3.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

3.1 INDEX TO COMMENTS

As described in **Section 1.0, Introduction,** all comments on the Draft Environmental Impact Report (EIR) received either in writing or orally at the public hearing have been coded, and the codes assigned to each comment are indicated on the written communication and the public hearing transcript that follow. All agencies, organizations, and individuals who commented on the Draft EIR are listed in **Table 3.0-1, Index to Comments,** below.

Table 3.0-1
Index to Comments

Commenter Code	Agency/Organization/Individual – Name
SA-1	Department of Transportation – Lisa Carboni
LA-1	Alameda County Congestion Management Agency – Diane Stark
LA-2	City of Hayward – Gregory Jones
LA-3	San Francisco Bay Area Rapid Transit District – Val Menotti
ORG-1	Associated Students, Inc. California State University East Bay – Udeepto Maheshwari
ORG-2	Hayward Area Planning Association – Sherman Lewis
ORG-3	Professor of Geography and Environmental Studies – Karina Garbesi
	Geography Masters Student – Arpi Kupelian
ORG-4	Old Highlands Homeowners Association – Stuart M. Flashman
I-1	Jesus Armas
I-2	John and Diane Balloue
I-3	Harry Bruno
I-4	Linda Christo
I-5	Jed DeVaro
I-6	Ron Lewis
I-7	Peter D. Reimer

Commenter Code	Agency/Organization/Individual – Name
I-8	Peter D. Reimer
I-9	Peter D. Reimer
I-10	David Rosen
I-11	Rob Simpson
I-12	Joy Rowen
PH-1 through 3	David Madson
PH-4	Ed Brightman
PH-5	Jennifer Eagan
PH-6	Susan Correia
PH-7	B. Goldman
PH-8	Ronn Patton
PH-9 through 12	Audrey LePell
PH-13 through 24	Rob Simpson
PH-25	Susan Opp
PH-26	Audrey LePell

SA 1: State Agency; LA: Local Agency; Org: Organization; I: Individual; PH: Public Hearing

3.2 MASTER RESPONSES

3.2.1 Master Response 1, Traffic Demand Management (TDM) Program Definition

Several comments raised concern regarding the lack of detail presented on the proposed Travel Demand Management (TDM) Plan, including how programs would be operated and funded, and specifically how transit service to the campus would be improved. The discussion below provides additional detail on the TDM programs proposed in the Master Plan and required by MP Mitigation Measure TRANS-1. At the end of this response, proposed additions to the text of MP Mitigation Measure TRANS-1a are given.

Please see **Master Response 2** for a discussion of how peak hour vehicle trips and parking demand are projected to be reduced by the TDM programs.

Baseline Data

The Draft EIR presents data on the campus' current commuting characteristics by mode, including vehicle trip counts at the two campus gateways; ridership on the Hill Hopper[1] shuttle to/from Downtown Hayward BART and on AC Transit Route 92; and the small number of walking and bicycling trips from off-campus locations. The existing ridership and load factors for Route 92 and the BART lines serving the campus are also provided. These data provide the baseline upon which the TDM programs outlined in the Master Plan, and correspondingly required by MP Mitigation Measure TRANS-1a, will be developed.

Improved Transit Service

Studies of TDM programs at other campuses have indicated that the most effective programs provide a range of incentives to carpool, use transit, bike or walk, and disincentives to drive. In the first category, the most effective program is convenient, low-cost or free transit service, which is why this appears at the top of the list in the Master Plan and Draft EIR MP Mitigation Measure TRANS-1a. The proposed service would provide minimum 15-minute headways from 6:00 AM to 10:00 PM, with adequate bus capacity to serve the projected growth in ridership due to the Master Plan growth, which includes a projected *50 percent increase in bus use, relative to current use levels on a per-student basis.* In Draft EIR Section 4.12.2.4, it is acknowledged that Route 92 already provides 15-minute headways from 6:00 AM to 11:00 PM, and the Hill Hopper shuttle provided 25–30 minute headways from about 7:30 to 9:30 AM and 4:40 to 10:20 PM (at the time the Draft EIR was prepared—see footnote 1). However, additional buses would need to be added to serve the projected increase in demand, effectively shortening the headways significantly during the morning and afternoon/evening peak periods. Based on the increased transit ridership calculation (discussed further below), additional buses may be needed during the peak periods (7:00–9:00 AM and 5:00–7:00 PM).

To achieve a 50 percent increase in ridership between BART and the campus, three key operational elements must be considered in addition to providing enough buses during peak periods: (1) continuing to offer free service to students, faculty and staff; (2) minimizing the trip time; and (3) coordinating the arrivals of buses with the BART trains. The additional cost associated with increasing the bus-capacity and frequency as ridership grows can be allocated in a number of ways, including increased parking permit prices, adding a transit fee to the student registration fee, and re-negotiating faculty/staff benefits to include the transit cost. As noted above, these are issues that must be studied before they can be

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1 It is noted that as of January 2009, the Hill Hopper shuttle has been replaced by expanded service by AC transit Route 92. The University has contracted with AC Transit for this service so students, faculty, and staff may ride the Route 92 bus for free with a University ID.

approved and implemented. The trip time can be reduced by minimizing intermediate stops and ensuring the service runs directly between the Hayward Campus and the Downtown BART station via Carlos Bee Boulevard and Mission Boulevard. AC Transit has agreed to coordinate Route 92 departure times with arrival times from BART. Coordinating the arrivals with BART trains will further improve overall trip times for BART riders. Coordinating the schedule with starting times for classes would also encourage students to use transit, but class schedules differ for different weekdays, and the BART schedule is a more important consideration. These operational elements will be considered and studied when the University develops its TDM Implementation Plan.

The analysis of a potential "rapid bus" service or "real transit," provided by the Hayward Area Planning Association (HAPA) (Comment Letter ORG-2) contains many of the capital and operating elements that the University will consider in determining the best way to provide increased and enhanced service between Downtown Hayward BART and the campus as part of the University's TDM Implementation Plan. However, the University disagrees that improved transit service can eliminate the mid-term (10- to 15-year) need for a parking structure to replace lost spaces and serve some growth in parking demand (see **Master Response 2**).

Provision of Free or Discounted Transit Passes

The provision of free or substantially discounted transit passes, including a universal AC Transit pass, and/or blocks of BART tickets, would have a significant effect on the use of these modes. Before the University can commit to providing these benefits, a financial and operational study must be performed to determine the most efficient way to fund and operate the programs. MP Mitigation Measure TRANS-1a requires the University to perform these studies in order to prepare a TDM Implementation Plan that will identify "the steps necessary to plan for, fund, implement and monitor the effectiveness of the measures…" The mitigation measure thus requires the program to be considered, without mandating the implementation of programs that may or may not be feasible and thus may or may not produce the desired shift to non-single-occupant-vehicle modes.

Parking Permit Pricing and Supply Management

The primary "disincentive" element of the campus TDM program is the parking management. When driving and parking is cheaper and more convenient than taking transit, ridesharing, walking or biking, commuters will not hesitate to choose this option. Thus, the aim of the parking management element is to increase permit costs and manage supply, so that the cost is comparable to or higher than taking transit, and so that the parking supply is not overabundant (but not so constrained that parking demand is forced into adjacent neighborhoods). Increased permit revenues can also be used to help fund new

parking construction as well as improved shuttle service to BART. In addition to phased price increases over time, the pricing structure should also be adjusted, so as to bring monthly/quarterly permit prices more in line with the daily rate.

A sampling of other UC and CSU campuses indicates that CSU East Bay's current permit prices are relatively low, at $51 per quarter for students and faculty/staff (refer to **Table 3.0-2, Parking Permit Cost Comparison**). On a monthly basis, this translates to about $17 per month, as compared to an average rate of $62 per month for commuter students, $67 per month for commuter faculty/staff, and $55 per month for resident students at eight other California universities. The quarterly permit also provides a large discount relative to the $4.00 daily permit cost, which encourages purchase of a "park any day, every day" permit.

