

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
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June 7, 2016

ALA092051  
ALA-92-PM R5.147  
SCH #2016052038

Ms. Leigha Schmidt  
City of Hayward  
777 B Street  
Hayward, CA 94545

Dear Ms. Schmidt:

**California Crosspoint School – Mitigated Negative Declaration**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the California Crosspoint School Project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California Transportation Network (STN), in which we seek to reduce statewide vehicle miles traveled (VMT) and increase non-auto modes of active transportation by 2020. Caltrans targets are to triple bicycle, and double pedestrian, and transit within this time frame. Also, these targets support the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy, which promotes the increase of non-auto mode shares by ten percentage points and a decrease in automobile VMT per capita by ten percent. Our comments are based on the Mitigated Negative Declaration.

***Project Understanding***

The proposed project would rezone 25500 Industrial Boulevard from Industrial District to Planned Development District to allow for California Crosspoint Middle and High School to occupy the existing 52,019 square foot building. At full build-out, California Crosspoint School would have 600 students and up to 70 staff members. The project is approximately ¼ mile east of State Route (SR) 92. The regional access is gained from SR 92 / Industrial Boulevard interchange. Please coordinate with Caltrans on the Mitigation Measure TRANS-1, TRANS-2, and TRANS-3.

***Lead Agency***

As the lead agency, the City of Hayward (City) is responsible for all project mitigation. The

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project's fair share contribution, financing, scheduling, implementation responsibilities, and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document.

### ***Traffic Impacts***

- Caltrans recommends the City work with Alameda County and Caltrans to mitigate impacts from this project increased demand and ensure adequate mitigation funding, and
- Please coordinate with Caltrans on Mitigation Measures TRANS-1, TRANS-2, and TRANS-3.

Caltrans encourages the project's sponsor to contribute to a multi-modal fee program to improve transit and plan for the impact of future growth on regional transportation. Contributions would be used to help fund regional transportation programs that improve the STN, support and improve mobility, and maintain reliability, which would not only benefit the region but also reduce any queuing on local roadways caused by highway congestion.

### ***Vehicle Trip Reduction***

Caltrans encourages the City to develop Traffic Demand Strategies (TDM) strategies to encourage smart mobility to reduce regional VMT and traffic impacts to the STN. Please consider these TDM options listed below:

- Transit Pass Program for students and faculty,
- Connecting streets configured to facilitate walking and biking,
- Ride Match Program (e.g Carpools, vanpool programs, and preferred parking),
- Parking Management (e.g parking information, variable pricing, routing to available parking),
- Quality Pedestrian Movement that integrates overall transportation network and accommodation to promote non-motorized transportation,
- Bicycle storage, lockers, and changing facilities,
- Shuttle bus service to special high school events,
- Encourage transit to special high school events.
- Transportation Coordinator to provide trip planning, assistance to students and faculty, and to encourage students and faculty to use transit, and
- Formation of a Transportation Management Association in partnership with other developments in the area to provide wayfinding (signage), shared parking program, real time information, data collection, park and ride lots, and coordination and offering programs to promote walking and trip reduction strategies.

For information about parking ratios, see the Metropolitan Transportation Commission's (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: [http://www.mtc.ca.gov/planning/smart\\_growth/parking](http://www.mtc.ca.gov/planning/smart_growth/parking).

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The TDM plan should include appropriate documentation for monitoring TDM measures, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of residents within the project area.

***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. 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: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter, please contact Keith Wayne at 510-286-5737 or [keith\\_wayne@dot.ca.gov](mailto:keith_wayne@dot.ca.gov).

Sincerely,



for PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

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cc: P. Maurice/ K. Wayne/ File