	322
06:45 PM	07:00 PM	35	36	16	18	58	68	40	52	0	0	0	0	323

East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

Baymetrics Traffic Resources

PEDESTRIANS TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS		SURVEY DATE: 2 / 26 / 2004				DAY: THURSDAY								
N-S Approach: MISSION		SURVEY TIME: 7:00 AM TO 7:00 PM				WEATHER: SUNNY								
E-W Approach: LAFAYETTE		JURISDICTION: HAYWARD				FILE: MSLFW12_P								
TIME PERIOD		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		NORTH X-WALK		TOP SIDEWALK		RGT SIDEWALK		VOLUMES
From	To	A	B	C	D	E	F	G	H	I	J	K	L	
TOTAL BY PERIOD														
07:00 AM	----- 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	----- 07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	----- 07:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
07:45 AM	----- 08:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	2
08:00 AM	----- 08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	----- 08:30 AM	0	0	2	0	3	0	0	0	0	0	0	0	5
08:30 AM	----- 08:45 AM	0	0	0	0	3	1	0	3	0	0	0	0	7
08:45 AM	----- 09:00 AM	1	2	0	0	2	2	3	0	0	0	0	0	10
09:00 AM	----- 09:15 AM	0	0	0	0	1	0	1	1	0	0	0	0	3
09:15 AM	----- 09:30 AM	0	0	0	1	2	3	3	2	0	0	0	0	11
09:30 AM	----- 09:45 AM	0	1	0	0	0	1	0	2	0	0	0	0	4
09:45 AM	----- 10:00 AM	2	1	0	0	1	1	0	1	0	0	0	0	6
10:00 AM	----- 10:15 AM	1	0	0	0	1	0	1	2	0	0	0	0	5
10:15 AM	----- 10:30 AM	0	0	0	3	1	4	2	0	0	0	0	0	10
10:30 AM	----- 10:45 AM	0	2	0	1	0	1	5	2	0	0	0	0	11
10:45 AM	----- 11:00 AM	0	0	2	0	3	0	0	1	0	0	0	0	6
11:00 AM	----- 11:15 AM	4	1	1	0	1	0	1	1	0	0	0	0	9
11:15 AM	----- 11:30 AM	1	2	0	0	2	2	0	0	0	0	0	0	7
11:30 AM	----- 11:45 AM	0	0	0	2	0	0	1	0	0	0	0	0	3
11:45 AM	----- 12:00 PM	3	0	2	1	3	2	0	1	0	0	0	0	12
12:00 PM	----- 12:15 PM	0	1	1	0	1	2	0	0	0	0	0	0	5
12:15 PM	----- 12:30 PM	2	0	0	0	0	3	1	1	0	0	0	0	7
12:30 PM	----- 12:45 PM	1	0	0	0	2	0	1	3	0	0	0	0	7
12:45 PM	----- 01:00 PM	0	3	0	0	1	1	2	3	0	0	0	0	10
01:00 PM	----- 01:15 PM	0	0	1	0	4	4	0	1	0	0	0	0	10
01:15 PM	----- 01:30 PM	2	1	1	1	1	1	3	0	0	0	0	0	10
01:30 PM	----- 01:45 PM	1	1	1	0	1	0	1	4	0	0	0	0	9
01:45 PM	----- 02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	6
02:00 PM	----- 02:15 PM	0	0	0	0	1	8	1	1	0	0	0	0	11
02:15 PM	----- 02:30 PM	1	0	1	0	2	0	1	0	0	0	0	0	5
02:30 PM	----- 02:45 PM	2	3	0	0	0	1	2	1	0	0	0	0	9
02:45 PM	----- 03:00 PM	0	1	0	2	1	2	0	1	0	0	0	0	7
03:00 PM	----- 03:15 PM	1	2	0	2	1	1	1	4	0	0	0	0	12
03:15 PM	----- 03:30 PM	0	3	1	0	6	0	0	5	0	0	0	0	15
03:30 PM	----- 03:45 PM	3	2	0	0	0	3	1	1	0	0	0	0	10
03:45 PM	----- 04:00 PM	0	0	0	1	0	1	1	0	0	0	0	0	3
04:00 PM	----- 04:15 PM	0	0	2	0	1	5	0	1	0	0	0	0	9
04:15 PM	----- 04:30 PM	0	1	0	0	1	1	1	1	0	0	0	0	5
04:30 PM	----- 04:45 PM	1	0	1	1	0	0	2	1	0	0	0	0	6
04:45 PM	----- 05:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	4
05:00 PM	----- 05:15 PM	0	1	0	0	1	1	2	1	0	0	0	0	6
05:15 PM	----- 05:30 PM	1	4	0	1	0	0	1	1	0	0	0	0	8
05:30 PM	----- 05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
05:45 PM	----- 06:00 PM	1	0	0	0	5	1	0	0	0	0	0	0	7
06:00 PM	----- 06:15 PM	3	1	0	0	1	0	0	0	0	0	0	0	5
06:15 PM	----- 06:30 PM	1	0	0	2	0	6	0	1	0	0	0	0	10
06:30 PM	----- 06:45 PM	1	1	0	0	1	1	1	0	0	0	0	0	5
06:45 PM	----- 07:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1