Table 3.0-2
Parking Permit Cost Comparison

University	General	Daily	General Rates Normalized Per Month
		Parking – Facility/Staff	
UC Berkeley (C/F)*	$97–$134/month	$16	$134
CSU San Jose	$216–$510/year	$8	$43
CSU San Francisco	$87/semester	$5	$22
UC San Francisco	$95–$150/month $45/month (satellite)	$24	$150
Stanford (A/F)*	$24–$60/month	$11	$60
Cal Poly	$45–$95/quarter	$5	$32
CSU Chico	$72/semester	$3	$18
CSU San Diego	$135/semester	$9	$34
UCLA (X/--)*	$115/month	$9	$115
CSU East Bay	$51/quarter	$4	$17
		Parking – Student	
UC Berkeley (--/S)*	$355/semester	$16	$89
CSU San Jose	$192/semester	$6	$48
CSU San Francisco	Daily only	$5	
UC San Francisco	$95–$150/month 45/month (satellite)	$24	$150
Stanford (A/C)*	$24–$60/month	$11	$60
Cal Poly	$105/quarter	$5	435
CSU Chico	$72/semester	$3	$18
CSU San Diego	$135/semester	$9	$34

University	General	Daily	General Rates Normalized Per Month
UCLA (--/Y)*	$63/month	$9	$63
CSU East Bay	$51/quarter	$4	$17
	Parking – Student Resident		
UC Berkeley (RH)*	$1,266/year**		$127
CSU San Jose	$542/year		$54
CSU San Francisco	$255/semester		$56
UC San Francisco	N/A		
Stanford	$24/month		$24
Cal Poly	$150/quarter		$50
CSU Chico	$122/semester		$31
CSU San Diego	$78/semester		$20
UCLA (Blue)*	$79/month		$79
CSU East Bay	$51/quarter		$17

Note:
** indicates type of permit for each campus*
*** Limited to need-based; $31/month for off-site storage*
Source: Fehr & Peers July 2008

The University's ability to increase faculty/staff permit prices is limited by California State University system-wide employee contracts, which means that the actual price structure changes will need to be studied, negotiated, and phased in over time. The University does not have the authority to alter employee parking prices at the campus level. Student parking permit pricing is not similarly constrained, but the issue of equitable cost distribution is a real concern. This is why MP Mitigation Measure TRANS-1a identifies parking management as an element to be studied in order to identify the steps necessary to plan for fund, implement and monitor the effectiveness of increasing permit prices and changing the parking permit price structure. Key elements of this analysis will include a scaled parking permit pricing structure that ties the cost of parking to such factors as parking lot location, carpooling, and level of use while still providing the funding needed to maintain and operate the parking system, including provision of new parking lots and/or structures. This analysis will include a review of pricing for resident student parking as well as measures to discourage residents from maintaining a car on campus. The goal of this study will be to develop a permit pricing structure to be phased in year by year, with the objectives of (1) making transit a cost-competitive alternative to driving and parking; (2) funding new parking construction *and* transit service improvements; and (3) managing parking demand to minimize the need for new parking while avoiding parking deficits that can lead to neighborhood parking impacts.

Other TDM Program Elements

Certain other incentive programs to be considered in the Master Plan and MP Mitigation Measure TRANS-1a will require relatively modest University resources to implement. These include participation in the Commuter Check program, whereby faculty and staff can purchase BART tickets and AC Transit passes with pre-tax dollars; provision of a car-share site on campus, which requires only the dedication of some parking spaces for the use of the car-share vehicles plus an annual administrative cost; and participation in Alameda County CMA's guaranteed ride home program, which assures those who use alternative modes that they can get a ride home in the case of emergency.

Proposed Additions to MP Mitigation Measure TRANS-1a are shown in <u>underline</u>

Improved Transit Service

- Enhanced AC Transit Route 92 service to the Downtown Hayward BART station, ensuring <u>frequent</u> headways from 6 AM to 11 PM, that are coordinated with BART arrival times to meet passenger demand<u>, provided free to University staff, faculty, and students.</u>

Parking Management

- Provide a scaled parking permit pricing structure that ties the cost of parking to the level of use and location, and that provides the funding needed to maintain and operate the parking system, including provision of new parking lots/structures. <u>In planning for future permit price changes, aim to increase parking costs to a level even with the costs of commuting by bus or BART to the campus to the extent feasible within the context of CSU collective bargaining agreements and equity for students.</u>

- <u>Manage the campus parking supply to achieve a peak occupancy level of 85 percent, to avoid over-supply when new lots/structures are provided and undersupply when new buildings are constructed on sites identified in the Hayward Campus Master Plan.</u>

TDM Implementation Plan Development

As part of its TDM Implementation Plan for the Hayward campus, the University will undertake an alternative transportation and parking study to fully evaluate the cost and projected effectiveness of the strategies listed by the City along with others identified in the Hayward Campus Master Plan. The study will identify alternative combinations of strategies, recommend a preferred combination, and identify specific targets for trip reduction, transit ridership, carpooling, parking provision, and parking permit pricing at regular intervals, scaled to projected enrollment growth and campus building plans. The TDM Implementation Plan will include a monitoring program at three-year intervals tied to the phasing of capital construction and enrollment growth. The monitoring program will include detailed counts at all entrances, to assess the relationship between automobile use, other modes of access and enrollment

growth. A critical aspect of the monitoring program will be to ascertain the elasticity of demand for transit in relation to students' and employees' travel patterns, the level of transit service available, cost of automobile use, and parking management. The TDM Implementation Plan will also consider how the provision of additional housing, food service, and convenience services on campus will reduce the need for off-campus trips, particularly at peak hours. This study and implementation plan will be completed within two years of the adoption of the Master Plan. Based on the TDM Implementation Plan, the University will review its congestion management analysis and revise as warranted. The University will provide an annual report to the City regarding progress on the implementation of the TDM Plan as well as the results of the monitoring, the strategies being implemented, and the effectiveness of these strategies in reducing vehicular traffic.

The City and University will develop a plan and enter into a Memorandum of Understanding (MOU) to address the deficiencies at City intersections and/or roadway segments significantly impacted by the implementation of the Hayward Campus Master Plan and determine appropriate cost sharing based on a fair share analysis. The MOU will include a timetable for improvements at relevant City intersections tied to capital improvements that support enrollment growth and the significance of increased traffic.

3.2.2 Master Response 2, Peak Hour Vehicle Trip Reduction and Parking Demand Reduction Due to Travel Demand Management Programs

Several comments requested detailed information about the assumptions and methodologies for quantifying the effects of the proposed TDM program. The discussion below summarizes the basic assumptions and methods for determining future commuter mode split, both with and without the TDM measures proposed in MP Mitigation Measure TRANS-1. **Table 3.0-3, Annotated TDM Responses**, below, presents the calculations.

Table 3.0-3
Annotated TDM Responses

1. Campus Demographics

	Existing (Fall '07)	Future
FTES	8,758	18,000
(Residents)	820	5,000
Commuter Students	7,938	13,000
Faculty/Staff	1,270	2,611
(Resident Faculty)	0	220
Total Commuters	9,208	15,391

2. Peak Hour Transit Ridership

2a. Hill Hopper Shuttle

Actual Hill Hopper Shuttle ridership totals for each run during the peak hours were used to determine peak hour ridership in the peak direction (inbound in the morning, outbound in the evening). The percentage of peak hour riders traveling in the peak direction was estimated based on 24-hour counts of vehicles entering and exiting the campus.

	Oct '07 Average Peak Hour Riders	Peak Direction % (estimated)	Peak Direction Riders
Hill Hopper AM	105	85%	89
Hill Hopper PM	104	61%	63

2b. AC Transit Route 92

Average Fall 2007 daily boarding and alighting totals for AC Transit Route 92 stops at the CSUEB campus were used to determine peak hour ridership in the peak direction. The percentage of inbound and outbound riders traveling during each peak hour was estimated based on 24-hour counts of vehicles entering and exiting the campus.

	Fall 2007 Average Daily Riders	Peak Hour % (estimated)	Peak Hour Riders
AC Transit Inbound	424	13%	53
AC Transit Outbound	427	13%	53

2c. Total Transit Peak Hour, Peak Direction Ridership

As of Winter 2009, Hill Hopper shuttle service was discontinued, and replaced with enhanced AC Transit Route 92 service. Therefore, all future transit riders were assigned to AC Transit. Ridership for the Future Without TDM case was projected by increasing existing ridership proportionally to the increase in student, faculty, and staff commuters to the CSUEB campus. It was then assumed that the proposed TDM program would increase peak hour transit ridership by 50%.

	Existing	Future w/o TDM	Future w/ TDM
Hill Hopper AM Inbound Riders	89	n/a	n/a
Hill Hopper PM Outbound Riders	63	n/a	n/a
AC Transit AM Inbound	53	238	357
AC Transit PM Outbound	53	195	293
Total AM Inbound Transit Riders	142	238	357
Total PM Outbound Transit Riders	117	195	293

2d. Peak Hour Transit Service Requirements

The implementation of the TDM program would require 10 bus trips during the AM peak hour, or 6-minute headways, and 9 trips during the PM peak hour, or 7-minute headways. Assuming a round-trip time of 24 minutes (including stops), this would require four buses to run during both peak hours.

