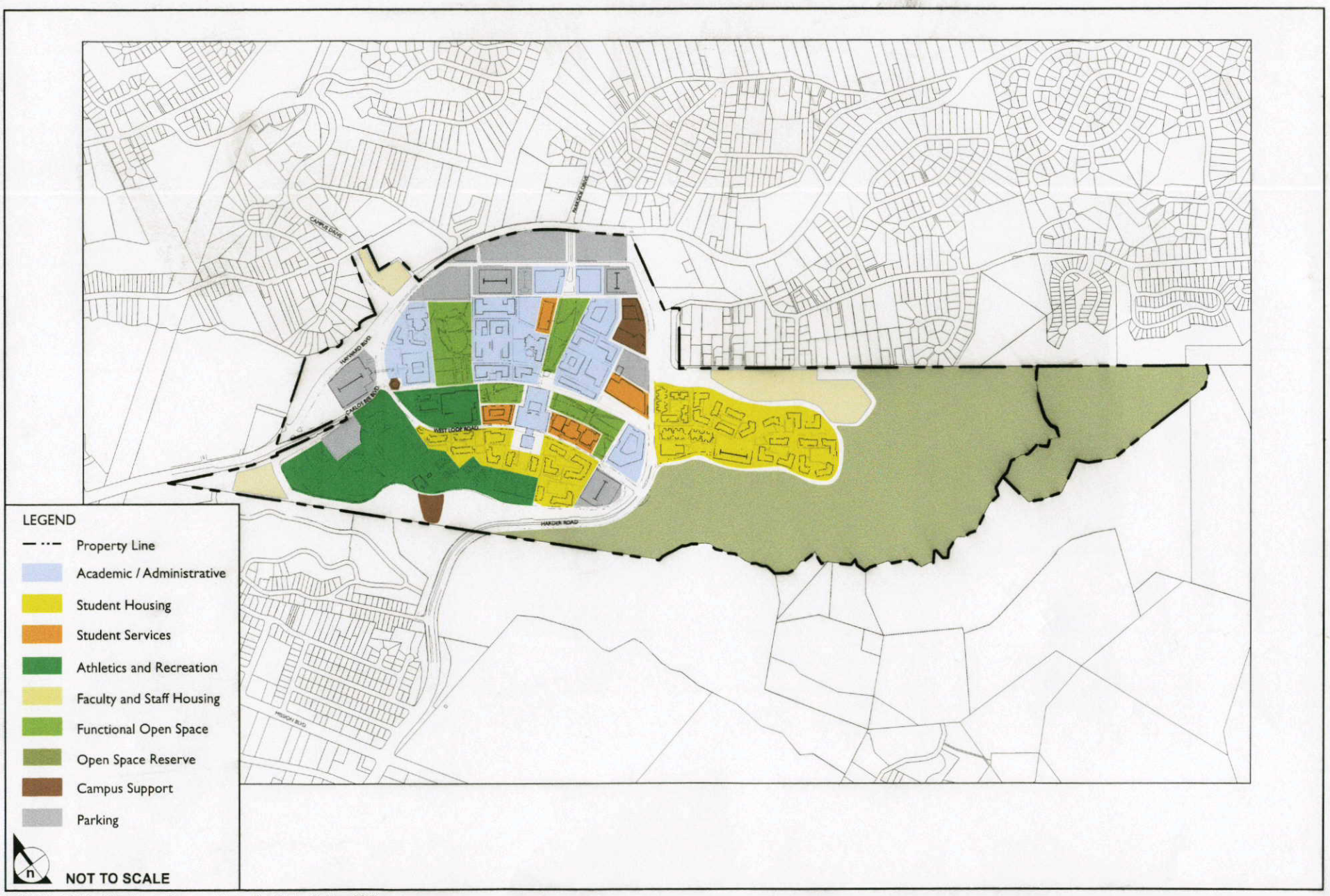


SOURCE: CSU East Bay Hayward Campus Master Plan Study - October 2008

FIGURE **3.0-6**

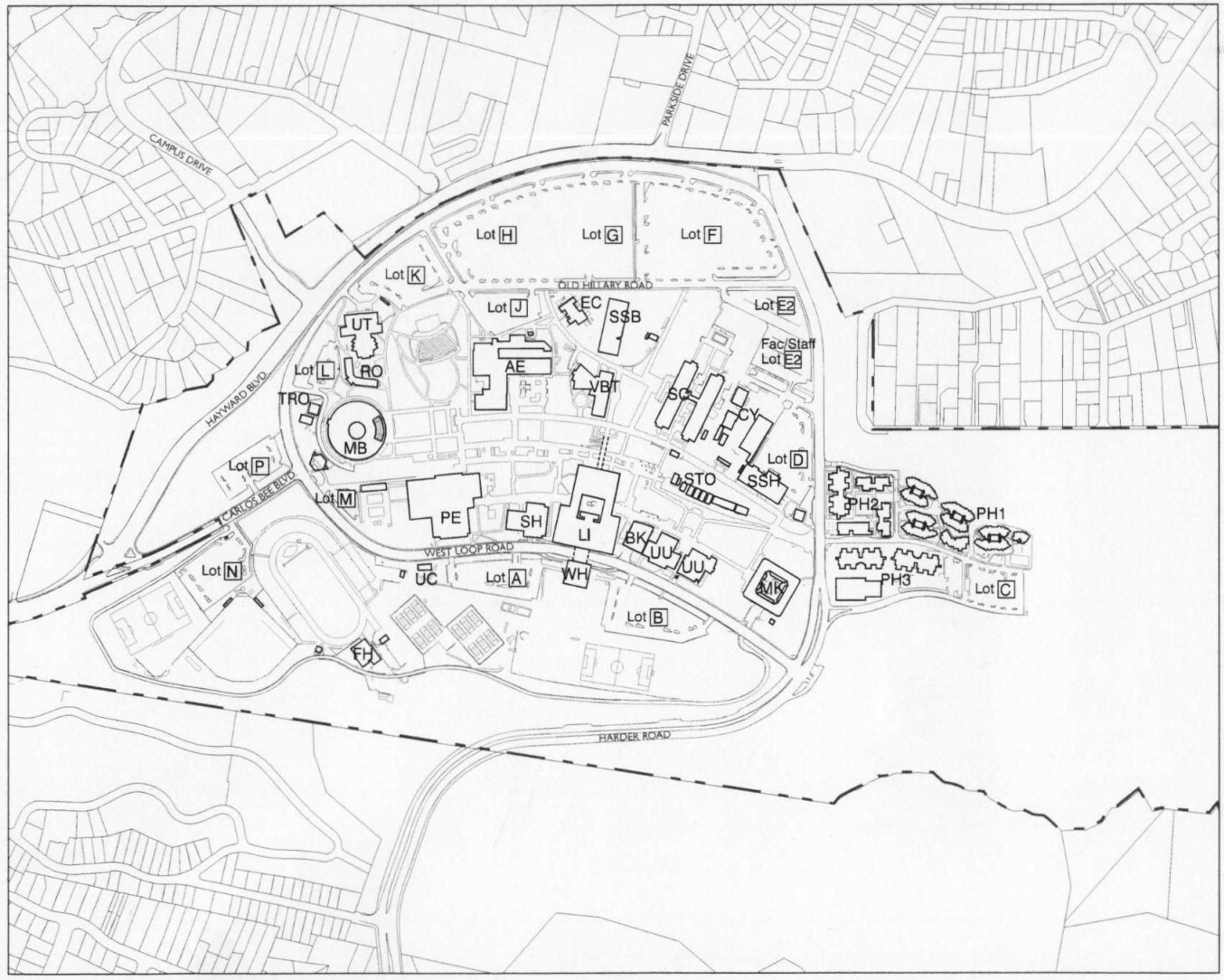
Hayward Campus Proposed Land Use Plan

961-002•11/08

EXHIBIT A

LEGEND

AE	Art & Education
BK	Pioneer Bookstore
CY	Corporation Yard
EC	Early Childhood Center
FH	Field House
LI	University Library
MK	Meiklejohn Hall
MB	Music Building
PE	Physical Education & Gym
PH1	Pioneer Heights I
PH2	Pioneer Heights II
PH3	Pioneer Heights III
RO	Robinson Hall
SC	Science Building - North & South
STO	Support Temporary Offices
SH	Student Health Center
SSH	Student Services Hub
SSB	Student Services and Administration Replacement Building
TRO	Temporary Resource Offices
UC	University Club
UT	University Theatre
UU	University Union
VBT	Valley Business & Technology Center
WH	Warren Hall



SOURCE: CSU East Bay Hayward Campus Master Plan Study -October 2008

FIGURE **3.0-4**

Existing Hayward Campus Map

EXHIBIT B

961-002•11/08

EXHIBIT C

CALIFORNIA STATE UNIVERSITY
EAST BAY

April 18, 2008

NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT

Lead Agency: California State University

Project Title: California State University, East Bay Hayward Campus Master Plan

Project Location: 25800 Carlos Bee Boulevard, Hayward, CA 94542

County: Alameda

The California State University (CSU) has determined that an Environmental Impact Report (EIR) is required for the proposed California State University, East Bay Hayward Campus Master Plan. The purpose of an EIR is to inform decision makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR will evaluate the environmental impacts associated with the proposed Master Plan and develop measures to mitigate potentially significant impacts. The EIR will also include an evaluation of alternatives to the project that could avoid or reduce one or more of the potentially significant effects. More information about the Master Plan update and scope of the EIR is presented in **Attachment 1**.

This Notice of Preparation (NOP) is prepared pursuant to Section 15082 of the *State California Environmental Quality Act (CEQA) Guidelines*, to announce the initiation of the EIR process and to solicit comments from responsible and interested agencies, utilities, interest groups, neighboring property owners, and members of the public concerning the scope of issues to be addressed in the EIR. Comments

concerning the scope of issues to be addressed in the EIR should be submitted to the person and address listed below. Governmental agencies with some form of discretionary authority over initial or subsequent aspects of this project should describe that authority and provide comments regarding potential environmental effects that are germane to the agency's area of responsibility.

As the Lead Agency for preparation of the EIR, the Trustees of the California State University requests that you submit written comments within 30 days of receipt of this NOP. The comment period begins on April 21, 2008 and ends May 20, 2008.

Please submit written comments to:

California State University, East Bay
Facilities, Planning & Operations
Jim Zavagno, University Planner
25800 Carlos Bee Boulevard
Hayward, California 94542-3095

Oral comments on the scope and content of the EIR will be accepted at a scoping meeting that will be held on Tuesday, May 6, 2008 at CSUEB Hayward Campus, Hayward, CA 94542 at 7:30 PM.