Baymetrics Traffic Resources

PEDESTRIANS TURNING MOVEMENT SUMMARY

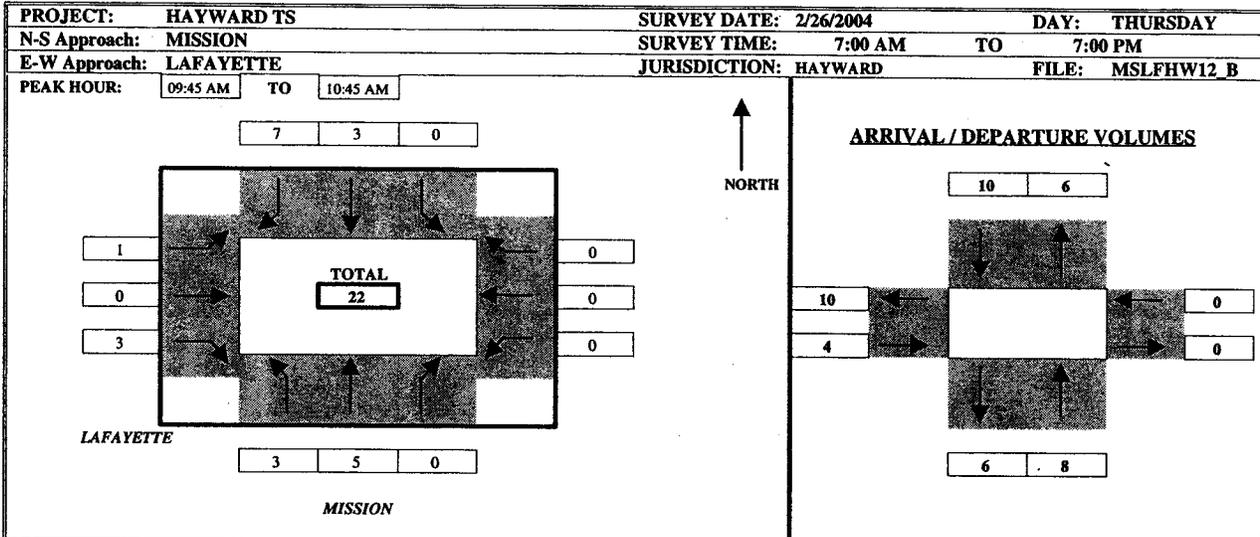
PROJECT: HAYWARD TS		SURVEY DATE: 2/26/2004						DAY: THURSDAY						
N-S Approach: MISSION		SURVEY TIME: 7:00 AM TO 7:00 PM						WEATHER: SUNNY						
E-W Approach: LAFAYETTE		JURISDICTION: HAYWARD						FILE: MSLFHW12_P						
TIME PERIOD		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		NORTH X-WALK		TOP SIDEWALK		RGT SIDEWALK		VOLUMES
From	To	A	B	C	D	E	F	G	H	I	J	K	L	
HOURLY TOTALS														
07:00 AM	08:00 AM	1	1	0	0	2	1	1	0	0	0	0	0	6
07:15 AM	08:15 AM	1	1	0	0	2	3	1	2	0	0	0	0	10
07:30 AM	08:30 AM	1	1	2	0	5	3	0	2	0	0	0	0	14
07:45 AM	08:45 AM	1	0	2	0	6	4	0	5	0	0	0	0	18
08:00 AM	09:00 AM	1	2	2	0	8	5	3	5	0	0	0	0	26
08:15 AM	09:15 AM	1	2	2	0	9	3	4	4	0	0	0	0	25
08:30 AM	09:30 AM	1	2	0	1	8	6	7	6	0	0	0	0	31
08:45 AM	09:45 AM	1	3	0	1	5	6	7	5	0	0	0	0	28
09:00 AM	10:00 AM	2	2	0	1	4	5	4	6	0	0	0	0	24
09:15 AM	10:15 AM	3	2	0	1	4	5	4	7	0	0	0	0	26
09:30 AM	10:30 AM	3	2	0	3	3	6	3	5	0	0	0	0	25
09:45 AM	10:45 AM	3	3	0	4	3	6	8	5	0	0	0	0	32
10:00 AM	11:00 AM	1	2	2	4	5	5	8	5	0	0	0	0	32
10:15 AM	11:15 AM	4	3	3	4	5	5	8	4	0	0	0	0	36
10:30 AM	11:30 AM	5	5	3	1	6	3	6	4	0	0	0	0	33
10:45 AM	11:45 AM	5	3	3	2	6	2	2	2	0	0	0	0	25
11:00 AM	12:00 PM	8	3	3	3	6	4	2	2	0	0	0	0	31
11:15 AM	12:15 PM	4	3	3	3	6	6	1	1	0	0	0	0	27
11:30 AM	12:30 PM	5	1	3	3	4	7	2	2	0	0	0	0	27
11:45 AM	12:45 PM	6	1	3	1	6	7	2	5	0	0	0	0	31
12:00 PM	01:00 PM	3	4	1	0	4	6	4	7	0	0	0	0	29
12:15 PM	01:15 PM	3	3	1	0	7	8	4	8	0	0	0	0	34
12:30 PM	01:30 PM	3	4	2	1	8	6	6	7	0	0	0	0	37
12:45 PM	01:45 PM	3	5	3	1	7	6	6	8	0	0	0	0	39
01:00 PM	02:00 PM	3	2	3	1	6	8	4	8	0	0	0	0	35
01:15 PM	02:15 PM	3	2	2	1	3	12	5	8	0	0	0	0	36
01:30 PM	02:30 PM	2	1	2	0	4	11	3	8	0	0	0	0	31
01:45 PM	02:45 PM	3	3	1	0	3	12	4	5	0	0	0	0	31
02:00 PM	03:00 PM	3	4	1	2	4	11	4	3	0	0	0	0	32
02:15 PM	03:15 PM	4	6	1	4	4	4	4	6	0	0	0	0	33
02:30 PM	03:30 PM	3	9	1	4	8	4	3	11	0	0	0	0	43
02:45 PM	03:45 PM	4	8	1	4	8	6	2	11	0	0	0	0	44
03:00 PM	04:00 PM	4	7	1	3	7	5	3	10	0	0	0	0	40
03:15 PM	04:15 PM	3	5	3	1	7	9	2	7	0	0	0	0	37
03:30 PM	04:30 PM	3	3	2	1	2	10	3	3	0	0	0	0	27
03:45 PM	04:45 PM	1	1	3	2	2	7	4	3	0	0	0	0	23
04:00 PM	05:00 PM	2	1	3	1	3	8	3	3	0	0	0	0	24
04:15 PM	05:15 PM	2	2	1	1	3	4	5	3	0	0	0	0	21
04:30 PM	05:30 PM	3	5	1	2	2	3	5	3	0	0	0	0	24
04:45 PM	05:45 PM	2	6	0	1	2	4	3	2	0	0	0	0	20
05:00 PM	06:00 PM	2	6	0	1	6	3	3	2	0	0	0	0	23
05:15 PM	06:15 PM	5	6	0	1	6	2	1	1	0	0	0	0	22
05:30 PM	06:30 PM	5	2	0	2	6	8	0	1	0	0	0	0	24
05:45 PM	06:45 PM	6	2	0	2	7	8	1	1	0	0	0	0	27
06:00 PM	07:00 PM	5	2	0	2	3	7	1	1	0	0	0	0	21