	AM Peak Hour	PM Peak Hour
Future Peak Direction Transit Riders with TDM	357	293
Bus Capacity (seats)	36	36
Required Bus Trips (= Riders ÷ Capacity)	10	9
Headway (= 60 minutes ÷ Bus Trips)	6.0	6.7
Round Trip Travel Time (minutes)	24	24
Required Buses (= Travel Time ÷ Headway)	4	4

3. Carpool Usage

The existing carpool mode share is assumed to be 5% of all auto users, with two people per carpool. The Future With TDM case is assumed to double this mode share to 10% in the peak direction and increase the persons per carpool to 3.0, through the use of vanpool programs, carpool matching services, preferential carpool/vanpool parking, discounted parking permits, etc.

	Existing	Future w/o TDM	Future w/ TDM
Carpooling share of auto users	5%	5%	10%
Total inbound car users AM	1,490	2,490	2,371
Total outbound car users PM	1,665	2,784	2,686

4. Vehicle Counts

For the Future Without TDM case, the existing vehicle trip generation rates per commuter were assumed, and estimated rates for student and faculty residents were used (see Table 4.12-7). The resulting mode

split for the AM and PM peak hours in the peak commute direction was applied to the off-peak direction (i.e., outbound morning trips and inbound evening trips).

	Existing	Future w/o TDM	Future w/ TDM
AM Peak Hour In	1,419	2,372	1,897
AM Peak Hour Out	244	408	326
Total AM Vehicle Trips	1,663	2,780	2,223
PM Peak Hour In	1,025	1,713	1,388
PM Peak Hour Out	1,586	2,651	2,148
Total PM Vehicle Trips	2,611	4,364	3,537

5a. AM Mode Split

Total AM Commute Trips	1,913	3,198	3,198
% Drive Alone	87%	87%	70%
% Carpool	4%	4%	17%
% Transit	9%	9%	13%

5b. PM Mode Split

Total PM Commute Trips	2,934	4,903	4,903
% Drive Alone	89%	89%	72%
% Carpool	4%	4%	18%
% Transit	7%	7%	11%

5c. Parking Demand

For the Future Without TDM case, the projected parking supply is based on current provision rates, as described in the Master Plan Parking Section -- 0.38 spaces per commuting student, 0.81 spaces per commuting faculty/staff, and 0.25 spaces per resident student. For the Future With TDM case, the commuter parking is reduced proportionally to the vehicle trip reductions, and the residential parking is reduced by half, assuming that parking limitations could be imposed with corresponding amenities such as a campus car-share site that would provide car-free resident students access to a car only when needed.

	Spaces Without TDM	Spaces With TDM
Future Commuter/Visitor Parking Demand	7,520	6,060
Future Student residential demand	1,225	613
Total	8,750	6,670

Source: Fehr and Peers 2009

Existing Travel Characteristics

Ridership data from AC Transit Route 92 and the Hill Hopper shuttle were used to estimate existing peak hour transit ridership to and from the CSUEB campus. Only daily total boarding and alighting figures for each stop were available from AC Transit, and only total ridership for each round-trip run was available for the Hill Hopper shuttle. Travel patterns based on 24-hour counts of vehicle traffic entering and exiting the campus were used to convert these data into peak hour, peak direction transit ridership estimates.

It was assumed that existing carpool travel to the campus is a modest 5 percent of all commuters reaching the campus by car. This factor was applied to existing peak hour vehicle counts to calculate the total number of commuters traveling to the campus during the peak hour.

Future Travel Characteristics

For the Future Without TDM case, transit and auto trips were increased proportionally to the projected increase in total commuting students, faculty and staff. It then was estimated that the proposed TDM program would increase transit ridership by 50 percent, and double carpool participation from 5 percent to 10 percent of all auto users, with an increase in carpool occupancy from 2.0 persons per vehicle to 3.0 persons per vehicle. The resulting mode spits for each case are shown in the attached Table 2. The assumed 50 percent increase in transit ridership with implementation of the TDM program yields a future transit mode share of 13 percent during the AM peak hour and 11 percent during the PM peak hour. Analysis of student zip code survey indicates that approximately 60 percent of CSUEB students live in areas with transit service to the campus (bus and/or BART). Therefore, a transit mode share of 13 percent, or 20 percent of those with access to transit, is certainly achievable. The projected transit ridership under the proposed TDM program would require large-capacity buses to run during the morning and evening peak periods to provide the needed capacity.

Parking Demand

For the Future Without TDM case, the projected parking supply is based on current provision rates, as described in the Master Plan Parking section—0.38 space per commuting student, 0.81 space per commuting faculty/staff, and 0.25 space per resident student. For the Future With TDM case, the commuter parking is reduced proportionally to the vehicle trip reductions, and the residential parking is reduced by half, assuming that parking limitations could be imposed with corresponding amenities such as a campus car-share site that would provide car-free resident students access to a car only when needed.

The resulting parking demand, shown in **Table 3.0-3** is 6,670 parking spaces as opposed to 8,750 parking spaces under the baseline projection.

3.2.3 Master Response 3, Improved Transit Use as an Alternative to the Harder Parking Structure Project

Several comments state that increased transit use could negate the need for the Harder Parking Structure. In particular, the Hayward Area Planning Association's letter (see Letter ORG-2) includes an analysis of the potential demand for transit, based on residence zip code data of students and staff, which concludes that ridership could increase sufficiently to convert all of the projected vehicle trips, and associated parking demand, to transit trips.

The Draft EIR's projection of the potential for increased rates of transit use also concludes that there is much room for improvement in the transit mode share, based on student zip code data and current ridership on the Route 92 and Hill Hopper shuttles (see **Master Response 2**). However, the Draft EIR analysis indicates that even a 50 percent increase in the *rate* of transit use, as the campus grows, would not be sufficient to completely eliminate the need for some new parking at Master Plan buildout, because the campus population will more than double, while surface parking lots will shrink due to new academic and residential buildings. Furthermore, the optimistic assessment that everyone who could take transit will take transit is not necessarily a reliable basis for infrastructure and transit resource planning. Net new parking demand will increase, but the goal of the Master Plan TDM Plan is to *reduce* the net new parking supply added by *half* of what it would otherwise be with current commuting characteristics, through improved transit connections, programs supporting alternative mode use, and phased parking permit price increases.

While the Master Plan goal is to limit, but not eliminate, net new parking, as described above, the campus growth and building plans expected in the next 10 years indicate the need to plan for a new parking structure. In order to reliably provide for campus physical and operational growth, the University must have a carefully phased plan of parking supply and parking demand management. Providing too much parking too soon will limit incentives to use transit; providing insufficient parking will lead to neighborhood parking impacts. As described in the project summary in the Draft EIR (Section 3.2.1), the Harder Parking Structure is needed to replace about 400 spaces that will be lost to construction, and to provide another 700 spaces for student residents and new faculty, staff and student commuters, thus serving the projected parking demand through the year 2017. **Tables 3.0-4a** and **b, Harder Road Parking Structure Utilization Worksheet** (**Part I** and **Part 2**), below, presents the data underlying these projections. If the TDM programs that are described in the Master Plan, and required to be studied and implemented by MP Mitigation Measure TRANS-1a, are successful in converting a larger share of

commuting trips to alternative modes, then this structure will serve the campus *beyond* 2017. Consequently, additional structured parking may be delayed further into the future.

The University will ensure that the new Harder Parking Structure parking supply does not incent commuters to drive rather than use alternative modes, through the TDM Implementation Plan as revised in **Master Response 1, TDM Program Definition**, which will contain a year-by-year plan for increased transit service and alternative mode incentives, parking permit price increases, and parking supply management. To demonstrate its commitment to TDM, including support for additional transit service and parking management, once the Harder Parking Structure is constructed, the University will evaluate the parking supply needed to serve the campus without resulting in over or under supply, and will take the appropriate number of parking spaces in surface parking lots offline until required by future enrollment growth. Mitigation Measure TRANS-1b has been added to the Final EIR. The garage design will also consider the feasibility of accommodating emerging technology to support alternative fuel vehicles, such as charging stations for electric vehicles.

Proposed Additions to HPS Mitigation Measure TRANS-1 are shown in underline.

HPS Mitigation Measure TRANS-1a: The University shall implement MP Mitigation Measure TRANS-1.

HPS Mitigation Measure TRANS-1b: Once the Harder Parking Structure is constructed, the University will evaluate the parking supply needed to serve the campus without resulting in over or under supply, and will take the appropriate number of parking spaces in surface parking lots offline until required by future enrollment growth.

Table 3.0-4a
Harder Road Parking Structure Utilization Worksheet (Part 1)

Parking Structure Uses	Number of spaces	Reason
Pending Losses	100	Construction of Recreation/Wellness Center, fall 2009
	300	Construction of STEM Building, fall 2010
Demand from New Projects	150	Pioneer Heights Unit 4: 600 beds, at 0.25 parking spaces per bed
Total new parking demand and demand from losses due to construction	550	
Remaining supply to serve future population growth:		550 parking spaces

Note: The estimated year of full occupancy of the Harder Road Parking Structure is 2017–2018. This analysis assumes no other building projects will result in parking losses.