If you have any questions about the environmental review for the proposed project, please contact me at jim.zavagno@csueastbay.edu or (510) 885-4149.

Sincerely,

Jim Zavagno
University Planner
Facilities Management, and Planning

Enclosures: **Attachment 1.** Project Information and Scope of EIR
Notice of Completion & Environmental Document Transmittal Form

ATTACHMENT 1

PROJECT INFORMATION AND SCOPE OF EIR

PROJECT LOCATION

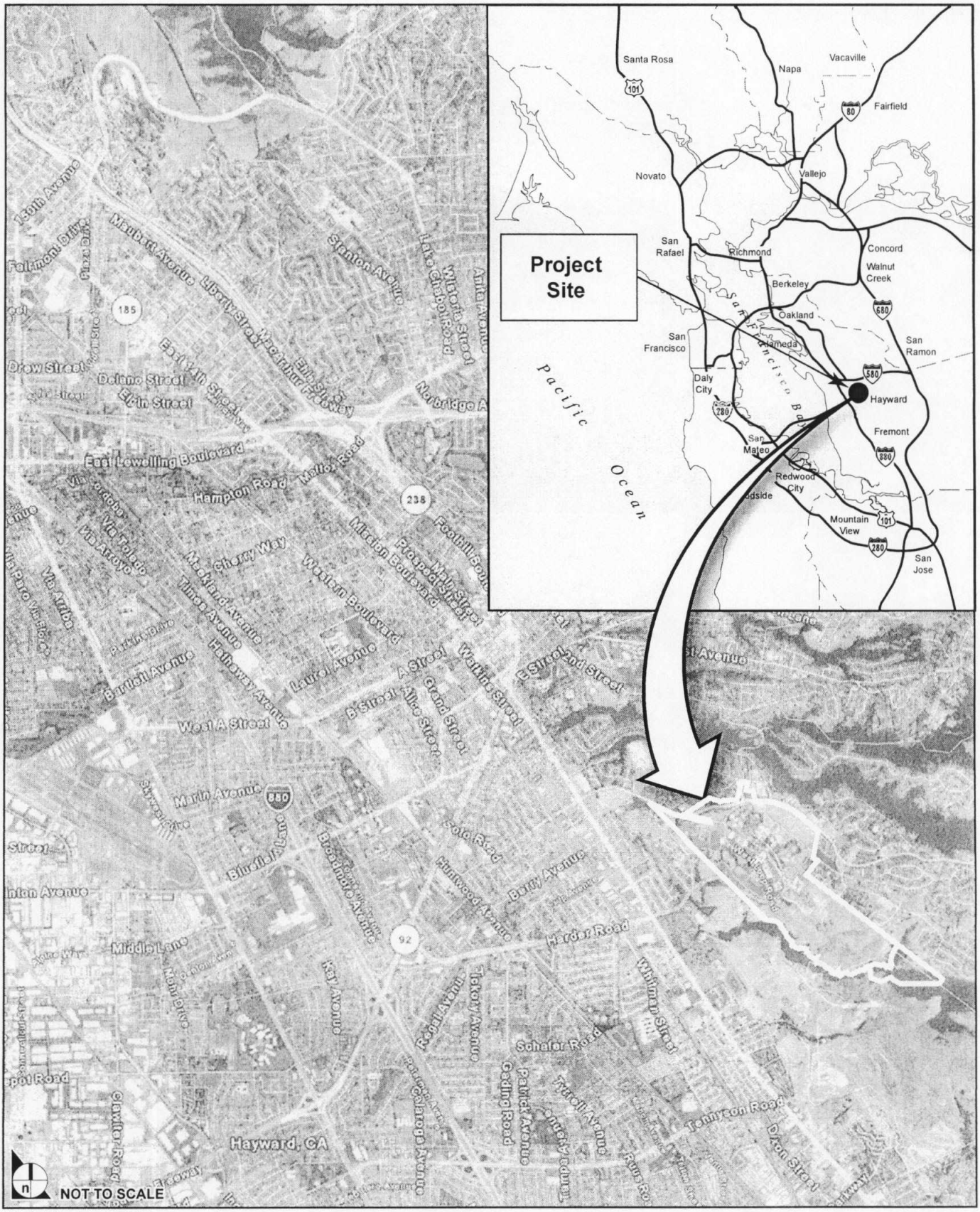
The California State University, East Bay (CSUEB) Hayward Campus is located at 25800 Carlos Bee Boulevard in the eastern portion of the City of Hayward. As shown in **Figure 1, Regional and Site Location**, the campus is located in Alameda County, approximately 0.5 mile east of State Route 238 (SR-238) and approximately 2.25 miles south of Interstate 580 (I-580). The Hayward Campus is approximately 360 acres in size, 175 acres of which are developed with academic and administrative buildings and recreational facilities. The developed portion of the campus is generally bordered by Hayward Boulevard to the north; Harder Road and open space owned by the CSU to the south; Bunker Hill Boulevard to the west; and East Loop Road to the east. Garin Regional Park is adjacent to the Hayward Campus to the south.

SITE CONDITIONS

The CSU system is part of the state's three-tiered educational system created under the 1954 State Master Plan for Higher Education. This system also includes the University of California four-year system and the two-year Community College system. CSUEB Hayward is one of 23 CSU campuses and one of 10 CSU campuses in Northern California. Currently, full-time equivalent (FTE) enrollment at the Hayward Campus is 8,678 students. Under the existing master plan, the enrollment cap is 18,000 FTE.

The CSUEB was founded as a two-year institution in 1957 under the name State College for Alameda County. The college moved to its current location in the Hayward Hills in 1961. In 1972, the school was granted university status and renamed California State University, Hayward. The name of the university was changed again in 2005 to California State University, East Bay. The university offers bachelor's degrees in 42 disciplines, 66 minors, 9 graduate degree programs, and several credential and certificate programs in education.

The existing campus is shown in **Figure 2, Existing Hayward Campus**. Currently, the campus is developed with approximately 1.4 million gross square feet of building space housed in more than 30 buildings. The campus comprises academic and administrative buildings; student housing; athletic facilities and playfields; an amphitheatre; quads and courtyards; and surface parking lots.

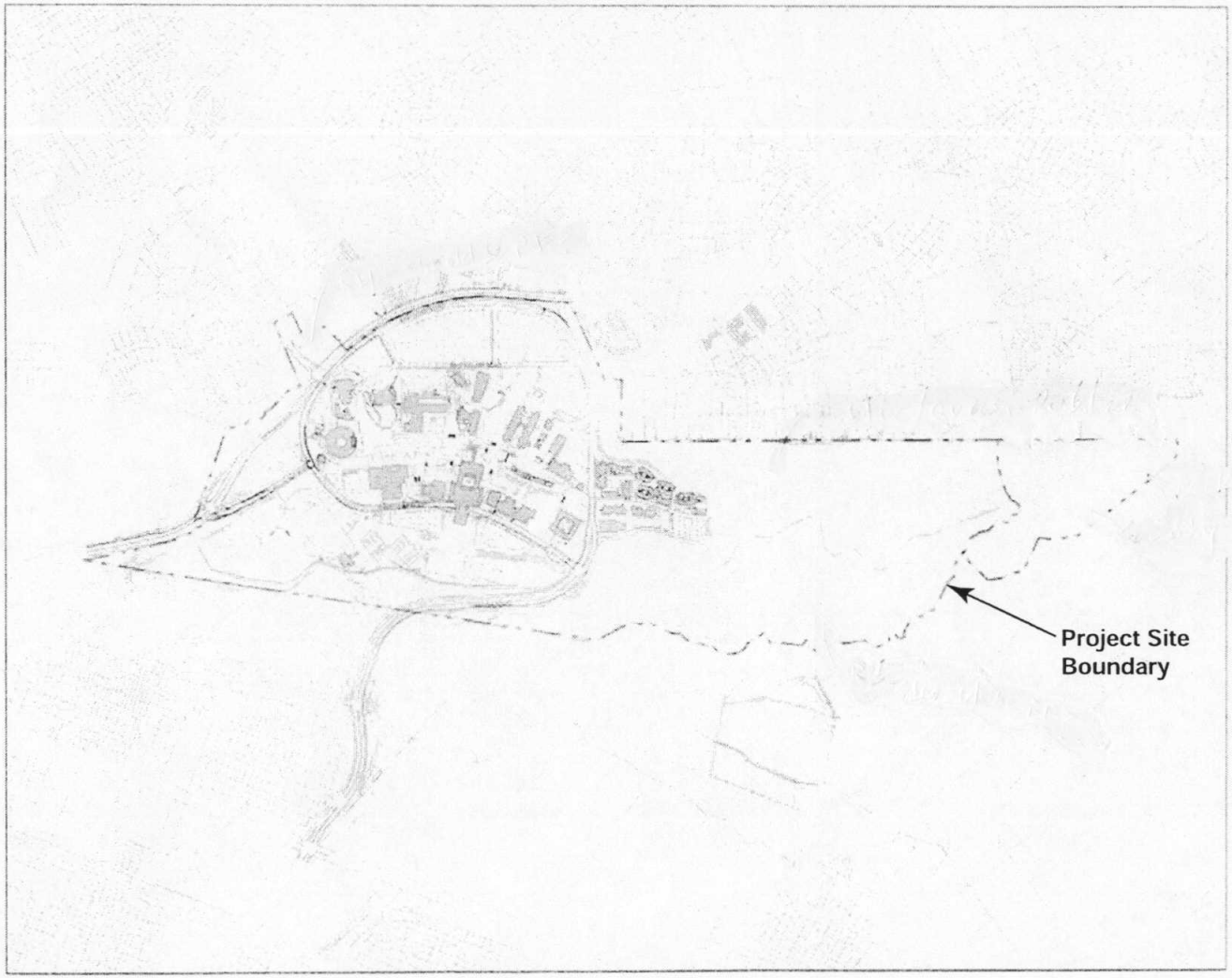


SOURCE: Google Earth - 2007

FIGURE 1

Regional and Site Location

961-002•04/08



1500 750 0 1500

APPROXIMATE SCALE IN FEET

SOURCE: CSU East Bay Hayward Campus Master Plan Study - April 2008

FIGURE 2

Existing Hayward Campus

961-002•04/08

Surrounding land uses include single- and multi-family residential developments, open space, public and quasi-public uses, and commercial uses. Single-family residential developments abut the project site to the east and are located beyond adjacent open space to the west. Multi-family residential developments exist to the north and east of the project site. The former Highland Elementary School (currently Anchor Education, Inc.) is located to the north of the campus across Hayward Boulevard and is designated as public and quasi-public land. Commercial uses are located south of Hayward Boulevard, east of the campus. Open space abuts the campus to the west along Harder Road and the southeastern boundary of the campus.