East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

Baymetrics Traffic Resources

BICYCLE TURNING MOVEMENT SUMMARY



From	To	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	07:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
07:45 AM	08:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	5
08:00 AM	08:15 AM	0	7	0	0	2	0	0	0	0	0	0	0	9
08:15 AM	08:30 AM	0	7	0	0	5	0	0	0	0	0	0	0	12
08:30 AM	08:45 AM	0	8	0	0	5	0	0	0	0	0	0	0	13
08:45 AM	09:00 AM	0	10	0	0	8	0	0	0	0	0	0	0	18
09:00 AM	09:15 AM	0	10	0	0	9	0	0	0	1	0	0	0	20
09:15 AM	09:30 AM	0	10	0	0	9	1	0	0	1	0	0	0	21
09:30 AM	09:45 AM	1	13	0	0	10	1	0	0	3	0	0	0	28
09:45 AM	10:00 AM	1	15	0	0	10	4	0	0	3	0	0	0	33
10:00 AM	10:15 AM	1	15	0	0	11	5	1	0	4	0	0	0	37
10:15 AM	10:30 AM	1	16	0	0	13	5	1	0	5	0	0	0	41
10:30 AM	10:45 AM	4	18	0	0	13	8	1	0	6	0	0	0	50
10:45 AM	11:00 AM	5	19	0	0	13	8	1	0	6	0	0	0	52
11:00 AM	11:15 AM	5	19	0	0	16	8	2	0	6	0	0	0	56
11:15 AM	11:30 AM	5	19	0	0	16	8	2	0	6	0	0	0	56
11:30 AM	11:45 AM	8	20	0	0	17	9	2	0	6	0	0	0	62
11:45 AM	12:00 PM	8	20	0	0	18	9	4	0	8	0	0	0	67
12:00 PM	12:15 PM	8	20	0	0	19	9	5	0	8	0	0	0	69
12:15 PM	12:30 PM	8	21	0	0	19	9	5	0	8	0	0	0	70
12:30 PM	12:45 PM	9	21	0	0	19	11	5	0	8	0	0	0	73
12:45 PM	01:00 PM	11	22	0	0	19	11	5	0	9	0	0	0	77
01:00 PM	01:15 PM	11	24	0	0	20	11	5	0	11	0	0	0	82
01:15 PM	01:30 PM	11	24	0	0	22	11	5	0	12	0	0	0	85
01:30 PM	01:45 PM	11	25	0	0	22	11	5	0	12	0	0	0	86
01:45 PM	02:00 PM	11	25	0	0	23	12	6	0	13	0	0	0	90
02:00 PM	02:15 PM	12	25	0	0	24	12	6	0	14	0	0	0	93
02:15 PM	02:30 PM	12	25	0	0	24	13	6	0	15	0	0	0	95
02:30 PM	02:45 PM	12	26	0	0	25	13	6	0	16	0	0	0	98
02:45 PM	03:00 PM	12	29	0	0	25	15	6	0	16	0	0	0	103
03:00 PM	03:15 PM	12	29	0	0	25	15	6	0	16	0	0	0	103
03:15 PM	03:30 PM	12	29	0	0	26	15	8	0	19	0	0	0	109
03:30 PM	03:45 PM	12	30	0	0	26	16	9	0	20	0	0	0	113
03:45 PM	04:00 PM	12	31	0	0	29	16	9	0	20	0	0	0	117
04:00 PM	04:15 PM	13	31	0	0	30	16	9	0	21	0	0	0	120
04:15 PM	04:30 PM	13	32	0	0	31	16	9	0	21	0	0	0	122
04:30 PM	04:45 PM	13	34	0	0	33	16	11	0	21	0	0	0	128
04:45 PM	05:00 PM	15	34	0	0	34	17	11	0	21	0	0	0	132
05:00 PM	05:15 PM	15	35	0	0	35	18	11	0	22	0	0	0	136
05:15 PM	05:30 PM	15	35	0	0	35	18	12	0	22	0	0	0	137
05:30 PM	05:45 PM	15	36	0	0	36	19	12	0	22	0	0	0	140
05:45 PM	06:00 PM	15	36	0	0	36	19	13	0	22	0	0	0	141
06:00 PM	06:15 PM	15	36	0	0	36	19	13	0	22	0	0	0	141
06:15 PM	06:30 PM	15	38	0	0	37	19	14	0	22	0	0	0	145
06:30 PM	06:45 PM	15	38	0	0	37	20	15	0	23	0	0	0	148
06:45 PM	07:00 PM	15	38	0	0	40	20	16	0	23	0	0	0	152

