

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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January 3, 2017

GTS # 04-ALA-2016-00086
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ALA-238-PM 9.3

Sara Buizer, AICP
Planning Division
City of Hayward - Development Services Department
777 B Street
Hayward, CA 94541

Mission Village (201504677) – Mitigated Negative Declaration

Dear Ms. Buizer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mission Village project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans *Strategic Management Plan 2015-2020* includes targets to reduce Vehicle Miles Travelled (VMT), in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Mitigated Negative Declaration (MND).

Project Understanding

The proposed infill project would remove the existing bowling alley, ancillary restaurant and banquet facility, and a commercial strip center and construct a subdivision of approximately 5.88 acres in order to develop 72 residential townhomes, 8,000 square feet of commercial space, common open space and private streets that would have access from a public street. The project includes 175 residential parking spaces (two spaces per home, 29 guest spaces, and 2 accessible guest spaces) and 48 retail parking spaces.

The project site is adjacent to State Route 238 (SR 238), otherwise known as Mission Boulevard, located at the southern corner of the intersection of SR 238 and Industrial Parkway. The project site is approximately ½ mile from the South Hayward BART Station via Dixon Street. The project site is served by AC Transit along SR 238. Line 99 provides local service between the Fremont and Hayward BART stations; Line 801 provides All Nighter service between the Fremont BART Station and Downtown Oakland.

Characterized by arterial streets with a variety of fronting development types with frequent transit service and transfer opportunities, with an emphasis on serving commute trips, the project area can best be described as a Close-In Corridor, according to the Caltrans *Smart Mobility Framework*.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Ms. Sara Buizer, City of Hayward

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Lead Agency

As the Lead Agency, Hayward (the City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities, and Lead Agency monitoring should be fully discussed for all proposed mitigation measures.

Plan Inconsistency

Caltrans disagrees with the findings regarding impacts to alternative transportation. Item 16(f) of the MND states:

The proposed project would not conflict with any adopted policies, plans, or programs regarding alternative transportation since no changes to the existing transportation policies, plans, or programs would result, either directly or indirectly, from development on the project site. In addition, the project would not require the removal, addition, or relocation of transit, pedestrian or bicycle facilities; therefore, there would be no impact.

The Bicycle Master Plan proposes extending the Class I path on Industrial Parkway from the BART tracks to the intersection with Mission Boulevard, then constructing a path on the south side of Mission Boulevard, ending at the multiuse path at Garin Avenue, which was constructed as part of the Twin Bridges Project (Hayward Bicycle Master Plan, p. 6-6). Additionally, the Bicycle Master Plan summarizes the requirement for bike parking for projects with more than 50 motor vehicle parking spaces. However, the Preliminary Site Plan included in the MND does not include either a Class I bikeway nor does it include bicycle parking facilities.

The proposed project should be conditioned to incorporate a Class I path along its street frontages to close the bicycle network gap and encourage nonmotorized trips and implement a proposed bikeway as described in the City's 2007 Bicycle Master Plan. Additionally, the proposed project should include bicycle parking facilities as required by Section 10-2.406 of the City's Municipal Code.

Transportation Management Plan

A Transportation Management Plan (TMP) or construction TIS may be required of the developer for approval by Caltrans prior to construction where traffic restrictions and detours affect State highways. TMPs must be prepared in accordance with California *Manual on Uniform Traffic Control Devices*. For further TMP assistance, please contact the Office of Traffic Management Plans/Operations Strategies at 510-286-4579 and see the following website:
<http://www.dot.ca.gov/trafficops/camutcd/camutcd2014rev1.html>

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address:

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David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information: <http://www.dot.ca.gov/trafficops/ep/index.html>

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jesse Schofield at 510-286-5562 or jesse.schofield@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review