PROJECT DESCRIPTION

The CSU system requires each campus to maintain a master plan for guiding its development. The CSU system further requires that the campuses undertake periodic review and revision of their master plans, in part to ensure that proposed capital improvement programs remain in compliance with those plans. The CSU system is designed to accept the top academic one-third of graduating high school students, and each campus within the system is required to accommodate its share of present and anticipated future students. The CSU system is facing unprecedented projected demand for higher education over the next 10 years and beyond.

The CSUEB Hayward Campus Master Plan (Hayward Campus Master Plan) outlines planned campus redevelopment designed to support the academic and enrollment goals established through strategic planning efforts conducted in 2006 and 2007. The Master Plan is based on a horizon year of 2025 and would be implemented gradually over the next 17 years. The Hayward Campus Master Plan is intended to allow the campus to accommodate a student population of 18,000 FTE, and allow for the existing academic programs and support services to modernize, expand, and improve.

The scope of Hayward Campus Master Plan includes:

- accommodating growth in enrollment through improvements in the areas of academic curricula, support services, housing opportunities, and transportation facilities;
- functional enhancements of physical facilities and features, including buildings, open space, vehicular, bicycle, and pedestrian circulation, and utility/technology upgrades; and
- æsthetic enhancements including, but not limited to, landscaping, open space reconfiguration, design guidelines, campus perimeter enhancements, and environmental protection.

The Hayward Campus Master Plan would include six planning components: Land Use Framework; Open Space Framework; Access, Circulation, and Parking Framework; Utilities; Sustainable Design and Planning Strategies; and Design Guidelines. Each of the planning components is briefly described below.

The **Land Use Framework** outlines the proposed building concept for the Hayward Campus. New building construction would provide approximately 1.1 million square feet of building area to support projected growth of existing academic programs. The Master Plan includes approximately 671,000 square feet of academic building area, 200,000 square feet of academic support building area, and 240,000 square feet of campus support building area. Existing buildings on the Hayward campus may be demolished if renovation is determined to be infeasible. Approximately 3,800 new student-housing beds are proposed in two locations. The campus currently provides 1,200 student housing beds and would provide 5,000 student-housing beds at Master Plan buildout. The proposed student housing units would be constructed south of the Pioneer Heights Student Housing complex and between West Loop Road and the existing playfields.

The **Utilities Plan** is related to the Land Use Framework and includes water, wastewater, stormwater conveyance, electricity, and natural gas infrastructure to support the campus as modified under the Master Plan.

The **Open Space Framework** component provides for new designated open space courtyards or quads within the campus. The four proposed open space courtyards would be located within the center of the campus among existing and proposed academic and administrative buildings. Landscaping within the proposed open space areas would be governed by design guidelines included in the Master Plan.

The **Access, Circulation, and Parking Framework** component includes proposed improvements to the existing campus circulation system, including points of access and parking supply. Existing major on-campus roadways would continue to support vehicular circulation through the Hayward campus. Proposed modifications to the existing vehicle circulation system include lane reconfigurations, intersection improvements, and altered access points at existing parking lots and student housing complexes. Five ceremonial campus entry points designed to reinforce campus identity would be located near the intersection of Carlos Bee Boulevard and Loop Road, at two points along Old Hillary Road, and two points along West Loop Road. The campus parking supply would be supplemented by up to 5,100 additional spaces within five on-campus parking structures. The Access, Circulation, and Parking Framework includes a Service and Emergency Access component that addresses the need for adequate emergency access and service on the Hayward Campus. The state Fire Marshall and City of Hayward Fire Department will review the Service and Emergency Access component along with the remainder of the Master Plan to ensure that adequate emergency service could be provided. Additionally, Pedestrian

Circulation, Bicycle Circulation, and Parking and Transit Circulation and Shuttle Stops components outline proposed infrastructure and programs designed to support alternative transportation on and around the Hayward Campus. A network of pedestrian pathways and bicycle trails would allow for navigation on the Hayward Campus without the use of a motor vehicle. The Transit Circulation and Shuttle Stops plan would facilitate the use of public transportation by students, faculty, and staff.

The **Sustainable Design and Planning Strategies** and **Design Guidelines** portions of the Master Plan would outline the strategies and guidelines that would direct the design of each Master Plan component. These strategies and guidelines would be designed to incorporate sustainability into the development and practices on the Hayward Campus and ensure aesthetic compatibility as the Master Plan is implemented.

The Hayward Campus Master Plan would be implemented incrementally over the next 17 years. Over this time, specific development proposals would be identified, constructed, and put into operation following environmental review and project approval by the CSU Board of Trustees.

POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROJECT

The Environmental Checklist Form (*State CEQA Guidelines* Appendix G) lists 16 broad parameters or environmental topics that are to be considered when evaluating the potential effects of a proposed project or action. The California State University, East Bay Hayward Campus Master Plan EIR will address all of the topics on the environmental checklist. However, the following 14 (identified in ***bold italics***) have been identified as key topics for the project.

- ***Aesthetics***
- Agricultural Resources
- ***Air Quality***
- ***Biological Resources***
- ***Cultural Resources***
- ***Geology and Soils***
- ***Hazards and Hazardous Materials***
- ***Hydrology and Water Quality***
- ***Land Use and Planning***
- Mineral Resources

- *Noise*
- *Population and Housing*
- *Public Services*
- *Recreation*
- *Traffic, Circulation, and Parking*
- *Utilities and Service Systems*

The following is a brief description of the proposed scope of study for each of the key environmental topics listed above.

Aesthetics

The EIR will address the change in the visual character of the CSUEB Hayward Campus resulting from the implementation of the Master Plan as viewed from key public vantage points and view corridors including along public roadways and recreation trails/open space. Design guidelines incorporated into the Master Plan will be considered when determining the significance of a potential impact to the visual character of the campus or its vicinity. Proposed building heights, building materials, architectural character, building footprints, and other characteristics will be used to evaluate the visual compatibility of the proposed Master Plan development with the existing campus and surrounding land uses. Additionally, guidelines within the Master Plan pertaining to lighting and building materials will be used to analyze light and glare impacts. Finally, an analysis of potential impacts to scenic resources, including trees, rock outcroppings, and other features along scenic highways will be completed.

Air Quality

The project site is located within the San Francisco Air Basin and under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Campus development under the proposed Master Plan will be evaluated to determine the potential for development-related emissions to violate California and National ambient air quality standards and consistency with existing air quality management plans. The EIR will also discuss the issue of global climate change. While a methodology to address potentially significant impacts related to global climate change has not been adopted, the EIR will discuss the nature of global climate change; sources of greenhouse gases; and the status of regional, state, and federal efforts to reduce greenhouse gas emissions. The EIR will include an estimation of operational air pollutant emissions generated by area and mobile sources as well as a screening-level analysis of carbon

monoxide (CO) hotspots along streets and highways in the project area. Project impacts will be evaluated in accordance with the *BAAQMD CEQA Guidelines* and *State CEQA Guidelines.*

Biological Resources

A technical literature review of documented biological resources on and around the project site will be conducted and include the following sources: California Natural Diversity Database (CNDDB), U.S. Geological Survey quadrangle maps, U.S. Fish and Wildlife Service National Wetland Inventory Maps, and other data compiled by the California Native Plant Society, National Audubon Society, and California Department of Fish and Game. Reconnaissance-level surveys of the Hayward Campus and immediate vicinity will be conducted to document and characterize both biotic habitats and potentially regulated habitats (e.g., riparian habitat and oak woodland habitat). The potential presence of special-status wildlife species will be evaluated based on the quality and types of habitat present on and around the site, and the known distribution of regionally occurring special-status wildlife species. Potentially significant impacts to regulated habitats and special-status species, including heritage or otherwise protected trees, will be evaluated based on background information and site surveys. Impacts related to the movement of any native resident or migratory fish or wildlife species, or within established native resident or migratory wildlife corridors will be analyzed. Finally, potential conflicts with local policies, ordinances, or plans protecting biological resources will be considered. As appropriate, measures that would mitigate direct, indirect, and cumulative impacts to biological resources will be provided.

Cultural Resources

The potential for development under the Hayward Campus Master Plan to cause significant impacts to historical, archaeological, or paleontological resources will be evaluated. A literature and records search will be completed to identify cultural resources on and around the project site. Impacts to identified resources resulting from proposed campus redevelopment will be evaluated. As the existing Hayward campus was established in 1961, none of the existing campus buildings are currently more than 50 years old. However, as the proposed Master Plan is implemented through the year 2025, 50 years will have passed since some of the existing buildings were constructed. As the Master Plan does not propose demolition of specific buildings, an impact to historic resources, should existing campus buildings be identified as such, is not expected. Future demolition proposals would be subject to environmental review, which would include an evaluation of impacts to historic resources.

Geology and Soils

The geologic, seismic, and soil conditions on and around the project site will be characterized based on available geologic and seismic data and previously conducted geotechnical analyses The Hayward Fault is located approximately 0.25 mile west of the Hayward Campus. Impacts associated with seismic activity at the Hayward Fault and other nearby faults, along with landslides, slope instability, erosion, and unstable and expansive soils will be evaluated in the EIR. These hazards will also be discussed in the context of federal and state regulations, CSU plans and policy, and local agency policy.

Hazards and Hazardous Materials

The EIR will include an assessment of the potential for the project to create a significant hazard to the public or environment through the transport, use, or disposal of hazardous materials or the accidental release of hazardous materials. A records search will be conducted to determine if the project site or surrounding sites are included on a hazardous materials site list as defined by Government Code Section 65962.5. Finally, the proposed Master Plan will be evaluated in terms of compatibility with applicable emergency response and evacuation plans.

Hydrology and Water Quality

Impacts related to drainage, water quality, and flooding will be evaluated in the EIR. The Hayward Campus is largely developed and improved with a storm water conveyance system. Existing drainage conditions on the project site will be characterized based on site topography, available reports, and existing storm drain system. The change in the volume of storm water runoff will be quantified and used to determine whether an impact related to drainage or flooding would occur under the proposed Master Plan. Impacts to water quality, including compliance with the Alameda County Municipal National Pollutant Discharge Elimination System (NPDES) permit, will be evaluated in the EIR. Any additional best management practices (BMPs) included in the Master Plan to minimize impacts to water quality will be evaluated. If necessary, additional mitigation measures to reduce water quality impacts will be provided in the EIR. Flooding impacts are anticipated to be less than significant as the campus is not located within a 100-year flood hazard area.