East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

Baymetrics Traffic Resources

BICYCLE TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS		SURVEY DATE: 2/26/2004					DAY: THURSDAY							
N-S Approach: MISSION		SURVEY TIME: 7:00 AM					TO 7:00 PM							
E-W Approach: LAFAYETTE		JURISDICTION: HAYWARD					FILE: MSLFHW12_B							
From	To	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	08:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
08:15 AM	08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
08:30 AM	08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	09:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	5
09:00 AM	09:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
09:15 AM	09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30 AM	09:45 AM	1	3	0	0	1	0	0	0	2	0	0	0	7
09:45 AM	10:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	5
10:00 AM	10:15 AM	0	0	0	0	1	1	1	0	1	0	0	0	4
10:15 AM	10:30 AM	0	1	0	0	2	0	0	0	1	0	0	0	4
10:30 AM	10:45 AM	3	2	0	0	0	3	0	0	1	0	0	0	9
10:45 AM	11:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	11:15 AM	0	0	0	0	3	0	1	0	0	0	0	0	4
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	3	1	0	0	1	1	0	0	0	0	0	0	6
11:45 AM	12:00 PM	0	0	0	0	1	0	2	0	2	0	0	0	5
12:00 PM	12:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
12:15 PM	12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	12:45 PM	1	0	0	0	0	2	0	0	0	0	0	0	3
12:45 PM	01:00 PM	2	1	0	0	0	0	0	0	1	0	0	0	4
01:00 PM	01:15 PM	0	2	0	0	1	0	0	0	2	0	0	0	5
01:15 PM	01:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	3
01:30 PM	01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	02:00 PM	0	0	0	0	1	1	1	0	1	0	0	0	4
02:00 PM	02:15 PM	1	0	0	0	1	0	0	0	1	0	0	0	3
02:15 PM	02:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	2
02:30 PM	02:45 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
02:45 PM	03:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	5
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	1	0	2	0	3	0	0	0	6
03:30 PM	03:45 PM	0	1	0	0	0	1	1	0	1	0	0	0	4
03:45 PM	04:00 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
04:00 PM	04:15 PM	1	0	0	0	1	0	0	0	1	0	0	0	3
04:15 PM	04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
04:30 PM	04:45 PM	0	2	0	0	2	0	2	0	0	0	0	0	6
04:45 PM	05:00 PM	2	0	0	0	1	1	0	0	0	0	0	0	4
05:00 PM	05:15 PM	0	1	0	0	1	1	0	0	1	0	0	0	4
05:15 PM	05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30 PM	05:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
05:45 PM	06:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	2	0	0	1	0	1	0	0	0	0	0	4
06:30 PM	06:45 PM	0	0	0	0	0	1	1	0	1	0	0	0	3
06:45 PM	07:00 PM	0	0	0	0	3	0	1	0	0	0	0	0	4
HOURLY TOTALS														
07:00 AM	08:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	5
07:15 AM	08:15 AM	0	7	0	0	2	0	0	0	0	0	0	0	9
07:30 AM	08:30 AM	0	7	0	0	4	0	0	0	0	0	0	0	11
07:45 AM	08:45 AM	0	6	0	0	4	0	0	0	0	0	0	0	10
08:00 AM	09:00 AM	0	6	0	0	7	0	0	0	0	0	0	0	13
08:15 AM	09:15 AM	0	3	0	0	7	0	0	0	1	0	0	0	11
08:30 AM	09:30 AM	0	3	0	0	4	1	0	0	1	0	0	0	9
08:45 AM	09:45 AM	1	5	0	0	5	1	0	0	3	0	0	0	15
09:00 AM	10:00 AM	1	5	0	0	2	4	0	0	3	0	0	0	15
09:15 AM	10:15 AM	1	5	0	0	2	5	1	0	3	0	0	0	17
09:30 AM	10:30 AM	1	6	0	0	4	4	1	0	4	0	0	0	20
09:45 AM	10:45 AM	3	5	0	0	3	7	1	0	3	0	0	0	22
10:00 AM	11:00 AM	4	4	0	0	3	4	1	0	3	0	0	0	19
10:15 AM	11:15 AM	4	4	0	0	5	3	1	0	2	0	0	0	19
10:30 AM	11:30 AM	4	3	0	0	3	3	1	0	1	0	0	0	15
10:45 AM	11:45 AM	4	2	0	0	4	1	1	0	0	0	0	0	12
11:00 AM	12:00 PM	3	1	0	0	5	1	3	0	2	0	0	0	14
11:15 AM	12:15 PM	3	1	0	0	3	1	3	0	2	0	0	0	13
11:30 AM	12:30 PM	3	2	0	0	3	1	3	0	2	0	0	0	14
11:45 AM	12:45 PM	1	1	0	0	2	2	3	0	2	0	0	0	11
12:00 PM	01:00 PM	3	2	0	0	1	2	1	0	1	0	0	0	10
12:15 PM	01:15 PM	3	4	0	0	1	2	0	0	3	0	0	0	13
12:30 PM	01:30 PM	3	3	0	0	3	2	0	0	4	0	0	0	15
12:45 PM	01:45 PM	2	4	0	0	3	0	0	0	4	0	0	0	13
01:00 PM	02:00 PM	0	3	0	0	4	1	1	0	3	0	0	0	13
01:15 PM	02:15 PM	1	1	0	0	4	1	1	0	4	0	0	0	11
01:30 PM	02:30 PM	1	1	0	0	2	2	1	0	3	0	0	0	10
01:45 PM	02:45 PM	1	1	0	0	3	2	1	0	4	0	0	0	12
02:00 PM	03:00 PM	1	4	0	0	2	3	0	0	3	0	0	0	13
02:15 PM	03:15 PM	0	4	0	0	1	3	0	0	2	0	0	0	10
02:30 PM	03:30 PM	0	4	0	0	2	2	2	0	4	0	0	0	14
02:45 PM	03:45 PM	0	4	0	0	1	3	3	0	4	0	0	0	15
03:00 PM	04:00 PM	0	2	0	0	4	1	3	0	4	0	0	0	14
03:15 PM	04:15 PM	1	2	0	0	5	1	3	0	5	0	0	0	17
03:30 PM	04:30 PM	1	3	0	0	5	1	1	0	2	0	0	0	13
03:45 PM	04:45 PM	1	4	0	0	7	0	2	0	1	0	0	0	15
04:00 PM	05:00 PM	3	3	0	0	5	1	2	0	1	0	0	0	15
04:15 PM	05:15 PM	2	4	0	0	5	2	2	0	1	0	0	0	16
04:30 PM	05:30 PM	2	3	0	0	4	2	3	0	1	0	0	0	15
04:45 PM	05:45 PM	2	2	0	0	3	3	1	0	1	0	0	0	12
05:00 PM	06:00 PM	0	2	0	0	2	2	2	0	1	0	0	0	9
05:15 PM	06:15 PM	0	1	0	0	1	1	2	0	0	0	0	0	5
05:30 PM	06:30 PM	0	3	0	0	2	1	2	0	0	0	0	0	8
05:45 PM	06:45 PM	0	2	0	0	1	1	3	0	1	0	0	0	8
06:00 PM	07:00 PM	0	2	0	0	4	1	3	0	1	0	0	0	11