Table 3.0-4b
Harder Road Parking Structure Utilization Worksheet (Part 2)

Estimating when new demand will reach 550 spaces	Existing (2007)	No Project	Rough Midpoint	Buildout
Total Student FTEs	8,758	12,586	15,000	18,000
Commuting Student FTEs	7,938	10,696	13,780	13,000
Faculty/Staff FTEs	1,270	1,825	2,176	2,391
Commuter student parking demand at 0.38 spaces per commuting student	--	1,048	2,220	1,924
Faculty/Staff commuter parking demand at 0.81 spaces per student	--	450	734	908
Estimated Year of full occupancy (2017–2018)				
		Estimated Year of full occupancy (2017-2018)		
Ratio 550/1498		0.38		
Estimated full occupancy year commuting student FTEs		8,986		
Estimated FOY total students (1,890 total PH residents)		10,876		
Estimated FOY faculty/staff FTEs		1,481		
Test: Parking Demand for 2016–2017				
Calculated parking demand for 2016-2017 commuting student FTEs			398	
Calculated parking demand for 2016-2017 faculty/staff FTEs			171	
Total new parking demand			**569**	

Note: FOY stands for year of full occupancy

3.2.4 Master Response 4, Faculty and Staff Housing on Grandview Avenue

Numerous comments express concern with respect to the proposed location of faculty and staff housing on Grandview Avenue in the southern portion of the campus. Concerns have related to: the need for on-campus faculty and staff housing and the objectives of the campus for proposing this housing; the visual impact of this housing; the effect of vehicle trips on city roads leading to this housing site and the inadequacy of the roadways to handle additional traffic; and requests that this housing site be deleted from the Master Plan.

As stated in the Draft Master Plan (Master Plan, Land Use and Site Development Framework), at this time there is no specific program to develop faculty and staff housing at any of the three sites presented in the Master Plan. The Draft EIR also states (Draft EIR, Volume I, page 3.0-21) that faculty and staff housing is being considered as an option and that this housing may or may not be implemented within

the Master Plan horizon. Therefore the scope of the Master Plan was limited to an evaluation of the maximum number of dwelling units that could be built at each of the three sites—an evaluation of the capacity of the available sites, with a view to understand that in the event that the University decides to build faculty and staff housing on the campus in the future, how many units can it possibly accommodate on these parcels of land. The scope of the Draft EIR analysis was also limited to a program-level analysis based on maximum number of units that could be accommodated at each site and very preliminary conceptual site plans. As such, should the University decided to proceed with the development of any of these three sites a much more detailed, project-level analysis would be required.

Because on-campus faculty and staff housing is included in the Master Plan only as an option, neither the Master Plan nor the Draft EIR provide an exhaustive analysis of the need for this housing. The Draft EIR notes (page 3.0-12) that the provision of on-campus faculty and staff housing would help strengthen the sense of campus community. One comment has stated that the provision of on-campus housing for faculty and staff is not essential to strengthen the sense of campus community and that the University can do numerous other things to achieve this objective. The University agrees that the sense of campus community is not dependent on this one approach and, as a matter of fact, the University is actively pursuing numerous programs that would change the Hayward campus from a commuter campus to more of a 24/7 learning community. However, the reason why other approaches are not explored in the Master Plan or the Draft EIR is because the Master Plan is a physical development plan for the campus and therefore it focuses on land use planning for the long-term development of the campus and the Draft EIR looks at the environmental impacts from this physical development program. While housing some 220 of the faculty and staff on campus by itself would not result in the development of a campus community, it cannot be denied that the University has a better chance of achieving this objective with more faculty, staff, and students living close to or on the campus. One commenter has suggested that the objective of developing a campus community by building on-campus housing should be dropped as it could have the opposite effect on the campus community. Although the University understands the cons identified in the comments, other campuses' that provide faculty and staff housing have not experienced that effect. The Draft Master Plan presents an additional reason why the University is preliminarily examining the possibility of constructing on-campus housing. The Master Plan explains that many institutions located in urban areas of California, where the cost of housing is higher compared to other parts of the country, face severe challenges in recruiting faculty and staff. Therefore, institutions of higher education throughout California are looking at ways to develop below-market housing on campuses or on lands owned by the institutions so that affordable housing can be made available to incoming faculty and staff and can help with the recruitment of the right candidates. CSUEB is faced with this challenge too. It is true that due to the recent downturn in the national and state economies the cost of housing has gone down throughout California including the Bay Area, and if faculty and staff were to be recruited

from out of state areas at this time, it is possible that they would be able to find affordable housing within commuting distance of the campus. However, the CSUEB Hayward Campus Master Plan was launched in 2007 when housing prices were still high and the inclusion of potential sites for faculty and staff housing in the Master Plan and a preliminary evaluation of these sites was appropriate and advisable at that time. Even under the current circumstances, CSUEB believes it is appropriate to continue to include the proposed sites for faculty and staff housing in the Master Plan because once economic recovery takes place, it would be reasonable to expect that housing prices in the Bay Area will increase again and the area will continue to be more expensive than other parts of the country. Furthermore, the CSUEB Hayward Campus Master Plan is a long-range plan for the development of the campus and the plan cannot be guided by the short-term conditions that exist at this time. The University will therefore continue to include the three housing sites in the Master Plan for the siting of faculty and staff housing in the future.

The Draft Master Plan notes that such housing is difficult to develop due to cost of construction and management issues. The University acknowledges that given the recent decline in housing prices and the availability of housing in the region, it is unlikely that it will be cost effective for the University to develop on-campus faculty and staff housing in the near term. As noted earlier, the Hayward Campus Master Plan is a physical planning document that has identified potential sites for constructing faculty and staff housing. It is not an analysis of all of the options associated with encouraging faculty and staff to live near campus, nor providing financial support. However, as and when the demand for this type of housing is better understood, further studies will be conducted by the University to determine the financial feasibility and timing of this housing. Once the studies show that there is a demand for this housing and that the University can cost-effectively produce this housing, additional environmental review will conducted before any faculty and staff housing is approved for construction on any of the three sites on the campus. That environmental review will evaluate alternatives to building the proposed housing, including as suggested in a comment, a no build alternative involving various other financial incentives such as a housing subsidy. It should be noted that all alternatives that cause the faculty and staff to live off campus (even within the local area of Hayward and Castro Valley) will generate daily vehicle trips between the campus and the off-campus communities, resulting in more congestion and traffic-related air and noise impacts.

Of the three potential sites identified in the Draft EIR, the site along Grandview Avenue would have the most significant environmental impact and would therefore be the least likely to be developed. With respect to this location, the Draft EIR presents the potential program–level impacts from constructing this housing and finds that the housing would obstruct scenic vistas that are available from this street and that the impact would be significant and unavoidable. The Draft EIR arrives at this conclusion based on a

very preliminary conceptual site plan. One comment suggested that the University could place the housing lower down on the hillside such that scenic vistas are not lost. The University will consider that if and when it proposes a specific housing project for this site.

This potential faculty/staff housing site was analyzed at the program level as part of the Draft EIR, and traffic contributions were found to be minimal from a traffic capacity perspective. The Draft EIR (page 4.12-46) evaluated the effect of additional traffic related to this housing on the signalized intersection of Hayward Boulevard and Civic Avenue and determined that the housing-related traffic would not adversely affect the operation of that intersection. In the event that at some future date the University does consider development of this site, additional project-level studies and CEQA review will be conducted, which would require a more detailed analysis of the effect of project traffic on the narrow residential streets in the Grandview neighborhood, and would also require an evaluation as to the feasibility of providing access to this site from the roadway serving the Pioneer Heights area. Any impacts deemed significant would be identified and the appropriate mitigation required as part of the detailed analysis.

In summary, although the Grandview Avenue parcel is included in the Draft Master Plan for potential faculty and staff housing, the University does not have any plans at this time to develop this site and in the event that the University proposes a specific housing project for that site in the future, it will conduct a project-level evaluation of that proposal. The agencies and the public will be provided an opportunity to comment on that proposal and its environmental impacts.

3.3 RESPONSES TO INDIVIDUAL COMMENTS

This section presents all written comments received on the Draft EIR and response to each comment. It is recommended that reviewers use the index to commenters on pages 3.0-1 through 3.0-2 to locate comments from specific agencies or persons and the responses to those comments.