Land Use and Planning

As a state project, the proposed Master Plan would not be subject to municipal jurisdiction and associated plans, such as the City of Hayward General Plan. However, the CSU system maintains a tradition of cooperation with local communities and, where possible, aims for consistency with local plans and policies. Compatibility of the proposed Master Plan with local land use plans and policies will be

analyzed based on campus policies, building locations, building heights, proposed design guidelines, and other information included in the Master Plan.

Noise

An analysis of potentially significant noise impacts during project construction and operation will be provided in the EIR. In order to characterize the existing condition and evaluate construction noise, site reconnaissance to determine lines of sight to sensitive noise receptors and noise level monitoring will be conducted. Construction noise impacts will be determined by quantifying noise generated by typical construction activities and the resulting noise level at nearby sensitive receptors. Mobile source noise before and after Master Plan implementation will be quantified using the Federal Highway Administration Traffic Noise Model, based on traffic volumes provided in the project traffic study. If significant impacts are identified during construction or operation, mitigation measures will be provided in the EIR.

Population and Housing

The proposed Master Plan would allow the campus to accommodate student enrollment up to 18,000 FTE, which is the currently approved enrollment cap, and add 3,800 student-housing beds on the Hayward Campus. Master Plan implementation would result in additional faculty and staff employment. While the proposed Master Plan would provide student housing on the Hayward campus, a demand for off-campus housing would result from the planned enrollment increase and new faculty and staff employment positions. Utilizing demographic data published by the U.S. Census Bureau, Association of Bay Area Governments, California Department of Finance, and City of Hayward, existing and projected without project population, housing and employment will be characterized. Based on demographic data, the EIR will provide an analysis of impacts associated with the population growth, housing demand, and employment increases that would occur as a result of Master Plan implementation.

Public Services

Potential impacts to the City of Hayward Fire Department, City of Hayward Police Department, CSUEB Police Department, and Hayward Unified School District will be evaluated in the EIR. The analysis will focus on whether the Master Plan would result in environmental impacts associated with the provision of new or altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The agencies listed above will be contacted in writing or by telephone to obtain information on current operations and the potential need for additional facilities to serve the project. Additionally, feedback from the City of Hayward Fire Department will be solicited in order to identify potential impacts related to fire hazards.

Recreation

Impacts to on- and off-campus recreational facilities will be examined in the EIR. The analysis will consider whether the Master Plan would result in an increase in the use of existing facilities such that substantial physical deterioration would occur or be accelerated and whether implementation of the Master Plan would lead to the expansion of existing facilities or the construction of new facilities that could result in significant environmental impacts. Additionally, the analysis will consider any potentially significant impacts associated with recreational uses proposed within the Master Plan.

Traffic, Circulation, and Parking

A description of the existing on- and off-site vehicle, pedestrian, and bicycle circulation systems; transit routes and service frequency; intersection peak hour service levels; and applicable policies and requirements of the City of Hayward, California Department of Transportation, Alameda County Congestion Management Agency, Alameda County Transportation Authority, and Alameda County Transportation Improvement Authority will be provided. An assessment of existing traffic volumes, including those currently generated by the Hayward Campus, will be conducted by obtaining traffic counts at campus access points, surrounding residential area, and local intersections. Future traffic conditions without the proposed Master Plan will be predicted by using City of Hayward growth trends, City of Hayward General Plan growth forecasts, or the Alameda Countywide Travel Demand Model. Future traffic conditions with the proposed project will be predicted by calculating project trip generation and distribution within the local roadway system. Future traffic conditions with and without the proposed project will be used to evaluate intersection levels of service under both scenarios, which will be used to identify potential impacts to local intersections. Study intersections include:

- Foothill Boulevard (SR 238)/Castro Valley Boulevard
- Foothill Boulevard (SR 238)/Grove Way
- Foothill Boulevard (SR 238)/A Street
- Foothill Boulevard (SR 238)/Mission Boulevard/Jackson Street (SR 92)
- Mission Boulevard (SR 238)/Carlos Bee Boulevard
- Mission Boulevard (SR 238)/Harder Road
- West Harder Road/Santa Clara Street/Jackson Street (SR 92)
- Carlos Bee Boulevard/Campus Access Road
- Harder Road/Campus Loop East

- Mission Boulevard/Tennyson Road
- Campus Drive/2nd Street
- Mission Boulevard (SR-238)/Highland Boulevard
- D Street/Foothill Boulevard

The number of transit and bicycle commute trips will be quantified and compared to the capacity of these alternative transportation systems to evaluate impacts. Impacts to existing pedestrian facilities as well as whether the proposed system would provide adequate and safe pedestrian circulation will also be evaluated. Finally, impacts to the on-campus parking supply will be evaluated based on the proposed parking plan and anticipated parking demand associated with planned campus growth.

Utilities and Service Systems

Potential impacts to services provided by the San Francisco Public Utilities Commission, City of Hayward Public Works, Pacific Gas & Electric, and Vasco Road Sanitary Landfill will be evaluated in the EIR. The analysis will focus on demand for services associated with the Master Plan, ability of the agencies to provide required services to the campus, and whether implementation of the Master Plan would lead to the expansion of existing facilities or the construction of new facilities that could result in significant environmental impacts. The analysis will consider wastewater treatment requirements, infrastructure, and treatment facility capacity; stormwater drainage facilities; water supply and supporting infrastructure; landfill capacity and solid waste regulations; and demand for electricity and natural gas.

Alternatives

The EIR will analyze a reasonable range of alternatives to the proposed project that focus on avoiding or reducing the significant impacts of the proposed project, while feasibly attaining most of the project objectives. The EIR will provide a comparative evaluation of each alternative for each environmental topic.

Significant Unavoidable Impacts

The EIR will identify those significant project impacts that cannot be avoided, including those that cannot be mitigated to a less than significant level.

Cumulative Impacts

The EIR will identify reasonably foreseeable projects as well as planned projects in the vicinity, and will evaluate the combined effects of the Master Plan together with the effects of future projects.

EXHIBIT D

CITY OF
HAYWARD
HEART OF THE BAY

June 18, 2008

California State University, East Bay
Facilities, Planning and Operations
Jim Zavagno, University Planner
25800 Carlos Bee Boulevard
Hayward, CA 94542-3095

Re: City of Hayward Comments on the Notice of Preparation for the CSUEB Hayward Campus Master Plan Environmental Impact Report

Dear Jim:

Thank you for providing City of Hayward the opportunity to comment on the Notice of Preparation (NOP) for the environmental impact report (EIR) for this project. The City's expectations and priorities for the University's plans for future growth at the Hayward campus are guided by four principles: public safety, access, transportation demand management, and sustainability.

Public Safety

The City expects that the University will increase staffing levels as the campus grows, to be proportionate to enrollment, in order to maintain current service levels and minimize impacts to City service levels, including coordination and support to the Hayward Police and Fire Departments for special events at the campus. Of particular concern are fire services, which, unlike police services, are primarily the responsibility of the Hayward Fire Department (HFD). As currently proposed, the Hayward Fire Chief has indicated he is unsure whether the HFD can maintain current service levels associated with expansion anticipated in the Master Plan. City staff recommends that the University and the City enter into a formal arrangement for such services. More specific comments from the Police and Fire Departments are provided in this letter.

Access

The City expects that the University will address current and future impacts related to access and circulation associated with campus expansion and associated enrollment increases. The City's long standing position has been that the overall hill area circulation would be improved by reestablishing an additional connection to Hayward Boulevard from Harder Road, and is requesting this feature be considered as part of your circulation analysis.
Also the City has identified a need for significant safety improvements on Carlos Bee Boulevard to include realignment and reconstruction at its steepest section. Numerous accidents have occurred at this location. The City is pursuing State and other funding for this important improvement, but also sees the University as a significant contributor to the traffic on this primary roadway serving the campus.

OFFICE OF THE CITY MANAGER
777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4300 • FAX: 510/583-3601 • TDD: 510/247-3340

Additional traffic caused by the University's expansion will exacerbate the problems on Carlos Bee Boulevard.

As you know, the City is working toward implementing the Route 238 Corridor Improvement Project, which will entail enhancements along the Foothill-Mission Boulevard corridor. It is assumed that project will be built, without which, there would result unmitigated significant traffic impacts that would need to be addressed. However, since the traffic analysis for the Route 238 Corridor Improvement Project Environmental Impact Report did not assume this proposed level of development from the University, it will be important that your traffic analysis analyze any changed impacts especially to the key intersections (i.e., Mission intersections at Carlos Bee and Harder) resulting from the implementation of the University Master Plan. The City reserves the right to provide additional comments, should the Route 238 Corridor Improvement Project not be able to proceed. More detailed comments related to traffic, access and circulation are provided later in this letter. The City would appreciate further and continuing support for this Project in recognition of its positive impacts to University traffic flows.

Transportation Demand Management

The City seeks to promote more transit-oriented development and alternative modes of transportation in Hayward. In keeping with that goal, the City expects that a Transportation Demand Management (TDM) Plan will be developed as part of the Campus Master Plan, which will address reducing trips along Carlos Bee Boulevard and Harder Road, as well as enhancing bus and transit station services and connections.

Additionally, your consultants will need to address parking demand management strategies to include but not be limited to flexible school hours, subsidized transit passes and improved transit connections to the BART stations (including Castro Valley BART). These strategies will also have the potential to reduce the impacts of the project to the Mission Boulevard/Carlos Bee Boulevard and the Mission Boulevard/Harder Road intersections. Also, the Master Plan should consider dispersing some of the expected development to other geographic points within Hayward, such as to the Downtown, to reduce impacts to hillside aesthetics and traffic circulation.

Sustainability

The City supports the University's efforts to incorporate sustainable policies and practices in its Plan and operations.
Following are comments regarding specific environmental topic areas:

Aesthetics

1) Please provide photo simulations and analysis from key vantage points in the vicinity of the campus, including to the northeast of the proposed additional student housing near Grandview Drive, to assess visual impacts of potential development at the campus.

2) We would also encourage the University to incorporate into the Plan any measures that will reduce greenhouse gas emissions, as part of the *Sustainable Design and Planning Strategies and Design Guidelines* component of the Plan.