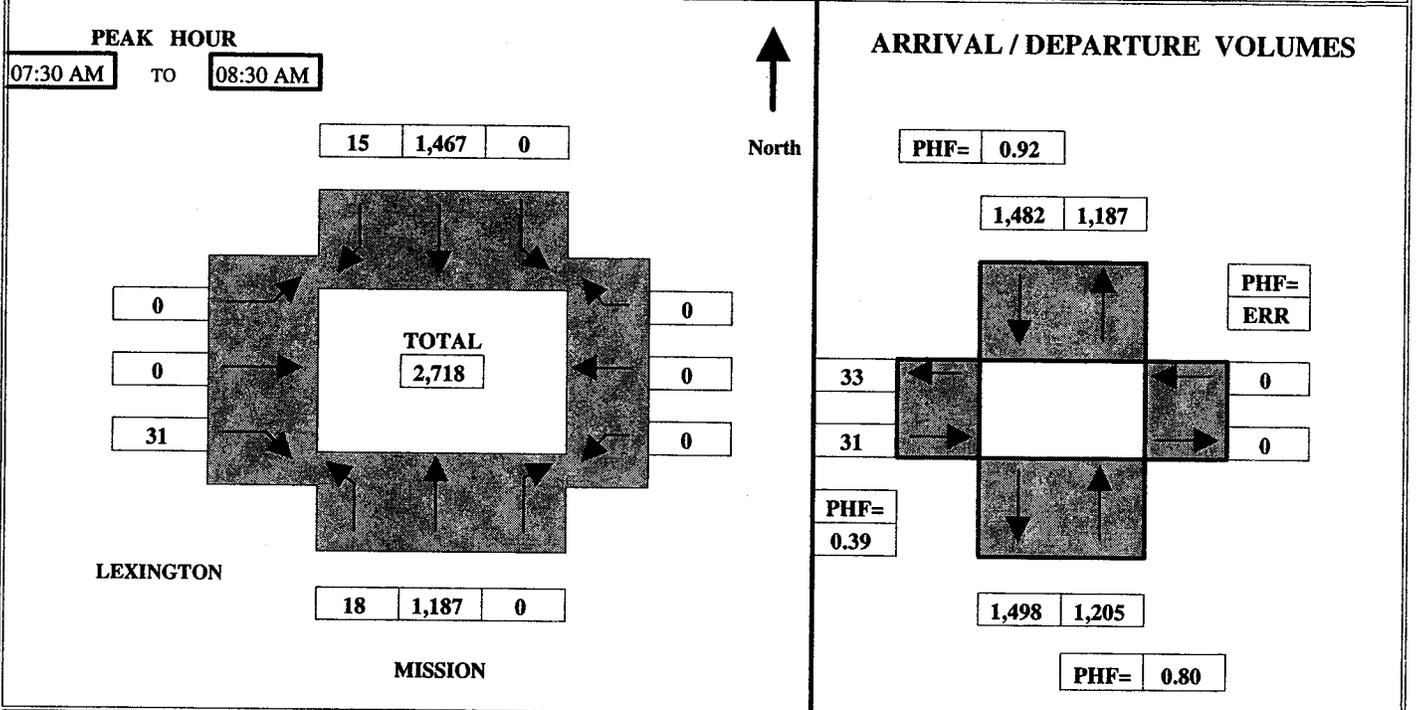
East Bay : (510) 232-1271

SF/Peninsula: (415) 750-1317

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS	SURVEY DATE: 2/26/2004	DAY: THURSDAY
N-S Approach: MISSION	SURVEY TIME: 7:00 AM	TO 9:00 AM
E-W Approach: LEXINGTON	CITY: HAYWARD	FILE: MSLXHWAM



TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	From	To		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

SURVEY DATA															
07:00 AM	---	07:15 AM	1	185	0	0	251	0	0	0	4	0	0	0	441
07:15 AM	---	07:30 AM	2	436	0	0	574	2	0	0	7	0	0	0	1,021
07:30 AM	---	07:45 AM	6	808	0	0	933	5	0	0	10	0	0	0	1,762
07:45 AM	---	08:00 AM	12	1,126	0	0	1,330	9	0	0	20	0	0	0	2,497
08:00 AM	---	08:15 AM	15	1,377	0	0	1,696	13	0	0	28	0	0	0	3,129
08:15 AM	---	08:30 AM	20	1,623	0	0	2,041	17	0	0	38	0	0	0	3,739
08:30 AM	---	08:45 AM	23	1,850	0	0	2,339	19	0	0	45	0	0	0	4,276
08:45 AM	---	09:00 AM	32	2,055	0	0	2,623	25	0	0	50	0	0	0	4,785

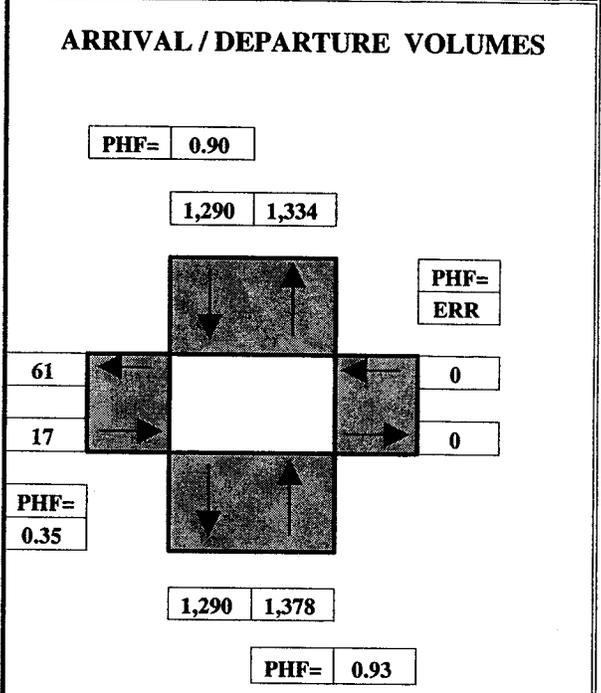
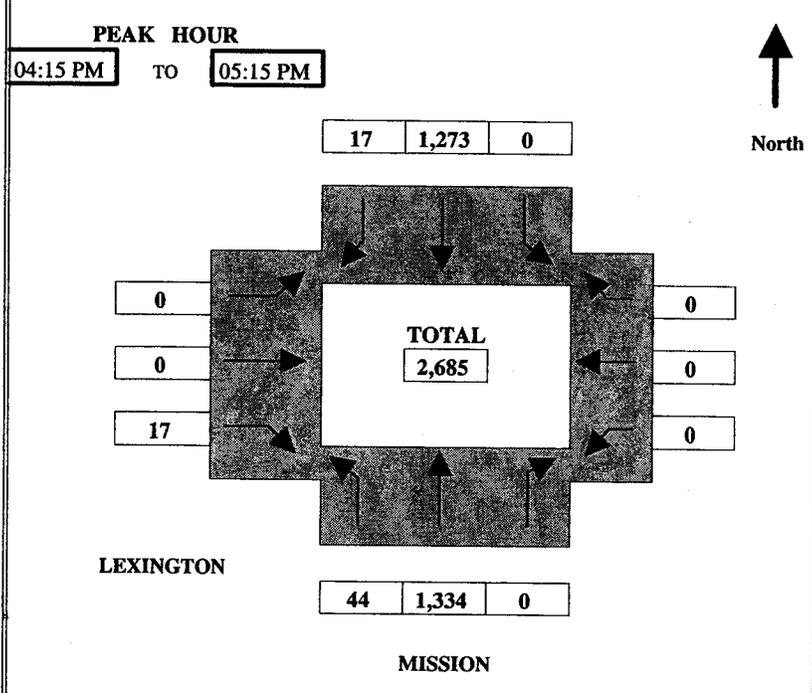
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	1	185	0	0	251	0	0	0	4	0	0	0	441
07:15 AM	---	07:30 AM	1	251	0	0	323	2	0	0	3	0	0	0	580
07:30 AM	---	07:45 AM	4	372	0	0	359	3	0	0	3	0	0	0	741
07:45 AM	---	08:00 AM	6	318	0	0	397	4	0	0	10	0	0	0	735
08:00 AM	---	08:15 AM	3	251	0	0	366	4	0	0	8	0	0	0	632
08:15 AM	---	08:30 AM	5	246	0	0	345	4	0	0	10	0	0	0	610
08:30 AM	---	08:45 AM	3	227	0	0	298	2	0	0	7	0	0	0	537
08:45 AM	---	09:00 AM	9	205	0	0	284	6	0	0	5	0	0	0	509

HOURLY TOTALS															
07:00 AM	---	08:00 AM	12	1,126	0	0	1,330	9	0	0	20	0	0	0	2,497
07:15 AM	---	08:15 AM	14	1,192	0	0	1,445	13	0	0	24	0	0	0	2,688
07:30 AM	---	08:30 AM	18	1,187	0	0	1,467	15	0	0	31	0	0	0	2,718
07:45 AM	---	08:45 AM	17	1,042	0	0	1,406	14	0	0	35	0	0	0	2,514
08:00 AM	---	09:00 AM	20	929	0	0	1,293	16	0	0	30	0	0	0	2,288