Letter No. SA-1

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

December 26, 2008

Jim Zavango
California State University, East Bay
25800 Carlos Bee Boulevard
Hayward, CA 94542

Subject: CSU East Bay Hayward Campus Master Plan
SCH#: 2008042100

Dear Jim Zavango:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 24, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	**2008042100**
Project Title	CSU East Bay Hayward Campus Master Plan
Lead Agency	California State University, Hayward

Type	**EIR** Draft EIR
Description	The CSUEB Hayward Campus Master Plan outlines planned campus development designed to support the academic and enrollment goals established through strategic planning efforts conducted in 2006 and 2007. The Master Plan proposes 1.1 million sf of building area to support projected growth of existing academic programs based on a horizon year of 2030 and would be implemented gradually over the next 22 years. The CSUEB Hayward Campus Master Plan is intended to allow the campus to accommodate a student population of 18,000 full-time equivalent students.

Lead Agency Contact

Name	Jim Zavango		
Agency	California State University, East Bay		
Phone	(510) 885-4149	***Fax***	
email			
Address	25800 Carlos Bee Boulevard		
City	Hayward	***State*** CA	***Zip*** 94542

Project Location

County	Alameda						
City	Hayward						
Region							
Lat / Long	37° 39' 32" N / 122° 3' 47" W						
Cross Streets	Harder Road and West Loop Road						
Parcel No.	445-0280-001-005; 081D-2080-001						
Township	3S	***Range***	2W	***Section***	23	***Base***	Hayward

Proximity to:

Highways	SR 238
Airports	
Railways	
Waterways	
Schools	Anchor Education, Inc.
Land Use	General Plan: Public and Quasi-Public Zoning: Single-Family Residential

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife
Reviewing Agencies	Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, District 4; Department of Housing and Community Development; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received	11/11/2008	***Start of Review***	11/10/2008	***End of Review***	12/24/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

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December 23, 2008

ALA238317
ALA-238-11.97
SCH#2008042100

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

Dear Mr. Zavagno:

California State University East Bay Hayward Campus Master Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the California State University East Bay Hayward Campus Master Plan. The following comments are based on the Draft Environmental Impact Report (DEIR).

Signal Operations
Please provide the following for our review:

- Electronic Synchro files
- Striping plans and layout plans (modified traffic signals)
- Electric plans (modified traffic signals)

Forecasting
On pages 4.12-35 and 4.12-36, do Figures 4.12-8 and 4.12-9 include Project Only conditions? If not, please provide figures for Project Only conditions.

On pages 4.12-38 and 4.12-39, for Figures 4-12-11 and 4-12-12, the Department found that traffic was underestimated for the following:

a) Future with Project Conditions is the sum of Project Only conditions and Future without Project conditions. In other words, traffic from Figure 14.12-11 should equal to the sum of traffic from Figure 4.12-08 and Figure 4.12-10. However, traffic from Figure 4.12-11 was significantly lower.
b) Similarly, traffic from Figure 14.12-12 should equal to the sum of traffic from Figure 4.12-09 and Figure 4.12-10.

Please explain why the traffic figures were are lower and the methodology used in these analyses. Should you have any questions regarding this letter, please call Yatman Kwan of my staff at

"Caltrans improves mobility across California"

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

for LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
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TTY 711

Flex your power!
Be energy efficient!

December 23, 2008

ALA238317
ALA-238-11.97
SCH#2008042100

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

Dear Mr. Zavagno:

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Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the California State University East Bay Hayward Campus Master Plan. The following comments are based on the Draft Environmental Impact Report (DEIR).

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Forecasting
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2

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3

Please explain why the traffic figures were are lower and the methodology used in these analyses.
Should you have any questions regarding this letter, please call Yatman Kwan of my staff at

"Caltrans improves mobility across California"

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

for LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

Response to Comment Letter SA-1

Response to Comment SA-1-1

The Synchro software package was not used for the Level of Service analyses. Consistent with City of Hayward Traffic Study Guidelines, all analysis was performed using Traffix software and HCM 1994 methodology. The Traffix files will be provided for Caltrans review. No intersection modifications have been developed at this time, as Volume I is a program-level EIR.

Response to Comment SA-1-2

Figures 4.12-8 and 4.12-9 represent Project Only volumes for the No Third Entrance and With Third Entrance conditions, respectively. The figure labels have been revised for clarity. Please see **Section 2.0.**

Response to Comment SA-1-3

Figures 4.12-11 and 4.12-12 have been revised to show the correct Future With Project Conditions (see **Section 2.0**). This does not change the LOS calculations or the conclusion of the traffic analysis. It should be noted that the volumes in Figure 4.12-12 (Future With Project With Third Entrance) do not equal the sum of the Without Project volumes and the Project Only With Third Entrance volumes, due to non-campus cut-through traffic using the new project entrance on Hayward Boulevard.

Letter No. LA-1

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

December 23, 2008

Mr. Jim Zavagno
University Planner
California State University, East Bay
Facilities, Planning & Operations
25800 Carlos Bee Boulevard
Hayward, CA 94542-3095
Jim.zavagno@csueastbay.edu

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the California State University, East Bay Hayward Campus Master Plan

Dear Mr. Zavagno:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the California State University, East Bay Hayward Campus Master Plan. The 17-year plan intends to allow the campus to accommodate 18,000 students and 8,750 parking spaces and includes the following:

- Accommodate growth in enrollment through improvements in academic curricula, support service, housing, and transportation facilities;
- Enhance physical facilities and features, including buildings, open space, vehicular, bicycle, and pedestrian circulation, and utility/technology upgrades, and
- Provide aesthetic enhancements including, but not limited to, landscaping, open space reconfiguration, design guidelines, campus perimeter enhancements, and environmental protection. 1

The ACCMA respectfully submits the following comments:

- **TDM, Transit Service and Parking Management Mitigation Measures,** MP MM TRANS-1a & 5, P. 4.12-44 and 4.12-49, MP MM TRANS-7 2
  Since it is not possible to construct physical improvements to mitigate the impacts to 7 intersections during the p.m. peak hour, please demonstrate how the recommended Improved (AC) Transit Service, TDM Implementation Plan and Parking Management mitigation measures would be operated and funded. Also, please list who would be responsible for establishing and administering these mitigation measures. Specifically:
  - How would increased frequency of AC Transit and enhanced campus shuttle service be operated and funded? Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) 3

section of the CMP or the Regional Transportation Plan (RTP). Also, it cannot be assumed that AC Transit will be able to operate additional regional service without funding. 3

- Who would administer the carpool matching service and vanpool program, including preferential parking? 4
- How would a flexible car rental service program be established in a non-urban area? 5
- Who would administer the scaled parking permit pricing structure? 6
- How would campus residents be discouraged from bringing cars to campus and encouraged to use transit? 7

- If these services and programs could not be funded, how would it affect LOS? 8

- Mechanisms that encourage flextime, bicycling, telecommuting and other means of reducing peak hour traffic trips should also be considered 9

Thank you for the opportunity to comment on this Draft EIR. Please do not hesitate to contact me at 510/836-2560 if you require additional information.

Sincerely,

Diane Stark
Senior Transportation Planner

cc: Beth Walukas, Manager of Planning
file: CMP - Environmental Review Opinions - Responses - 2008

Response to Comment Letter LA-1

Response to Comment LA-1-1

The comment from the Alameda County Congestion Management Agency (ACCMA) summarizing the key features of the proposed Master Plan is noted. As a point of clarification, please note that the proposed Master Plan does not include the provision of 8,750 parking spaces at Master Plan buildout as noted in the comment by the ACCMA. Under the Draft Master Plan, the University proposes to grow the existing parking supply of 4,800 spaces by 1,900 spaces to a total of 6,700 spaces at Master Plan buildout (see Access, Circulation and Parking Framework of the Master Plan).

Response to Comment LA-1-2

Please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-1-3

Please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-1-4

Please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-1-5

Please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-1-6

Please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-1-7

Please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-1-8

The LOS results presented in the EIR analysis reflect a "worst-case" condition without increased TDM measures.

Response to Comment LA-1-9

Please see **Master Response 1, TDM Program Definition**.