Public Services – Fire

Hayward Fire Department's main concern is whether the Department, with the proposed expansion, will have the capability to provide basic Fire Department services that are consistent with its mission to protect lives and property by providing superior fire suppression and emergency medical services. Following are specific comments from the Hayward Fire Department related to the Master Plan and EIR:

Access:

Existing Buildings shall be accessible to Fire Department Apparatus and personnel. Some of the existing fire access roads around the buildings facing the West Loop Road and the interior court yards of the campus have limited access (12-foot wide roads with an uphill slope). The Fire Department would request as part of the future Master Plan to update buildings within the campus in order to provide the fire protection methods required per the 2007 CFC and the CBC to allow firefighting operations in a safe and expedient manner. Some of the methods would include retrofitting buildings with fire sprinkler systems, Alarm systems, smoke detection, smoke removal systems, Areas of refuge, ADA capabilities, etc.

New and future buildings: All Fire Department Access shall have a minimum of 20' wide roads with a vertical clearance of 13'-6", (26' wide minimum when buildings exceed 35' in height). Turning Radius and turn-around(s) on access roads throughout the site will require red-curbing and fire lane signage in designated areas as approved per the Hayward Fire Department. Note: Demolition and construction projects must meet the fire safety requirements as per Chapter 14 of the 2007 CFC

Life-Safety Requirements: Fire protection, extinguishing systems and detection systems shall meet the requirements made by the 2007 CBC & CFC as follows:

1) Automatic Fire sprinkler System: Buildings will be required to have an automatic fire sprinkler system installed. The fire sprinkler system shall be designed and installed per NFPA-13 Standards.

2) Class 1 Standpipe System: A wet standpipe system shall be provided with exterior and interior hose outlets installed within the stairwell enclosures and / or vestibules. Design and installation of the class 1 Standpipe system shall conform to NFPA 14 Standards

3) Underground Fire Service Line: The underground fire service line laterals to supply fire sprinkler systems shall conform to NFPA 24 Standards and the City of Hayward Fire Department Standards including PIV, FDC, installations

4) Fire Alarm System: A manual and automatic fire alarm system is required within the entire building(s). The Fire Alarm System shall be installed as per NFPA 72 Standards and ADA requirements, which will include manual pull stations, audio/visual devices, common area smoke

detectors, heat detectors and Fire Alarm Control Panel. Duct smoke detectors shall be installed on all air handling units and smoke fire dampers handling over 2000 cfm. Interior and exterior alarms audible devices shall be installed on the fire sprinkler system and shall activate upon a water flow activity. All devices shall be incorporated to the fire alarm control panel.

5) Central Station Monitoring: All life-safety systems shall be supervised by an approved central station monitoring company.

6) Occupant Voice notification System: An approved occupant voice notification system shall be provided in all buildings where the fire department access exceeds three floors from the lower access level of fire department access rods

7) Fire Department Communication System: A communication shall be installed and combined with the Fire Department's communication system(s) so that people (located within the area of refuge) can have communication with fire department personnel in emergency situations. This type of system shall be provided in all buildings where fire department access exceeds three floors from the lower access level of fire department access roads.

8) Firefighter Recall: Elevators will have to meet NFPA72 Standards for elevator recall.

9) Smoke Towers and Internal Stairway Construction: Smoke Towers and the internal stairway will require meeting the 2007 CBC regarding the need for forced air ventilation for providing smoke control. System to be installed when buildings exceed three floors from the lower access level of fire department access roads.

10) Emergency Exit Plan: An emergency evacuation plan shall be posted on each floor of the building in locations approved by the fire department.

11) Emergency Stand–by Generator System: Location and installation of an emergency stand-by generator system shall be approved by the Hayward Fire Department.

12) Portable Fire Extinguishers: Portable fire extinguishers shall be installed throughout the building. Minimum size and type shall meet the 2007 CFC Standards and Hayward Fire Department Standards.

13) Lock Boxes: Lock boxes shall be installed in locations approved by the fire department.

14) Addressing: Addressing for each building shall be approved by the fire department.

15) Roofing Obstructions: Installation of Solar panels or any other electrical generating devices designed to blanket entire roofs including roofs with plant or other green coverage shall be approved by the fire department, (roofs are to be accessible for firefighting operations)

16) Construction Guidelines for Urban/Wildland Interface Areas: Buildings within the University complex are in the designated Urban/Wildland area of the city of Hayward. Fire resistive construction guidelines for exterior of buildings as well as roof coverings and landscape fire resistive methods were adopted by the way of an ordinance by the city of Hayward (1992). The construction guidelines apply to every building constructed within this specific area.

Water Supply:

1) Fire flow calculations and (E) fire hydrant spacing throughout the campus shall be provided to the Hayward Fire Department.

2) The total square feet of building space, (sprinklered and non-sprinklered buildings) shall be provided to the Hayward Fire Department in order to verify the requirements for fire hydrant flows, spacing and placement of hydrants.

Hazardous Materials Requirements:

1) Copies of the Hayward Campus Master Plan and Environmental Impact Report shall be submitted to the Hayward Fire Department's Fire Prevention and Hazardous Materials Office for review and comment prior to any specific development.

2) New construction and/or intensification of use shall be reviewed for contamination prior to development copies and clearances of contamination shall be submitted to the City of Hayward Fire Department Hazardous Materials Office.

3) Prior to specific development CSUEB shall meet with the City of Hayward Fire Department regarding the use and storage of hazardous materials.

4) Hazardous materials use and storage shall comply with California Unified Program Agency (CUPA) requirements. The City of Hayward Fire Department Hazardous Materials Office is the agency designated as the CUPA for CSUEB.

5) A Unified Program Consolidated Permit shall obtained from the City of Hayward Fire Department's Hazardous Materials Office and be maintained at all times for the storage and use of hazardous materials.

6) Hazardous materials use and storage shall comply with the Uniform Fire Code (as adopted by the City of Hayward) and the City of Hayward's Hazardous Materials Storage Ordinance including associated standards and guidelines).

7) The university shall maintain a Hazardous Materials Business Plan and incorporate all new buildings roads or safety equipment into the plan and include any new storage or use of hazardous materials into the plan.

8) Any soil or groundwater contamination on site shall be identified and remediated to applicable health and water quality standards.

9) Development on asbestos containing materials shall be evaluated through appropriate agencies.

Operations:

1) Review and consider the proposed increase in housing. 1200 FTE to 5000FTE
   a) It is anticipated that the proposed increase will have a direct and indirect impact on our ability to provide both emergency and non-emergency services.
2) Review and consider the impact of the proposal to construct multi-story housing throughout the identified areas of the campus.
   a) It is anticipated that the addition of residential housing, specifically but not limited to multi-story housing, will have a direct and indirect impact on our ability to perform effective Truck Company operations.
      a) Ground ladder operations, typically used in lifesaving operations in time of emergency, are generally ineffective on structures in excess of 3-stories.
      b) Access roads in areas of proposed changes should be considered for access and emergency operations as well as staging.
   b) It is anticipated that the addition of residential housing, specifically but not limited to multi-story housing, will have a direct and indirect impact on our ability to perform effective Engine Company operations.
      i) Specific attention to
         (a) fire attack operations
         (b) non-ambulatory evacuation
3) Review and consider the change/addition of approximately 1 million? square feet of administrative, academic and retail facilities as it relates to the ability of the City of Hayward Fire Department to provide service.
   a) It is anticipated that the proposed increases will have a direct and indirect impact on our ability to provide both emergency and non-emergency services.
      i) Key considerations
         (a) Water supply with adequate fire flows.
         (b) Emergency apparatus access.
         (c) Vehicular and pedestrian egress.

It is the mission of the Hayward Fire Department to protect lives and property by providing superior fire suppression and emergency medical services (EMS), supported by prevention through responsible regulatory and educational programs. In order to achieve this mission, HFD's ability to properly and adequately serve the CSUEB campus in both emergency and non-emergency scenarios should be considered as part of the on-going expansion plan.

The campus is a focal point for Hayward, one that will surely draw a greater level of attention in the near future. High density student housing, mixed use construction and limited access/egress, coupled with topography, offer several challenges to HFD's operations. Emergencies on university campuses being all too common, HFD is receptive to working with the University on a long-term agreement (MOU) that would assure HFD is capable of serving the campus in a manner that is consistent with HFD's stated mission.

Public Services – Police

The Hayward Police Department expects that the University will maintain a similar ratio of police officers to student population as it does at this time. The expectation is that the CSUEB Police Department will continue to operate in accordance with the current Memorandum of Understanding with the Hayward Police Department. The MOU stipulates, in part, the following:

Legal Authority

1) The CSUEB Police Department and the Hayward Police Department have concurrent legal jurisdiction and authority on the Hayward campus of the California State University, East Bay.

Jurisdictional Agreement

1) The CSUEB Police Department shall exercise primary operational responsibility within the buildings and on the grounds of the campus.
2) The Hayward Police department shall have primary operational responsibility for all areas included in the City of Hayward, except as provided in subsection "A".

Police Responsibilities

1) Within the respective areas of operational responsibility, each agency shall provide and perform police services as the regulations or orders of the respective agency may require.

2) Each agency shall provide interagency assistance upon the request of the other.

3) Each agency will make appropriate notification of any non-emergency situation requiring police attention in the other agency's area of operational responsibility.

4) The Hayward Police Department will make appropriate notification to the CSUEB Police Department of any off-campus criminal activity whose participants are students of the California State University, East Bay.

5) When operating jointly, the officer whose agency has primary operational responsibility is the on-scene manager regardless of rank.
   a) This provision, however, may be modified or temporarily suspended by mutual agreement of the on-scene ranking officer from each respective agency.

6) When appropriate, the agency shall notify the other when specific activity requires performing duties in the other's primary operational area of responsibility.

7) The Hayward Police Department will provide their prisoners holding facility and services to the CSUEB Police Department for booking and holding CSUEB prisoners.

Mutual Aid

1) Each agency will provide mutual aid to the other when requested as established by the formal and informal channels as described in the 1970 California Emergency Services Act, Section 8550

of the Government Code and the Office of Emergency Services, California Law Enforcement Mutual Aid Plans.

2) "Kristen Smart Campus Safety Act of 1998" (Section 67381, Education Code): It is recognized that the CSUEB Police Department has primary operational responsibility for the investigation of all crimes occurring within those areas, as noted in the Jurisdictional Agreement, including those violent crimes classified by the Department of Justice as "Part 1" of its Uniform Crime Reporting Standards. However, it is foreseeable that the occurrence of a specific crime of this nature could overtax the available resources of the CSUEB Police Department or, that to ensure the integrity of the investigation, it would be operationally imperative that the investigation be managed by the Hayward Police Department. It is, therefore, agreed that, should this situation arise, management of the two agencies will meet and confer to discuss the possible need to relinquish all, or part, of its operational responsibility for the investigation to the Hayward Police Department.