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS	SURVEY DATE: 2/26/2004	DAY: THURSDAY
N-S Approach: MISSION	SURVEY TIME: 4:00 PM TO 6:00 PM	
E-W Approach: LEXINGTON	CITY: HAYWARD	FILE: MSLXHWPM

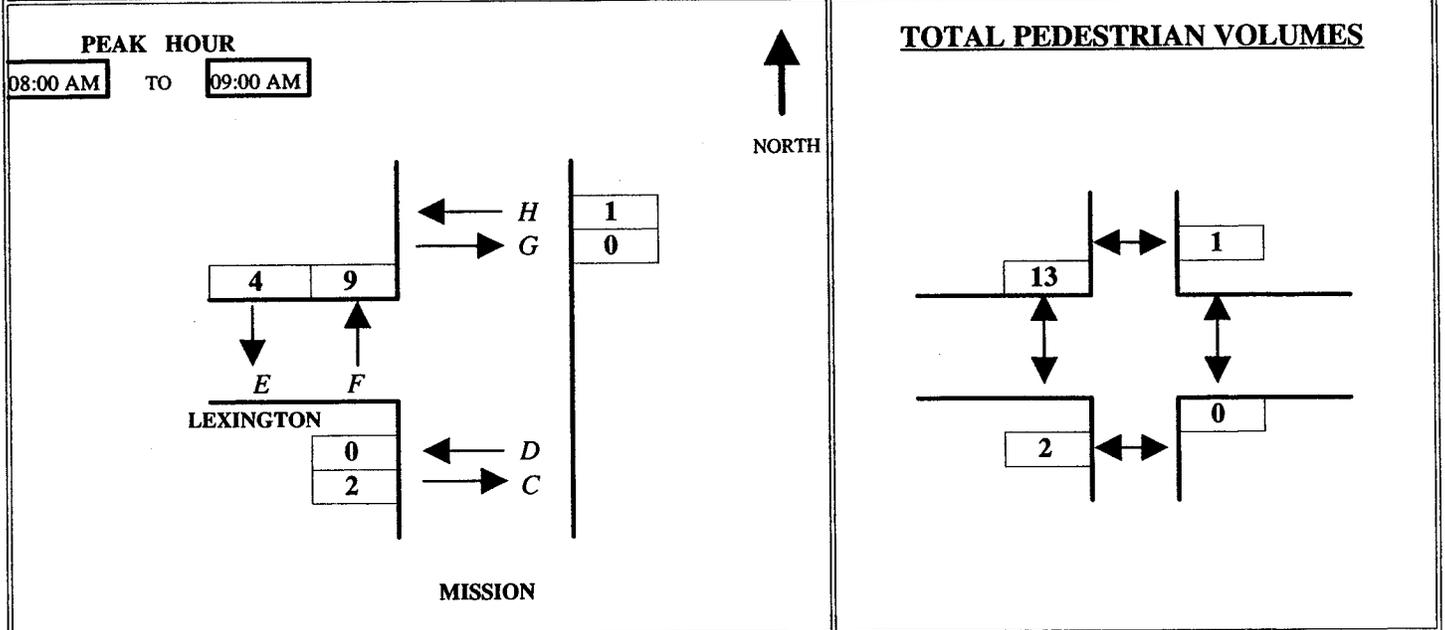


TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL		
	From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
SURVEY DATA															
04:00 PM	---	04:15 PM	8	304	0	0	312	2	0	0	5	0	0	0	631
04:15 PM	---	04:30 PM	18	664	0	0	666	6	0	0	7	0	0	0	1,361
04:30 PM	---	04:45 PM	31	973	0	0	986	12	0	0	12	0	0	0	2,014
04:45 PM	---	05:00 PM	40	1,327	0	0	1,282	17	0	0	18	0	0	0	2,684
05:00 PM	---	05:15 PM	52	1,638	0	0	1,585	19	0	0	22	0	0	0	3,316
05:15 PM	---	05:30 PM	62	1,944	0	0	1,863	20	0	0	27	0	0	0	3,916
05:30 PM	---	05:45 PM	69	2,281	0	0	2,168	25	0	0	30	0	0	0	4,573
05:45 PM	---	06:00 PM	80	2,626	0	0	2,469	29	0	0	36	0	0	0	5,240
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	8	304	0	0	312	2	0	0	5	0	0	0	631
04:15 PM	---	04:30 PM	10	360	0	0	354	4	0	0	2	0	0	0	730
04:30 PM	---	04:45 PM	13	309	0	0	320	6	0	0	5	0	0	0	653
04:45 PM	---	05:00 PM	9	354	0	0	296	5	0	0	6	0	0	0	670
05:00 PM	---	05:15 PM	12	311	0	0	303	2	0	0	4	0	0	0	632
05:15 PM	---	05:30 PM	10	306	0	0	278	1	0	0	5	0	0	0	600
05:30 PM	---	05:45 PM	7	337	0	0	305	5	0	0	3	0	0	0	657
05:45 PM	---	06:00 PM	11	345	0	0	301	4	0	0	6	0	0	0	667
HOURLY TOTALS															
04:00 PM	---	05:00 PM	40	1,327	0	0	1,282	17	0	0	18	0	0	0	2,684
04:15 PM	---	05:15 PM	44	1,334	0	0	1,273	17	0	0	17	0	0	0	2,685
04:30 PM	---	05:30 PM	44	1,280	0	0	1,197	14	0	0	20	0	0	0	2,555
04:45 PM	---	05:45 PM	38	1,308	0	0	1,182	13	0	0	18	0	0	0	2,559
05:00 PM	---	06:00 PM	40	1,299	0	0	1,187	12	0	0	18	0	0	0	2,556

BAYMETRICS TRAFFIC RESOURCES

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: HAYWARD TS	SURVEY DATE: 2/26/2004	DAY: THURSDAY
N-S Approach: MISSION	SURVEY PERIOD: 7:00 AM TO 9:00 AM	
E-W Approach LEXINGTON	CITY: HAYWARD	FILE: MSLXHWAM.P