Letter No. LA-2

CITY OF
HAYWARD
HEART OF THE BAY

December 19, 2008

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

Re: City of Hayward Comments on the CSUEB Hayward Campus Master Plan Draft Environmental Impact Report (SCH #2008042100)

Dear Mr. Zavagno:

Thank you for the opportunity to comment on the above-referenced Draft Environmental Impact Report (DEIR). The City's expectations and priorities for the University's plans for future growth at the Hayward campus were identified in previous letters, dated June 18 and October 10, 2008, in response to Notices of Preparation. As indicated in those letters, the City's main areas of interest are guided by four principles: public safety, access, transportation demand management, and sustainability. Also, the Hayward City Council held a work session on December 16, during which Council members made comments on the DEIR and Master Plan. Those comments are incorporated in this letter.
Comments are presented in the following paragraphs in order by environmental topic areas presented in the DEIR, with major issues highlighted in bold text:

Aesthetics

1. **Section 4.1.4.3 – MP Impact AES-3: The DEIR states on the bottom of page 4.1-14 that "implementation of the proposed Master Plan would enhance, as opposed to degrade, the visual quality and character of the campus by implementing more cohesive architecture, improving campus entry sequences, and enhancing opens space and landscaping." However, there is inadequate analysis provided to assess visual impacts of the proposed Master Plan buildout, in terms of views towards the campus from the west (see subsequent comments). Also, the DEIR inappropriately concludes that because the buildout will result in an architecturally more cohesive campus that would be consistent with the design criteria identified in the Master Plan, that such impacts would be less-than-significant. The DEIR should provide more visual simulations to support such conclusion, especially given the significant number of new structures proposed in the more visible southern and western portions of the campus.** 1
2. **Volume II – Aesthetics – Section 3.4.1: The selection of the photo simulation vantage point along Harder Road (figure 3.0-4) does not represent a** 2

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

2. **Volume II – Aesthetics – Section 3.4.1: The selection of the photo simulation vantage point along Harder Road (figure 3.0-4) does not represent a simulation to allow the reader to adequately assess the impacts of the proposed parking garage at Harder Road and West Loop Road. A vantage point further downhill towards the west from a public vantage point, such as along a major public roadway or from a public park, should be included to allow a more adequate evaluation of the visual impacts of the five levels of parking garage as viewed from the west.** 2
3. A formal restriction on further development in the southern portions of the campus property should be considered, to ensure future development and related visual impacts would not occur in this highly visible area. Such restriction could be facilitated by a formal dedication of such area as public open space to the East Bay Regional Park District. 3

Air Quality

4. Section 4.2.4.2, page 4.2-45: For the modeling analysis for mobile source emissions, full-time equivalent (FTE) student numbers were used. Since such modeling is related to vehicle emissions and trips, it would seem more appropriate to use actual student enrollment numbers, which are considerably higher than FTE figures. 4
5. Sections 4.2.4.2, page 4.2-46: Information should be provided to support why the BAAQMD's simplified CALINE4 screening model run related to potential CO concentrations was just limited to intersections with unacceptable levels of service (LOS D or worse), versus along other roadway segments or intersections with high volumes of traffic (see the third criteria identified at the end of the first paragraph on page 4.2-41). Such approach may lead to an oversight in the need to do a more thorough analysis of CO emissions related to traffic. 5
6. Section 4.2.4.3: The subsequent comments related to the lack of specificity in terms of timing and implementation of a Transportation Demand Management (TDM) program are applicable to the statements in this section. 6
7. Please expand and clarify the sentence toward the bottom of page 4.2-51, which states, "The values shown in Table 4.2-10 (Estimate Ongoing Emissions (Unmitigated)) include the maximum level of mitigation permitted in the URBEMIS2007 model for mobile source emissions." 7
8. **Section 4.2.4.4, pages 4.2-51 to 4.2-53: As indicated in subsequent comments related to transportation impacts, how are identified air quality mitigation measures, which are dependent on the success of TDM program implementation (MP MM TRANS-1), guaranteed to occur? The DEIR Overall carbon footprint has not been addressed.** 8
9. There is a typo at the bottom of page 4.2-53 in regards to reference to a table. 9
10. MP MM AIR-2c: The first line of the first sentence should indicate the University will also work with the City of Hayward, as well as ABAG, to ensure campus growth is accounted for in regional population forecasts. 10

11. MP Impact AIR-3: See previous comments regarding concerns using FTE student figures for screening purposes, and limiting CO air quality impact analysis related to traffic just to intersections with unacceptable levels of service. 11

Hazards and Hazardous Materials

12. **Section 4.6.4.3, page 4.6-16: The DEIR, in concluding the Master Plan implementation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, fails to reference the City of Hayward's Urban Wildland Interface Guidelines and the limitations development in the southern portion of the campus would present to the City of Hayward Fire Department, the entity that would be primarily responsible for fire protection services. Also, no mention is made of ensuring adequate access to those structures and the wildland areas would be provided (see later discussion under Public Services). Same comment applies to the Pioneer Heights IV assessment in Volume II of the DEIR.** 12
13. In the *Project Impacts and Mitigation Measures* section of this environmental topic area, specific reference to City of Hayward requirements is not made in the discussion section related to various impacts. Such requirements were previously identified in a letter submitted from the City in response to the original Notice of Preparation (see attached). Compliance with City of Hayward requirements should be specifically stated in the DEIR, to further support the conclusions of no significant impact "due to compliance with all applicable regulations" that is stated throughout the impact analysis sections. 13

Hydrology and Water Quality

14. In the Hydrology sections, while mitigation measures address various BMPs and meeting NPDES requirements during construction, there should be a direct requirement to meet RWQCB new construction (C-3) requirements. 14

Public Services

15. Section 4.11.4.3 - Project Impacts and Mitigation Measures, page 4.11-7, *MP Impact PUB-2*: Regarding police services, a Memorandum of Understanding exists between the University and City of Hayward regarding police services. As stated previously, the City expects that existing service ratios will be maintained, as stated at the bottom of page 4.11-7 of Volume I of the DEIR, which would require expanded campus police personnel commensurate with campus population growth. 15
16. **Section 4.11.4.3 - Project Impacts and Mitigation Measures, page 4.11-7, *MP Impact PUB-1*: The DEIR in general does not adequately assess the impacts on fire protection services that would be generated by a doubling of the student population, a 77% increase in building square footage, and at least a tripling of the on-campus student population, which would result due to Master Plan buildout. The DEIR** 16

analysis also fails to acknowledge that the existing conditions at the campus may preclude the provision of adequate emergency and non-emergency fire protection services by the City of Hayward, due to such issues as inadequate fire access roads and substandard buildings. Ensuring a safe living environment is inherent in the stated objectives of the Master Plan. 16

Also, for new development, adequate fire department access must be provided, life-safety design elements related to fire protection, extinguishing systems and detection systems must be integrated into new development, adequate water pressure and supply must be guaranteed, and the proper treatment of hazardous materials are to be assured. Additionally, related to operations support, key concerns to be addressed are water supply with adequate fire flows, emergency apparatus access, and vehicular and pedestrian egress (reference the June 18, 2008 letter from the City in response to the original Notice of Preparation). 17

All such issues would be addressed in a Memorandum of Understanding between the City of Hayward and the University. The DEIR at the bottom of page 4.11-2 indicates that the Hayward Fire Department (HFD) and Hayward campus "may discuss the option of a memorandum of understanding (MOU), which would be designed to facilitate cooperative assistance in providing fire protection services to the Hayward campus." As stated in previous letters in response to the Notices of Preparation associated with this DEIR, it is critical that such a formal arrangement be executed between the University and City of Hayward for fire protection services. The purpose of a MOU would be to ensure that the HFD, the primary provider of fire protection services for the campus, would be involved in the review of future projects, and that the City be fairly compensated for the cost of such services. Such purpose would be similar to that of other similar MOUs/agreements between municipalities and universities (e.g., City of Monterey and Cal State University at Monterey Bay; City of San Luis Obispo and Cal Poly State University; City of Berkeley and UC Berkeley). In summary, the City of Hayward requests that an MOU be executed between the City and the University related to fire protection services as soon as possible, and not later than construction of the Pioneer Heights Phase IV development. 18

17. **Section 4.11.4.4 – Cumulative Impacts and Mitigation Measures, page 4.11-11: The DEIR indicates that the Hayward General Plan EIR "concluded that impacts to fire and law enforcement services, recreational facilities, and local schools would be less than significant with mitigation at buildout of the General Plan" and concludes, based on the impact analysis of that EIR and this DEIR, that the impacts to public services as a result of the Master Plan buildout would be less than significant. However, the DEIR fails to acknowledge that the impact analysis contained in the Hayward General Plan EIR did not assume the growth anticipated with the Master Plan buildout. Therefore, to rely on the impact analysis of the Hayward General Plan EIR in concluding cumulative impacts would not be significant is not appropriate.** 19