Utilities/Service Systems

1) Identify the anticipated need for additional water supply, if any, and the timeline for additional water deliveries.

2) Identify the anticipated timeline for implementation of the proposed water reduction strategies, e.g., xeriscape and *Bay Friendly* landscaping, retrofit of existing buildings with water efficient fixtures, cooling system efficiency, and replacement of existing turf with artificial turf on playing fields.

3) Describe implementation of planned water conservation best management practices during construction (e.g., minimal use of water for dust control, well-maintained water equipment, prompt repair of leaks, and minimal use of water for cleaning and preparing surfaces).

4) Describe how the Master Plan will meet the requirements of proposed water conservation legislation, such as AB2175 (requirement for up to 20% reduction in gross per capita consumption by 2020) and AB2153 (requirement for no increase in water use from proposed developments or offsite mitigation of unavoidable increases), assuming the proposed legislation is passed.

5) Address the provisions of an SB 610 water assessment.

6) Discuss how the project will comply with Regional Water Quality Control Board's storm water requirements.

7) Identify impacts on the City's storm water drainage system from both rain volume and pollutants.

8) Discuss whether wastewater discharge flow and constituents will increase and if so, the impacts on the City's sanitary sewer system.

9) Describe any water recycling or reuse program that would be considered, such as grey water reuse.

10) Identify all mitigation measures to be implemented at the existing facilities (e.g., toilet replacements, fixture retrofit, landscaping changes, etc.) to reduce water use and wastewater discharge from existing facilities.

11) Describe the waste reduction, recycling, and organic composting goals for the university, and implementation schedule.

12) Identify construction and demolition debris recycling proposed to be implemented during construction.

Traffic, Circulation and Parking

1) The proposed increases of approximately 4,800 housing units, 6,000 student FTE and 2,230 parking spaces raise many issues regarding traffic, circulation, and parking. These increases are significant even when compared to General Plan assumed development growth in the Hayward Hills. The University should work closely with City staff on the traffic analysis as outlined in the scope of work that has been given to Fehr and Peers (the University's traffic consultants), as well as to meet the traffic modeling requirements of the Alameda County Congestion Management Agency relative to the impacts to the Congestion Management Program routes and transit systems.

   As noted in the reviewed scope of work, some of the specifics your consultants will need to look at include the traffic impacts at the intersections listed below.

   1. Foothill Boulevard (SR 238)/Castro Valley Boulevard
   2. Foothill Boulevard (SR 238)/Grove Way
   3. Foothill Boulevard (SR 238)/A Street
   4. Foothill Boulevard (SR 238)/Mission Boulevard/Jackson Street (SR 92)
   5. Mission Boulevard (SR 238)/Carlos Bee Boulevard
   6. Mission Boulevard (SR 238)/Harder Road
   7. West Harder Road/Santa Clara Street/Jackson Street (SR 92)
   8. Carlos Bee Boulevard/Campus Access Road
   9. Harder Road/Campus Loop East
   10. Mission Boulevard/Tennyson Road

   Level of service (LOS) for each of the study intersections shall be calculated for each of the plan alternatives. As stated in the Circulation Element of the Hayward General Plan, "Seek a minimum Level of Service (LOS) D at intersections during the peak commute periods, except when a LOS E may be acceptable due to costs of mitigation or when there would be other unacceptable impacts." As appropriate, mitigations should be indentified to address any deficiencies in LOS caused by the project.

The traffic analysis shall also calculate future bicycle, pedestrian and transit trips to be generated by the project and shall also analyze the impact of the project on the existing and future bicycle, pedestrian and transit network.

City staff is available to answer any questions or provide additional information. Please forward all requests through Planning Manager David Rizk at 510-583-4004 or at david.rizk@hayward-ca.gov.

Sincerely,

Gregory T. Jones
City Manager

cc: Fran David, Assistant City Manager
Susan Daluddung, CED Director
David Rizk, Planning Manager
Robert Bauman, Public Works Director
Alex Ameri, Deputy Public Works Director
Morad Fakhrai, Deputy Public Works Director/City Engineer
Roxy Carmichael-Hart, Senior Transportation Planner
Craig Bueno, Fire Chief
John Berg, Fire Marshall
Ron Ace, Interim Police Chief

CITY OF
HAYWARD
HEART OF THE BAY

MEMORANDUM

DATE: October 3, 2008

TO: Mayor and City Council

FROM: City Manager

SUBJECT: Cal State University East Bay Master Plan and Environmental Impact Report

The University on September 12 released a *Revised Notice of Preparation (NOP) of an Environmental Impact Report (EIR)*, related to its Master Plan efforts and phase four of its Pioneer Heights student housing development (600 beds in four buildings) and a five-story, 1,100-space parking structure at the northwest corner of West Loop Road and Harder Road. The revised NOP was released related to the student housing and parking structure projects that the University is contemplating developing in the near term. A subsequent community meeting on the Revised NOP was held at the campus on September 18, which City staff attended.

In response to the original Notice of Preparation issued on April 21 of this year, I submitted the attached letter to the University, outlining the City's concerns with the Master Plan and EIR efforts. The letter indicates that the City's primary expectations and priorities relate to public safety, access, transportation demand management, and sustainability. As indicated by the University, comments received in response to the original Notice of Preparation are part of the record and would be applicable to the revised Notice of Preparation.

As the University moves forward with its Master Plan development, City staff will continue to be involved with the Master Plan update efforts and ensure that the priorities outlined in the attached letter are considered by the University and its consultants.

Attachment

Office of the City Manager
777 B Street • Hayward • CA • 94541-5007
Tel: 510-583-4300 • Fax: 510-583-3601 • Website: www.hayward-ca.gov

EXHIBIT E

CALIFORNIA STATE UNIVERSITY
EAST BAY

September 11, 2008

REVISED NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (SCH # 2008042100)

Lead Agency: California State University

Project Title: California State University, East Bay Hayward Campus Master Plan; Pioneer Heights IV; and Harder Road Parking Structure

Project Location: 25800 Carlos Bee Boulevard, Hayward, CA 94542

County: Alameda

A Notice of Preparation (NOP) was published on April 21, 2008 because the California State University (CSU) determined that an Environmental Impact Report (EIR) is required for the proposed California State University, East Bay (CSUEB) Hayward Campus Master Plan. Since that time, the CSU has proposed the construction of two near-term projects on the Hayward campus: the fourth phase of the Pioneer Heights student housing neighborhood (Pioneer Heights Phase IV project) and a 5-story parking structure near the intersection of Harder Road and West Loop Road (Harder Road Parking Structure project).

This revised Notice of Preparation (NOP) has been prepared pursuant to Section 15082 of the *California Environmental Quality Act (CEQA) Guidelines*, to inform the public and agencies about the Pioneer Heights IV and Harder Road Parking Structure projects and to solicit comments from responsible and interested agencies, utilities, interest groups, neighboring property owners, and members of the public concerning the scope of issues to be addressed in the environmental evaluation of these two projects. Because these near term projects are elements of the proposed CSUEB Hayward Campus Master Plan, these will be evaluated in the CSUEB Hayward Campus EIR at a project-level of detail.

Comments concerning the scope of issues to be addressed in the evaluation of these two near term projects should be submitted to the person and address listed below. Governmental agencies with some form of discretionary authority over initial or subsequent aspects of these two near term projects should describe that authority and provide comments regarding potential environmental effects that are germane to the agency's area of responsibility.

The purpose of an EIR is to inform decision makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. In addition to the environmental impacts from the approval and implementation of the Hayward Campus Master Plan, the EIR will evaluate the environmental impacts associated with the Pioneer Heights IV and the Harder Parking Structure projects, and develop measures to mitigate potentially significant impacts. The EIR will also include an evaluation of alternatives to the near-term projects that could avoid or reduce one or more of the potentially significant effects. More information about the Pioneer Heights IV and the Harder Parking Structure projects and scope of the environmental analysis, which will address these near-term projects, is presented in Attachment 1.

As the Lead Agency for preparation of the EIR, the Trustees of the California State University requests that you submit written comments within 30 days of receipt of this NOP. The comment period begins on September 12, 2008 and ends October 13, 2008.

Please submit written comments to:

California State University, East Bay
Facilities, Planning & Operations
Jim Zavagno, University Planner
25800 Carlos Bee Boulevard
Hayward, California 94542-3095

If you have any questions about the environmental review for the proposed near term projects, please contact me at jim.zavagno@csueastbay.edu or (510) 885-4149.

Sincerely,

Jim Zavagno
University Planner
Facilities, Management, and Planning

Enclosures: **Attachment 1.** Project Information and Scope of EIR
Notice of Completion & Environmental Document Transmittal Form

ATTACHMENT 1

PROJECT INFORMATION AND SCOPE OF PROJECT-LEVEL ANALYSES

PROJECT LOCATION

The California State University, East Bay (CSUEB) Hayward campus is located at 25800 Carlos Bee Boulevard in the eastern portion of the City of Hayward. As shown in **Figure 1, Regional and Site Location**, the campus is located in Alameda County, approximately 0.5 mile east of State Route 238 (SR-238; Mission Boulevard) and approximately 2.25 miles south of Interstate 580 (I-580). The Hayward campus is approximately 360 acres in size, 180 acres of which are developed with academic and administrative buildings and recreational facilities. The developed portion of the campus is generally bordered by Hayward Boulevard to the north; Harder Road and open space owned by the CSU to the south; Bunker Hill Boulevard to the west; and East Loop Road to the east.

The Harder Road Parking Structure would be located at the northwest corner of the intersection of Harder Road and West Loop Road along the southern edge of the developed portion of the Hayward campus. Phase IV of the Pioneer Heights student housing development would be located to the southeast of the existing Pioneer Heights neighborhood, which is southeast of East Loop Road and southwest of Grandview Avenue. **Figure 2, Pioneer Heights IV and Harder Road Parking Structure Sites**, shows the location of these sites on the Hayward campus.

SITE CONDITIONS

The project site for the Harder Road Parking Structure is currently undeveloped. Approximately half of the site includes a portion of the southernmost practice field south of Parking Lot B. The northern portion of the site includes a small cluster of mature trees. Practice fields are located to the northwest, Parking Lot B is to the north of the site, Meiklejohn Hall is across West Loop Road and to the east, and Harder Road followed by off-campus open space are immediately south of the site.