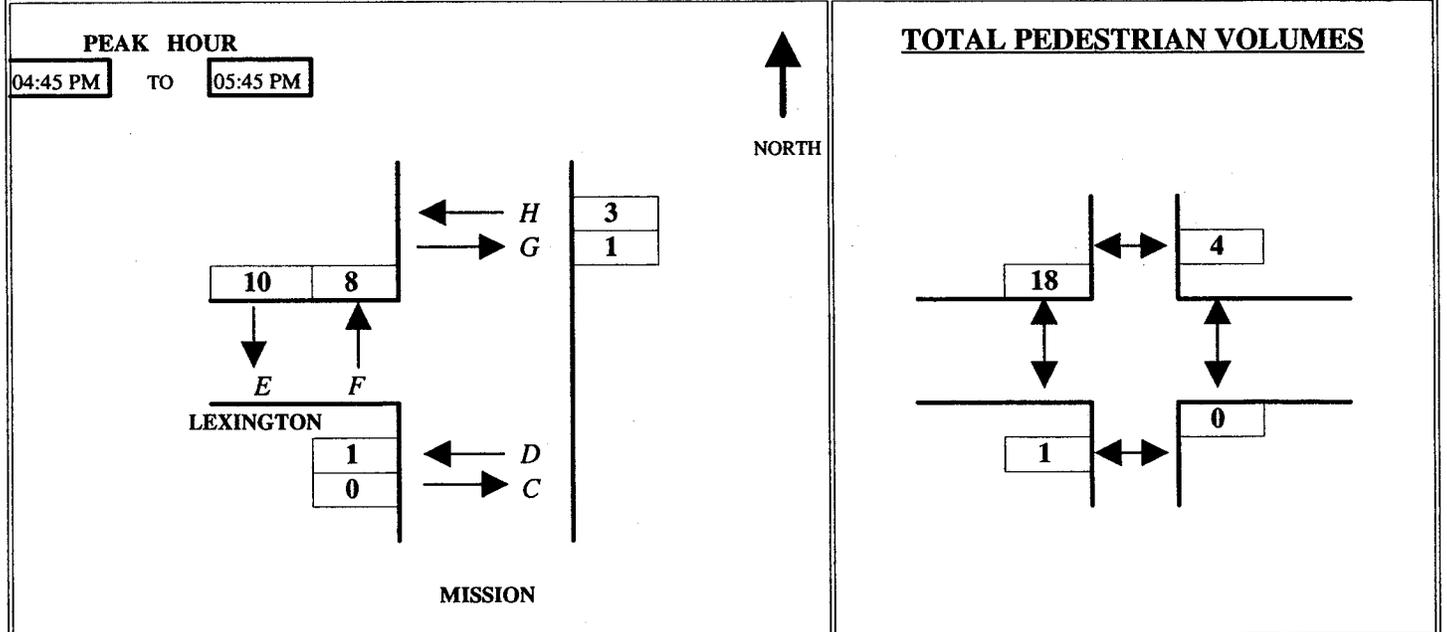


TIME PERIOD		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		NORTH X-WALK		TOP SIDEWALK		RGT SIDEWALK		TOTAL
From	To	A	B	C	D	E	F	G	H	I	J	K	L	
SURVEY DATA														
07:00 AM	---	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	---	07:30 AM	0	0	0	0	0	2	0	0	0	0	0	2
07:30 AM	---	07:45 AM	0	0	0	0	1	2	0	0	0	0	0	3
07:45 AM	---	08:00 AM	0	0	1	0	1	2	0	0	0	0	0	4
08:00 AM	---	08:15 AM	0	0	1	0	2	5	0	0	0	0	0	8
08:15 AM	---	08:30 AM	0	0	1	0	4	5	0	0	0	0	0	10
08:30 AM	---	08:45 AM	0	0	1	0	7	6	0	0	0	0	0	14
08:45 AM	---	09:00 AM	0	0	3	0	10	6	0	1	0	0	0	20
TOTAL BY PERIOD														
07:00 AM	---	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	---	07:30 AM	0	0	0	0	0	2	0	0	0	0	0	2
07:30 AM	---	07:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
07:45 AM	---	08:00 AM	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	---	08:15 AM	0	0	0	0	1	3	0	0	0	0	0	4
08:15 AM	---	08:30 AM	0	0	0	0	2	0	0	0	0	0	0	2
08:30 AM	---	08:45 AM	0	0	0	0	3	1	0	0	0	0	0	4
08:45 AM	---	09:00 AM	0	0	2	0	3	0	0	1	0	0	0	6
HOURLY TOTALS														
07:00 AM	---	08:00 AM	0	0	1	0	1	2	0	0	0	0	0	4
07:15 AM	---	08:15 AM	0	0	1	0	2	5	0	0	0	0	0	8
07:30 AM	---	08:30 AM	0	0	1	0	4	3	0	0	0	0	0	8
07:45 AM	---	08:45 AM	0	0	1	0	6	4	0	0	0	0	0	11
08:00 AM	---	09:00 AM	0	0	2	0	9	4	0	1	0	0	0	16

BAYMETRICS TRAFFIC RESOURCES

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: HAYWARD TS	SURVEY DATE: 2/26/2004	DAY: THURSDAY
N-S Approach: MISSION	SURVEY PERIOD: 4:00 PM TO 6:00 PM	
E-W Approach LEXINGTON	CITY: HAYWARD	FILE: MSLXHWPM_P