Traffic, Circulation, and Parking

Volume I

18. **Page 4.12-1, last bullet: As noted, the City had requested that the DEIR include an evaluation of the provision of rapid bus service and how it would be implemented. This, however, was not included in the DEIR.** 20
19. Page 4.12-3, Freeways I-580: Note that the Redwood Road interchange, which provides access from 580 to A Street to Mission Boulevard, is currently under construction. 21
20. Page 4.12-3, Freeways SR 238:. This description is not correct. This is actually I-238 which currently being widened to 6 lanes. SR 238 is a different facility as discussed in the following section. 22
21. Page 4.12-3, Freeways, State Route 92: Route 92 is Jackson Street in the City of Hayward east of Santa Clara to the junction with Mission and Foothill Boulevards. The freeway portion of this project is west of Jackson Street. Portions of this facility are being reconstructed as part of the 880-92 interchange. 23
22. Page 4.12-4, Local Roadways, Mission Boulevard: Second sentence should note that Mission Boulevard is SR 185 between east 14th Street and Jackson Street and is SR 238 south of Jackson Street. 24
23. Page 4.12-4, Local Roadways, Carlos Bee Boulevard: The route to SR 92 is not accurate, since Orchard Avenue is a residential street. The directed route is from Carlos Bee to Mission to Fletcher to Watkins to Jackson. 25
24. Page 4.12-4, Local Roadways, Tennyson Road: Change Industrial Avenue to Industrial Boulevard. 26
25. Page 4.12-4, Local Roadways: Need a discussion of Jackson Street. 27
26. Page 4.12-10, Unsignalized intersections, last paragraph: Delete everything after the first sentence and replace with: The City's LOS Standard is E, which is consistent with recent environmental documents such as the SR 238 Corridor Improvement Project FEIR. 28
27. Page 4.12-11, Table 4.12-3: The Existing Level of Service identified in this table is not consistent with the LOS reported in the Route 238 Corridor Improvement Project FEIR. Please correct for consistency. 29
28. Page 4.12-12, Section 4.12.2.3, Congestion Management Agency: The segments that are noted to be grandfathered in as LOS F need to be verified with the CMA staff. 30
29. Page 4.12-13, Top of Page: Again, these four bullets need to be verified with the CMA. However, even if they are not grandfathered in, they would have been declared to have been exempt from CMP analysis on the basis of interregional traffic. 31
30. Page 4.12-13, Third bullet: Should be stated as, "SR 238 between I-880 and I-580 Eastbound". 32

31. Page 4.12-17: Need to reference the Bicycle Master Plan Update adopted by the Hayward City Council in 2007. 33
32. Page 4.12-23, Traffic Forecasting Methodology, First Paragraph: The discussion of the Route 238 Corridor Improvement Project is not accurate, since there is no widening of Mission and Foothill Boulevards proposed in the downtown area. 34
33. **Page 4.12-23, Traffic Forecasting Methodology, Second Paragraph: The assumptions for growth within the traffic zones around the campus need to be stated, specifically TAZ 78 and 79. The methodology should have taken into account the difference between the no project (what was already assumed to be the growth) and the projected project growth. There needs to be a better discussion as to how these growth forecasts were calculated and the forecasts need to be documented in terms of the inputs to the TRAFFIX model.** 35
34. **Page 4.12-23, Project Description: The last paragraph discusses the projected increase in growth as presented in the Master Plan; however, it is not clear what growth is already assumed in the model. This needs to be clearly stated, since the difference between the 2007 baseline and the Master Plan growth is probably different than the 2025 model and the projected Master Plan growth.** 36
35. Page 4.12-24, Second Paragraph: The third line notes that the third entrance will depend on the City of Hayward's "participation". Please clarify as to what this means. 37
36. Page 4.12-31: It is not particularly clear how the trip distribution and assignment was done without the data being presented to document the methodology. 38
37. Page 4.12-31, Intersection LOS, first paragraph: Again, this discussion needs to be consistent with the Route 238 Corridor improvement FEIR, especially since at the key intersection of Mission-Foothill-Jackson, the LOS is miscalculated. 39
38. Figure 4.12-8 and Figure 4.12-9: The tables should be re-titled to more clearly indicate what they represent, such as Project Added Turning Movement Volumes Future Conditions (No Third Entrance), etc., to reduce confusion. Also note that intersection 14, Mission and Tennyson, needs to show the westbound volumes. 40
39. Figure 4.12-10: Again these intersection volumes need to be compared to the Route 238 Corridor Improvement Project FEIR. 41
40. Page 4.12-40, Table 4.12-8: All of the future no project delay column information is obviously wrong and many of the LOS results are inconsistent with the Route 238 Corridor Improvement Project FEIR. 42
41. Page 4.12-41, Table 4.12-9: Same comment as in #27. Also, do not use the "Same as Table 7" comment when reporting data; use the actual data. Additionally, the LOS results for intersection 15, Jackson/Santa Clara, need to be compared to the I-880/SR 92 interchange reconstruction FEIR/FEIS. 43

42. **Page 4.12-44, MP MM TRANS-1: Please identify how this mitigation measure (TDM) is going to be quantified and measured as to its effectiveness. Trigger points should be identified for prioritized TDM components implementation, tied to Master Plan development phases. Also, additional TDM measures should be listed as strategies to be considered, including: a) a new Rapid Bus service that would involve fewer stops and a faster route to encourage greater ridership of transit; b) a new shuttle service that links CSUEB, Chabot College and other education institutions in Hayward; c) free transit passes for students that would be funded by enrollment fees; d) parking permit fees developed to *aggressively* encourage enhanced transit ridership; e) enhanced linkages between CSUEB and Castro Valley BART. The City requests that a future TDM program and related implementation plan be reviewed and approved by the City of Hayward City Council.** 44

    Also, if revised analysis continues to show significant and unavoidable impacts to numerous city intersections and it cannot be shown that a successful TDM program will eliminate them, the City would require as mitigation a payment that would be consistent with its Supplemental Building Construction and Improvement Tax, to be used as a Traffic Impact Fee. 45

43. **Page 4.12-45: Please discuss the methodology used to calculate the projected reduction of trips assuming the implementation of the TDM program and how was the conclusion reached that the impact is significant and unavoidable?** 46

44. Page 4.12-46, MP MM TRANS-2: Who will construct the new campus gateway entrance? If the City of Hayward, then the University will be expected to financially participate in this project. 47

45. **Page 4.12.46, MP MM TRANS-3: The assumption that access is from Civic Avenue means that traffic would be added to existing Cotati and Grandview Avenues, which is not addressed and would not be acceptable. The City of Hayward would not allow any future connection from the University Property to access Grandview unless Grandview was widened and dedicated as a minimum of 20 feet (see later discussion under Alternatives).** 48

46. Page 4.12-48, MP Impact TRANS-5: How were these segments selected? From the CMA? Is the TDM program assumed to be implemented? 49

47. **Page 4.12-49, MP MM TRANS-5: Revise last sentence. If, as a result of the implementation of the Master Plan, any of the CMP facilities fall to LOS F as part of the LOS Monitoring Program, then the University will work with the City to prepare a deficiency plan that will include mitigation measures to eliminate the** 50

deficiency. The University will be expected to pay its fair share of the cost of these improvements. 50

48. Table 4.12-10a (and subsequent Tables): Please note that under Mission Boulevard, the segments should be I-238 to A Street. Please correct on all tables. 51
49. Same Tables as above: D Street should be shown as seven lanes between Foothill and Mission. Correct as appropriate. 52
50. Page 4.12-54: The assumption that most if not all students arrive by BART is not correct. There are transfers from many other AC Transit routes. Also, the BART shuttle may seem to be free, but it can only be made possible through student fees. 53
51. Page 4.12-57, MP MM TRANS-8: Revise to read that the Campus will fund the third campus entrance if constructed. 54
52. **Page 4.12-58, MP MM TRANS-9b. The City already has a residential permit parking program. If revision or expansion of the program is required as a result of the Master Plan implementation, then the University needs to provide the funding to analyze the need for and then to enforce the program.** 55

Volume II

53. Several figures have printing problems which makes them difficult to follow, i.e., 2.0-7. Also 2.0-8 has the wrong values for intersections 1 and 2 (these are the same as the No Project chart). 56
54. Table 2.0-4 seems to have errors or differing assumptions for 2011. Intersection 10 in the 2011- No Project scenario must assume completion of the Route 238 Corridor Improvement Project, since LOS improves over existing conditions. Intersection 10 with the project for 2011 indicates a 28 second delay, but shows LOS E, which are not consistent - one or the other is incorrect. Intersections 12 and 13 in the 2011 No Project scenario appears to not assume completion of the City's project, or else there are other calculation problems with the 2011 traffic assumptions. 57
55. Corrections to the 2025 No Project traffic information as identified under comments related to Volume I will result in different estimates for 2011, which will need to be revised. 58

<u>Utilities and Service Systems</u>

Volume I

56. Section 4.13.1 – Introduction, page 4.13-1 - Fourth bullet: The two "proposed" water conservation legislations, AB2175 and AB2153, are no longer active. While these legislations may be reintroduced in the future, and the University must pursue and implement exemplary water conservation measures regardless of the status of these legislations, the references to these particular pieces of legislation may not be warranted. 59