The Pioneer Heights IV site is also currently undeveloped and includes a grove of eucalyptus trees within the existing "ropes course" area. Pioneer Heights I, II and III are northwest of the site and vacant land exists on all other sides of the site. Single-family homes located across Grandview Avenue are approximately 900 feet northeast and 105 feet above the site.

PROJECT DESCRIPTION

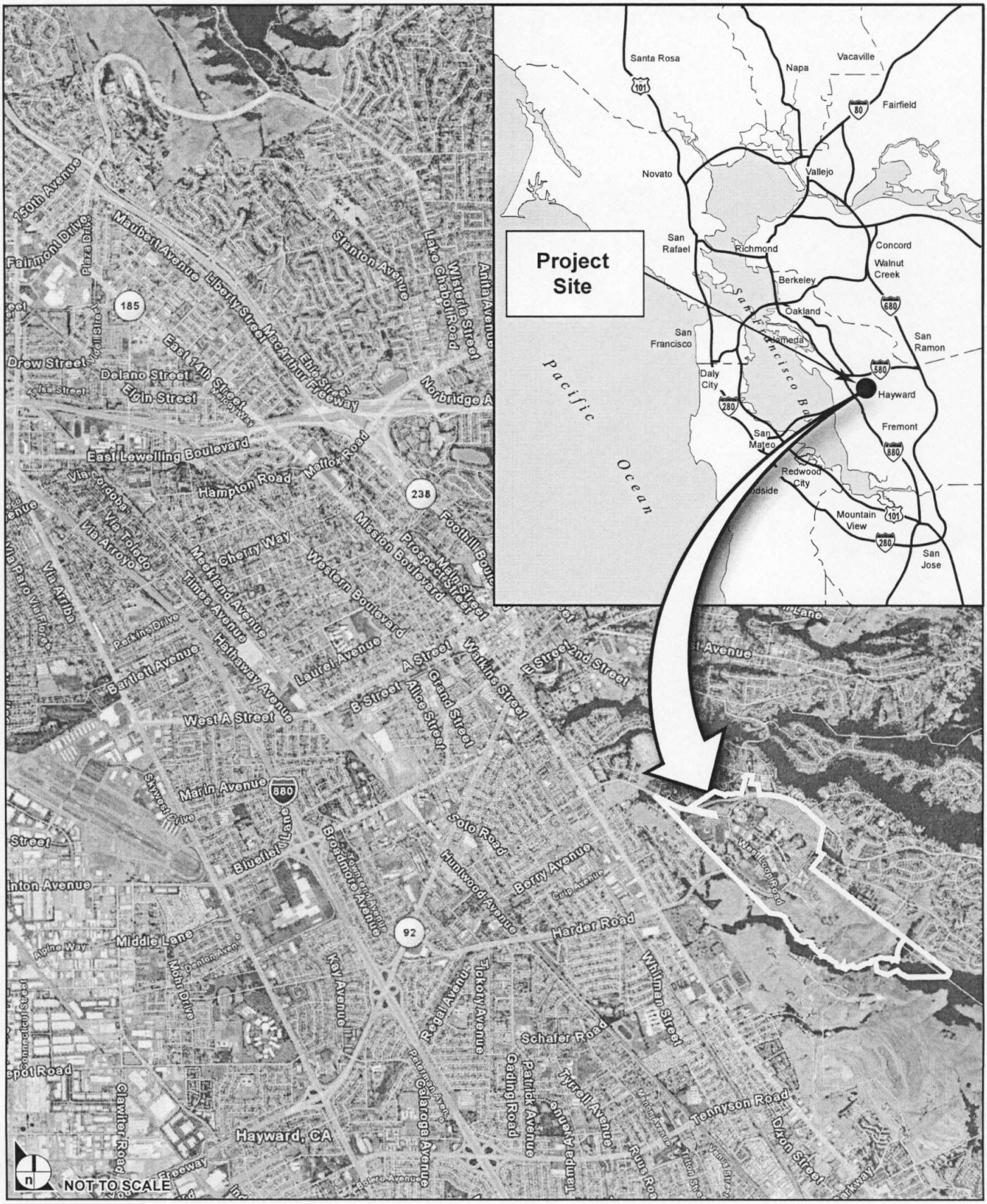
Pioneer Heights IV

The Hayward campus proposes to construct the fourth phase of the Pioneer Heights student housing neighborhood, which is located in the southernmost portion of the developed campus area. Approximately 800 student-housing beds are provided within the Pioneer Heights I and II student housing complexes. Pioneer Heights III, which includes 472 new student beds and a dining facility, is in the final stages of construction and will open in fall 2008, bringing the total number of student beds on campus to nearly 1,300. Pioneer Heights IV would provide 600 beds in double and single units within four structures, with four to six levels and ranging from 45 to 75 feet in height. An open space area will be developed in the middle of the complex. Pioneer Heights IV would be visually compatible with the existing Pioneer Heights neighborhood. The buildings would have a similar color palette and building scale to the existing facilities which have three to four floors.

Harder Road Parking Structure

The Harder Road Parking Structure would be located at the northwest corner of the intersection of Harder Road and West Loop Road along the southern edge of the developed portion of the Hayward campus. The split-level garage will have approximately 1,100 parking spaces within a 413,000-square foot structure. A pedestrian bridge would begin at the northeast corner of the proposed structure, cross West Loop Road, and end at Meiklejohn Hall. A photovoltaic screen may be mounted on the roof of the structure.

The west elevation, which is the side first visible upon approaching the campus via Harder Road would have five levels. The east elevation would include four levels at a height of approximately 40 feet. The east and north façades would reflect the scale, color, and materials used for existing and planned campus buildings.



SOURCE: Google Earth - 2007

FIGURE 1

Regional and Site Location

961-002-04/08

SOURCE: CSU East Bay Hayward Campus Master Plan Study - April 2008

FIGURE **2**

Pioneer Heights IV and Harder Road Parking Structure Sites

961-002•09/08

POTENTIAL ENVIRONMENTAL IMPACTS OF THE NEAR TERM PROJECTS

The Environmental Checklist Form (*State CEQA Guidelines* Appendix G) lists 16 broad parameters or environmental topics that are to be considered when evaluating the potential effects of a proposed project or action. The California State University, East Bay Hayward Campus Master Plan EIR will address all of the topics on the environmental checklist for each near term project. However, the following 10 (identified in ***bold italics***) have been identified as key topics for the project.

- ***Aesthetics***
- Agricultural Resources
- ***Air Quality***
- ***Biological Resources***
- ***Cultural Resources***
- ***Geology and Soils***
- Hazards and Hazardous Materials
- ***Hydrology and Water Quality***
- Land Use and Planning
- Mineral Resources
- ***Noise***
- Population and Housing
- ***Public Services***
- Recreation
- ***Traffic, Circulation, and Parking***
- ***Utilities and Service Systems***

The following is a brief description of the proposed scope of study for each of the key environmental topics listed above.

Aesthetics

The EIR will address the change in the visual character of the southern portion of the Hayward campus resulting from development of Pioneer Heights IV and the Harder Road Parking Structure as viewed from key public vantage points and view corridors, including along Grandview Avenue and Harder Road. Proposed building heights, building materials, architectural character, building footprints, and other characteristics will be used to evaluate the visual compatibility of Pioneer Heights IV and the Harder Road Parking Structure projects with the existing campus and surrounding land uses. Additionally, light and glare impacts will be evaluated. Finally, an analysis of potential impacts to scenic vistas and scenic resources, including trees, rock outcroppings, and other features along scenic highways will be completed.

Air Quality

The project sites are located within the San Francisco Air Basin and under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Development of Pioneer Heights IV and the Harder Road Parking Structure will be evaluated to determine the potential for development-related emissions to violate California and National ambient air quality standards and for consistency with existing air quality management plans. The EIR will also discuss the impacts of the near term projects on global climate change. The EIR will discuss the nature of global climate change; sources of greenhouse gases; and the status of regional, state, and federal efforts to reduce greenhouse gas emissions. The EIR will include an estimation of operational air pollutant emissions generated by area and mobile sources. Project impacts will be evaluated in accordance with the *BAAQMD CEQA Guidelines* and *State CEQA Guidelines.*

Biological Resources

A technical literature review of documented biological resources on and around the project sites will be conducted and will include the following sources: California Natural Diversity Database (CNDDB), U.S. Geological Survey quadrangle maps, U.S. Fish and Wildlife Service National Wetland Inventory Maps, and other data compiled by the California Native Plant Society, National Audubon Society, and California Department of Fish and Game. Reconnaissance-level surveys of the sites and immediate vicinity will be conducted to document and characterize both biotic habitats and potentially regulated habitats (e.g., riparian habitat and oak woodland habitat). The potential presence of special-status wildlife species will be evaluated based on the quality and types of habitat present on and around the site, and the known distribution of regionally occurring special-status wildlife species. Potentially significant impacts to regulated habitats and special-status species, including heritage or otherwise protected trees, will be evaluated based on background information and site surveys. Impacts related to

the movement of any native resident or migratory fish or wildlife species, or within established native resident or migratory wildlife corridors will be analyzed. Finally, potential conflicts with local policies, ordinances, or plans protecting biological resources will be considered. As appropriate, measures that would mitigate direct, indirect, and cumulative impacts to biological resources will be provided. As the Pioneer Heights IV site has been previously disturbed, significant impacts to biological resources are not anticipated.

Cultural Resources

The potential for development of Pioneer Heights IV and the Harder Road Parking Structure to cause significant impacts to archaeological and paleontological resources will be evaluated. A site survey along with a literature and records search will be completed to identify cultural resources on and in the vicinity of the project sites. Native American consultation will be completed after contacting the Native American Heritage Commission to obtain names of Native Americans with potential interest in the project area. As the proposed sites for Pioneer Heights IV and the Harder Road Parking Structure are currently vacant, impacts to historic structures are not expected.

Geology and Soils

The geologic, seismic, and soil conditions on and around the project sites will be characterized based on available geologic and seismic data. The Hayward Fault is located approximately 0.25 mile west of the Hayward campus. Impacts associated with seismic activity at the Hayward Fault and other nearby faults, along with landslides, slope instability, erosion, and unstable and expansive soils will be evaluated in the EIR. These hazards will also be discussed in the context of federal and state regulations, CSU plans and policy, and local agency policy.

Hydrology and Water Quality

Impacts related to drainage, water quality, and flooding will be evaluated in the EIR. Existing drainage conditions on the project sites will be characterized based on site topography, available reports, and existing storm drain system. The change in the volume of storm water runoff will be quantified and used to determine whether an impact related to drainage or flooding would occur. Impacts to water quality, including general consistency with the Alameda Countywide Clean Water Program (ACCWP) NPDES Municipal Stormwater Permit , will be presented in the EIR. If necessary, mitigation measures to reduce water quality impacts will be provided in the EIR. Flooding impacts are anticipated to be less than significant as the campus is not located within a 100-year flood hazard area.