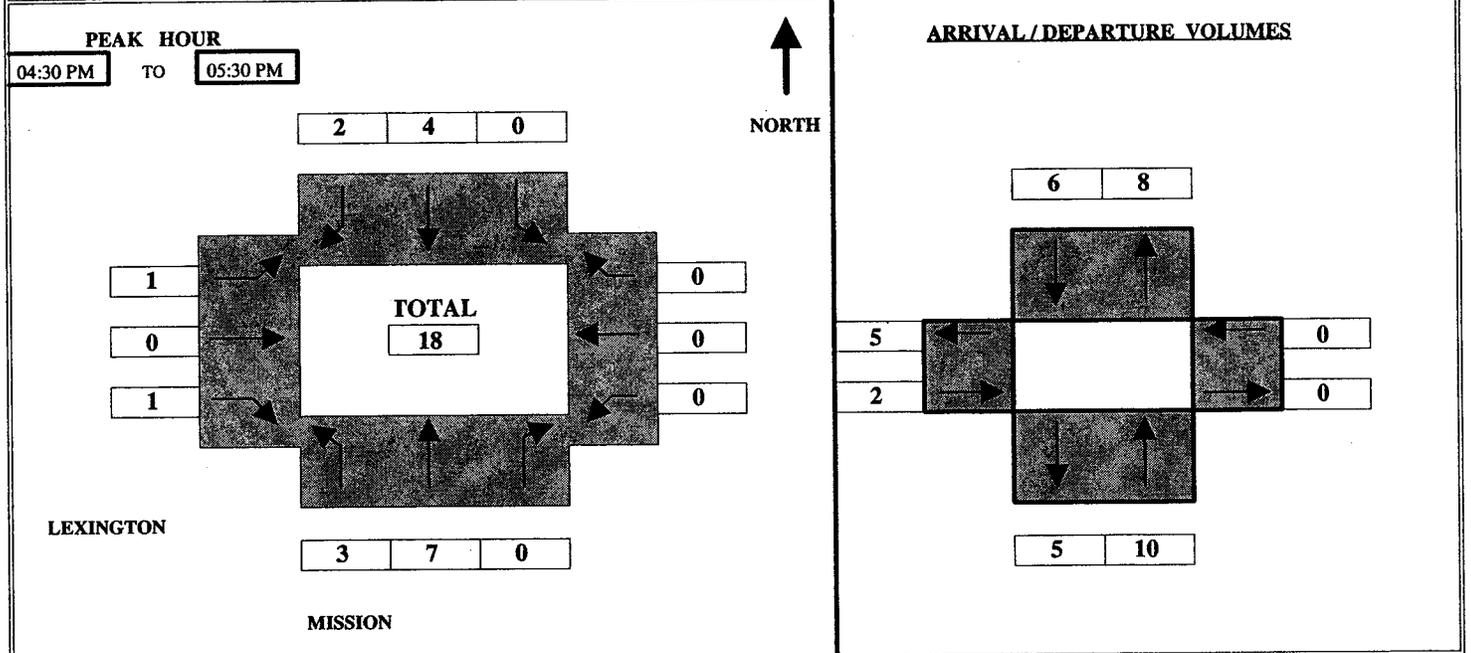


TIME PERIOD		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		NORTH X-WALK		TOP SIDEWALK		RGT SIDEWALK		TOTAL	
From	To	A	B	C	D	E	F	G	H	I	J	K	L		
SURVEY DATA															
04:00 PM	---	04:15 PM	0	0	0	0	3	1	0	0	0	0	0	0	4
04:15 PM	---	04:30 PM	0	0	0	0	3	5	0	0	0	0	0	0	8
04:30 PM	---	04:45 PM	0	0	2	0	4	5	0	2	0	0	0	0	13
04:45 PM	---	05:00 PM	0	0	2	0	8	6	1	2	0	0	0	0	19
05:00 PM	---	05:15 PM	0	0	2	0	10	9	1	2	0	0	0	0	24
05:15 PM	---	05:30 PM	0	0	2	1	10	11	1	4	0	0	0	0	29
05:30 PM	---	05:45 PM	0	0	2	1	12	15	1	5	0	0	0	0	36
05:45 PM	---	06:00 PM	0	0	2	1	13	16	2	5	0	0	0	0	39
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	0	0	0	0	3	1	0	0	0	0	0	0	4
04:15 PM	---	04:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
04:30 PM	---	04:45 PM	0	0	2	0	1	0	0	2	0	0	0	0	5
04:45 PM	---	05:00 PM	0	0	0	0	4	1	1	0	0	0	0	0	6
05:00 PM	---	05:15 PM	0	0	0	0	2	3	0	0	0	0	0	0	5
05:15 PM	---	05:30 PM	0	0	0	1	0	2	0	2	0	0	0	0	5
05:30 PM	---	05:45 PM	0	0	0	0	2	4	0	1	0	0	0	0	7
05:45 PM	---	06:00 PM	0	0	0	0	1	1	1	0	0	0	0	0	3
HOURLY TOTALS															
04:00 PM	---	05:00 PM	0	0	2	0	8	6	1	2	0	0	0	0	19
04:15 PM	---	05:15 PM	0	0	2	0	7	8	1	2	0	0	0	0	20
04:30 PM	---	05:30 PM	0	0	2	1	7	6	1	4	0	0	0	0	21
04:45 PM	---	05:45 PM	0	0	0	1	8	10	1	3	0	0	0	0	23
05:00 PM	---	06:00 PM	0	0	0	1	5	10	1	3	0	0	0	0	20

B.A.Y.M.E.T.R.I.C.S.

BICYCLE TURNING MOVEMENT SUMMARY

PROJECT: HAYWARD TS	SURVEY DATE: 2/26/2004	DAY: THURSDAY
N-S Approach: MISSION	SURVEY TIME: 4:00 PM TO 6:00 PM	
E-W Approach: LEXINGTON	CITY: HAYWARD	FILE: MSLXHWPM B



TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	From	To	Left Thru Right										
SURVEY DATA													
04:00 PM	---	04:15 PM	0 2 0	0 1 0	0 0 0	0 0 0	0 0 0	3					
04:15 PM	---	04:30 PM	1 2 0	0 1 0	0 0 1	0 0 0	5						
04:30 PM	---	04:45 PM	1 2 0	0 3 1	0 0 1	0 0 0	8						
04:45 PM	---	05:00 PM	2 5 0	0 3 1	0 0 2	0 0 0	13						
05:00 PM	---	05:15 PM	2 8 0	0 4 1	0 0 2	0 0 0	17						
05:15 PM	---	05:30 PM	4 9 0	0 5 2	1 0 2	0 0 0	23						
05:30 PM	---	05:45 PM	4 9 0	0 6 2	1 0 2	0 0 0	24						
05:45 PM	---	06:00 PM	4 9 0	0 6 2	1 0 2	0 0 0	24						
TOTAL BY PERIOD													
04:00 PM	---	04:15 PM	0 2 0	0 1 0	0 0 0	0 0 0	3						
04:15 PM	---	04:30 PM	1 0 0	0 0 0	0 0 1	0 0 0	2						
04:30 PM	---	04:45 PM	0 0 0	0 2 1	0 0 0	0 0 0	3						
04:45 PM	---	05:00 PM	1 3 0	0 0 0	0 0 1	0 0 0	5						
05:00 PM	---	05:15 PM	0 3 0	0 1 0	0 0 0	0 0 0	4						
05:15 PM	---	05:30 PM	2 1 0	0 1 1	1 0 0	0 0 0	6						
05:30 PM	---	05:45 PM	0 0 0	0 1 0	0 0 0	0 0 0	1						
05:45 PM	---	06:00 PM	0 0 0	0 0 0	0 0 0	0 0 0	0						
HOURLY TOTALS													
04:00 PM	---	05:00 PM	2 5 0	0 3 1	0 0 2	0 0 0	13						
04:15 PM	---	05:15 PM	2 6 0	0 3 1	0 0 2	0 0 0	14						
04:30 PM	---	05:30 PM	3 7 0	0 4 2	1 0 1	0 0 0	18						
04:45 PM	---	05:45 PM	3 7 0	0 3 1	1 0 1	0 0 0	16						
05:00 PM	---	06:00 PM	2 4 0	0 3 1	1 0 0	0 0 0	11						