Noise

An analysis of potentially significant noise impacts during project construction and operation will be provided in the EIR. Noise impacts are not a concern for the parking structure project because no sensitive receptors are located near the parking structure site. However, noise impacts may be a concern due to proximity of the Pioneer Heights IV site to existing student housing and single-family homes along Grandview Avenue. In order to characterize the existing condition and evaluate noise impacts, site reconnaissance to determine lines of sight to sensitive noise receptors and noise level monitoring will be conducted. Construction noise impacts will be determined by quantifying noise generated by typical construction activities and the resulting noise level at nearby sensitive receptors. Analysis of potential impacts during project operation will be based on mobile source noise level calculations using the Federal Highway Administration Traffic Noise Model, based on traffic volumes provided in the project traffic study. If significant noise impacts are identified during construction or operation, mitigation measures will be provided in the EIR.

Public Services

The parking structure project is expected to have a minimal to no impact on public services. The analysis will focus on whether Pioneer Heights IV would result in environmental impacts associated with the provision of new or altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The City of Hayward Fire Department, CSUEB Police Department, and Hayward Area Recreation and Park District will be contacted in writing or by telephone to obtain information on current operations and the potential need for additional facilities to serve the project. Additionally, feedback from the City of Hayward Fire Department will be solicited in order to identify potential impacts related to fire hazards.

Traffic, Circulation, and Parking

Existing traffic conditions will be characterized. Near term traffic conditions without the two proposed projects will be predicted by using City of Hayward growth trends or considering trips associated with other proposed projects in the area. Near term traffic conditions with the proposed projects will be predicted by calculating project trip generation and distribution within the local roadway system. Near term traffic conditions with and without the proposed projects will be used to evaluate intersection levels of service. Study intersections include:

- Foothill Boulevard (SR 238)/Castro Valley Boulevard
- Foothill Boulevard (SR 238)/Grove Way

- Foothill Boulevard (SR 238)/A Street
- Foothill Boulevard (SR 238)/Mission Boulevard/Jackson Street (SR 92)
- Mission Boulevard (SR 238)/Carlos Bee Boulevard
- Mission Boulevard (SR 238)/Harder Road
- West Harder Road/Santa Clara Street/Jackson Street (SR 92)
- Carlos Bee Boulevard/Campus Access Road
- Harder Road/Campus Loop East
- Mission Boulevard/Tennyson Road
- Campus Drive/2nd Street
- Mission Boulevard (SR-238)/Highland Boulevard
- D Street/Foothill Boulevard

Impacts to existing pedestrian facilities as well as whether the proposed system would provide adequate and safe pedestrian circulation will also be evaluated. Finally, impacts to the on-campus parking supply will be evaluated.

Utilities and Service Systems

Potential impacts to services provided by the City of Hayward, Pacific Gas & Electric, and the regional landfill from implementation of the two projects will be evaluated in the EIR. The parking structure project is expected to have a minimal to no impact on utilities. The analysis will focus on demand for services associated with Pioneer Heights IV, ability of the agencies to provide required services, and whether the project would lead to the expansion of existing facilities or the construction of new facilities that could result in significant environmental impacts. The analysis will consider wastewater treatment requirements, infrastructure, and treatment facility capacity; stormwater drainage facilities; water supply and supporting infrastructure; landfill capacity and solid waste regulations; and demand for electricity and natural gas.

Alternatives

The EIR will analyze a reasonable range of alternatives to Pioneer Heights IV and the Harder Road Parking Structure projects that focus on avoiding or reducing the significant impacts of each proposed

project, while feasibly attaining most of the project objectives. The EIR will provide a comparative evaluation of each alternative for each environmental topic.

Significant Unavoidable Impacts

The EIR will identify those significant project impacts that cannot be avoided, including those that cannot be mitigated to a less than significant level.

Cumulative Impacts

The EIR will identify reasonably foreseeable projects as well as planned projects in the vicinity, and will evaluate the combined effects of the two near term projects together with the effects of any near term projects proposed in the vicinity of the campus by other entities or individuals.

EXHIBIT F

CITY OF
HAYWARD
HEART OF THE BAY

October 10, 2008

California State University, East Bay
Facilities, Planning and Operations
Jim Zavagno, University Planner
25800 Carlos Bee Boulevard
Hayward, CA 94542-3095

Re: City of Hayward Comments on the Revised Notice of Preparation of an Environmental Impact Report (SCH #2008042100)

Dear Jim:

Thank you for providing the City of Hayward the opportunity to comment on the above-referenced Revised Notice of Preparation (NOP). The City's expectations and priorities for the University's plans for future growth at the Hayward campus were identified in a June 18, 2008 letter, in response to the original Notice of Preparation.

As indicated in that letter, the City's main areas of interest are guided by four principles: public safety, access, transportation demand management, and sustainability. We encourage the University to focus on assessing impacts related to these four principles as it moves forward in assessing impacts of its Master Plan development and phase four of its Pioneer Heights student housing development (600 beds in four buildings) and the proposed five-story, 1,100-space parking structure at the northwest corner of West Loop Road and Harder Road.

As stated in the June letter and related particularly to the proposed parking structure:

"The City seeks to promote more transit-oriented development and alternative modes of transportation in Hayward. In keeping with that goal, the City expects that a Transportation Demand Management (TDM) Plan will be developed as part of the Campus Master Plan, which will address reducing trips along Carlos Bee Boulevard and Harder Road, as well as enhancing bus and transit station services and connections. Additionally, your consultants will need to address parking demand management strategies to include, but not be limited to, flexible school hours, subsidized transit passes and improved transit connections to the BART stations (including Castro Valley BART). These strategies will also have the potential to reduce the impacts of the project to the Mission Boulevard/Carlos Bee Boulevard and the Mission Boulevard/Harder Road intersections."

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The City continues to look forward in working closely with the University as this process evolves. City staff is available to answer any questions or provide additional information. Please forward all requests through David Rizk at 510-583-4004 or at david.rizk@hayward-ca.gov.

Sincerely,

Gregory T. Jones
City Manager

cc: Fran David, Assistant City Manager
Craig Bueno, Fire Chief
Robert Bauman, Public Works Director
David Rizk, Director of Department of Development Services
Ron Ace, Interim Police Chief
John Berg, Fire Marshall
Alex Ameri, Deputy Public Works Director
Morad Fakhrai, Deputy Public Works Director/City Engineer
Roxy Carmichael-Hart, Senior Transportation Planner

Table 3.0-1
Sustainable Campus Framework Summary

Focus Area	Goals	Strategies	Targets	Benefits
Energy	Achieve a sustainable energy balance that is resilient, efficient, and leads to carbon neutrality.	1. Existing building retrofits and Re-Commissioning 2. Energy Load Reduction (orientation, thermal massing) 3. Passive Energy Efficiency Strategies (bio-climatic design approach) 4. Active Energy Strategies (radiant systems, under floor air distribution) 5. Recover Energy (heat pipe, heat wheel) 6. Renewable Energy Generation (PVs, wind, fuel cell) 7. Offsetting	Achieve 30% energy savings in existing buildings. Achieve 50% energy savings in new buildings.	Reduced peak demand. Reduced costs. Reduced carbon emissions. Improved occupant control.
Water	Reduce future potable water needs to a level lower than existing use.	1. Water Efficiency (Exterior) 2. Water Efficiency (Interior) 3. Alternate Water Sources (Low Energy) 4. Alternate Water Sources (High Energy)	Achieve 75%–100% solid waste diversion from landfills by 2030. Compost 100% of campus organic waste on site.	Increase landfill diversion. Conservation of energy in production of new materials. Creation of organic compost for campus use. Reduction in greenhouse gas production. Reduced GHG emissions

EXHIBIT G

Focus Area	Goals	Strategies	Targets	Benefits
Solid Waste	Develop a campus that leads the regional and global efforts for closed material loops, landfill diversion, and self-sustenance.	1. Minimize Waste Generation 2. Maximize Recycling 3. Reuse Buildings and Demolition Materials 4. Compost Green Waste on Campus 5. Engage Students, Faculty, Staff, and Visitors.	Achieve 75%–100% solid waste diversion from landfills by buildout. Compost 100% of campus organic waste on site.	Increase landfill diversion. Conservation of energy in production of new materials. Creation of organic compost for campus use. Reduction in greenhouse gas production. Reduction in landfill contributions
Carbon	Achieve operational carbon neutrality.	1. Right-size buildings 2. Reduce movement 3. Minimize energy use 4. Maximize use of renewables	Achieve a 60% carbon emissions reduction through operational, policy and design strategies. Pursue off-site regenerative and credit programs to offset the balance of emissions.	Reduced greenhouse gas emissions.
Transportation	Create a campus community utilizing alternate modes of transportation and with a larger on-campus population to help achieve carbon neutrality.	1. Provide highly accessible, frequent bus and shuttle transit 2. Promote transit use through incentives 3. Discourage auto use by residents and commuters	Reduce drive alone rates for commuters from 79% to 64% and increase carpooling rates from 4% to 8%. Increate transit ridership from 16% to 29%. Reduce future parking supply from 0.49 spaces per FTE to 0.37 spaces per FTE.	Reduced greenhouse gas emissions Less congestion on campus and regional roads

Focus Area	Goals	Strategies	Targets	Benefits
Materials		1. Reduce energy use 2. Reduce and reuse materials 3. Recycle and replenish		Reduced use of virgin materials. Create markets for recycled and rapidly renewable materials. Reduced greenhouse gas emissions from production and transportation. Less solid waste produced.
Landscape	Create and beautiful and sustainable campus setting to enhance the life of the university.	1. Understand soil and plant conditions 2. Create plant palettes with an emphasis on native species and those suited to the local climate		Enhanced aesthetic value on campus. Long-lived plant communities Reduced water use
Land Use and Site Development	Create a robust learning community that creates many opportunities for interaction. Keep the campus compact and walkable with abundant usable open space. Develop at adequate densities to ensure long-term flexibility	1. Develop academic uses within a walkable core area 2. Locate residential neighborhoods in close proximity 3. Locate parking on periphery 4. Provide generous and well furnished open spaces	5,000 student resident beds Provide appropriate balance of built and open space Provide convenient access to transit stops	A vital and energizing campus community A critical mass of activity which supports the learning environment A compact academic environment Flexibility for long-term program growth or change