57. Section 4.13.1 – Introduction, page 4.13-1 - Fifth bullet: In accordance with the applicable law, the University is required to include an SB610 water assessment report, prepared by the water purveyor (City of Hayward), in the EIR. Therefore, strike "The provisions of," and change the word "addressed" to "included". (Also see subsequent comment regarding SB610.) 60

58. Section 4.13.2 – Environmental Setting, page 4.13-3: Under "City of Hayward Water Supply and Infrastructure", it is an over simplification and perhaps misleading to say that Hayward's water contract allows the City "to buy unlimited water". As a minimum, strike "unlimited" from the sentence. 61

59. Section 4.13.2 – Environmental Setting, page 4-13-5: Change the first full paragraph on this page to read as follows: "The City has undertaken a project to improve the performance of, and provide redundancies for, various processes in the City's Water Pollution Control Facility. Phase I of the project is completed and placed in service. Phase II is in the planning stage. 62

60. Section 4.13.2 – Environmental Setting, page 4.13-6, *City of Hayward Initiatives:* Add the phrase "Like other jurisdictions in Alameda County" before the start of the first sentence, to indicate that this is a County-wide goal. Also, at the end of this section, add the following: "The City of Hayward has a Franchise Agreement with WMAC for solid waste, organics collection and processing, and dry mixed recycling collection and processing services. In order to promote and foster increased commercial dry recyclables and organic recycling, the City's franchise agreement has provisions which currently provide for free commercial recycling and low cost organics composting services. The University could participate in these programs if it chooses to do so. 63

61. Section 4.13.3 – Regulatory Setting, page 4.13-8, *Senate Bill SB610:* The DEIR asserts that since CSU is not a City or County entity, a Water Supply Assessment is not required under SB610. SB 610, which is a technical document, is a requirement of CEQA and as such would appear to be necessary for a complete environmental assessment. If a determination is made that the University is not exempt from the provisions of SB610 law, then an adequate WSA must be prepared for the Master plan's EIR by the water supplier. 64

62. Section 4.13.3 – Regulatory Setting, page 4.13-9, *CSU Water Conservation Policy:* Given the importance of water conservation and the State's water supply limitation, the one paragraph discussion under this section appears inadequate. For instance, the section indicates that in accordance with a recently adopted policy requiring campuses to take "every possible step to conserve water resources" the Hayward campus installs low-flow fixtures in all new construction. This is a code requirement and therefore is a minimum baseline. At a minimum, this section should discuss implementation of the conservation measures outlined in the Sustainable Campus Framework of the Draft Master Plan, including xeriscaping strategies. 65

63. Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-11, *Water Supply:* The first and third paragraphs discuss projected water usage that is unrealistically and inexplicably high. The current University usage is a peak of 300,000 gpd. Given the 40% expected increase in the student body and other anticipated expansions over 66

the life of the Master Plan, and considering that some of the construction would take place in areas that are currently landscaped and irrigated, it is hard to justify a close to tripling of the water usage over the same period. Assuming that most of the maximum day water usage is due to irrigation use, and considering other factors such as the University's stated commitment to water conservation, it is realistic to assume that peak water usage would be significantly less than what is projected in the DEIR. Supporting documentation for the water usage estimates is requested. Also, this high level of projected water usage is not currently included in any of the City's official documents, such as the Water Distribution Master Plan and Urban Water Management Plan and therefore, the environmental impact consequences of it are unknown. 66

This section also mentions that it is a goal of the master plan to reduce potable water consumption by 35% to 60%. Unfortunately, the discussion of how this goal is going to be achieved is at best extremely preliminary and incomplete. (See discussion under CSU Water Conservation Policy.) 67

Unlike the DEIR for Pioneer Height Phase IV, the environmental document for the Master Plan does not include a discussion of recycled or gray water use. The EIR should assess the feasibility of utilizing these water sources for irrigation and other potential uses. 68

64. Page 4.13-12, *Water Supply*: Same section as above states the net increase in maximum water consumption at Master Plan buildout would be 765,000 gpd. This is apparently an error and even assuming the usage estimate is correct it would be 565,000 since otherwise it compares the projected maximum usage at buildout to current average usage. Other associated numbers in this section will need to be revised and should be verified for accuracy. 69

Second Paragraph - This paragraph mentions that some expansion of the buildings was incorporated in the City's 2005 UWMP. While this is true, no increases in student body had been contemplated or at least communicated to the City at that time. 70

Third Paragraph - This paragraph discusses the so called "no cap in allotment of water" in Hayward's contract. Since this is at best irrelevant from an environmental standpoint, and since the figures suffer from apparent errors discussed earlier, this paragraph needs to be revised. 71

Fourth Paragraph - This paragraph is a discussion of the water allocation during droughts. It is a fact that multiple dry years will lead to water shortages and rationing that would require a 20% systemwide cutback. This in turn would require a larger cutback in the East Bay and Peninsula (close to 25% cutback). The University's significant increase in demand has never been included in such water shortage and allocation planning. Strategies for achieving reductions are required in an SB610 water supply assessment. In case the University determines that an SB610 assessment is not required for this project, the EIR should include a discussion of how required cutbacks would be accomplished. 72

Last Paragraph - It is stated that water used would be reduce "to the extent possible" and that "if these measure are implemented…" There should be much stronger mitigation 73

measures, such as xeriscaping, and a commitment by the University to implement them in order to reduce the environmental impacts. 73

65. **Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-13, *Water Delivery Infrastructure:* The first paragraph under this heading states that, based on the proposed usage, "no improvements are required to the City's water mains that serve the campus." City staff has not been provided with any analysis that supports this assertion. The DEIR states that the pipes can handle a flow of 700 gallons per minute (gpm) while the minimum flow requirement during max day is 600 gpm. <u>This does not seem to address the need for fire flow which starts at 1500 gpm, and is higher for multi-story and multi-function buildings such as those proposed as part of the master plan.</u>** 74
66. Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-14: *MP MM UTIL-1:* It is suggested that, with the water conservation measures contemplated under "Campus Master Plan Sustainability Network and Infrastructure and Utilities Framework", the University will achieve 20% and 35% reductions in average and peak demands, compared to business as usual by 2015 and 2030, respectively. City staff believes that the assumptions for water usage under business as usual are unrealistically high. Also, the EIR does not provide information on how or when conservation measures will be implemented. 75
67. Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-14, *MP Impact UTIL-2*: It is stated that the growth and development under the proposed Master Plan would not require the construction or expansion of wastewater conveyance or treatment facilities. City staff has seen no studies to support this assertion. 76
68. **Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-14, *Treatment Facilities:* In the first paragraph under this topic, it's stated "At buildout, without conservation of water use at the campus, the sanitary sewer flows from the campus are expected to increase to an average of 450,000 gpd (0.45 mgd) with a maximum flow of 650,000 gpd (0.65 mgd)." These are unrealistically high figures as they are more than quadruple the current wastewater discharge figures. The section goes on to state that with implementation of MP Mitigation Measure UTIL-1, these figures can be reduced to 235,000 gpd and 317,000 gpd, respectively. In City staff's opinion, these are still too high as they are more than double the current discharge figures. Supporting data for the sanitary sewer flow estimates is requested.** 77
69. Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-15, *Off-Campus Infrastructure:* The first paragraph asserts "No major improvements to the City's sewer mains that serve the campus are needed to handle this increased flow from the campus." Again, City staff has seen no studies to support this assertion. 78
70. Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-16, *Increase in Demand:* City staff suggests that, for clarification purposes, this title be slightly changed to read, "Increase in Energy Demands". 79
71. Section 4.13.4 - Impacts and Mitigation Measures, page 4.13-19: In the discussion of solid waste and recycling, there's a reference to construction and demolition debris recycling. The DEIR notes that "Where possible, concrete and asphalt pavements would 80

be recycled…" Concrete and asphalt recycling is currently commonly done on most projects. The University must make a stronger commitment to do so as well. Likewise, it is stated that "Utility materials, primarily metals, would be recycled if feasible." Again, materials such as metals are currently commonly recycled at most construction jobsites. The University must make a stronger commitment to do so in order to reduce environmental impacts related to the Master Plan. 80

Volume II

72. Pioneer Heights Phase IV, Section 2.3.4, page 2.0-11: *Landscaping:* The University should commit to planning, installation, and maintenance of this landscaping in accordance with the provision of the Bay Friendly Landscaping practice, which is a holistic approach to gardening and landscaping that works in harmony with the natural conditions of the San Francisco Bay, and it is suited to the local climate, soils, and topography. The University should also commit to xeriscaping principles where appropriate, as discussed in the Sustainable Campus Framework of the Master Plan. 81
73. Pioneer Heights Phase IV, Section 2.3.6, page 2.0-11: *Utilities - Potable Water:* Water usage is assumed at 70 gallons per day/student. This figure seems too high given that stringent water conservation measures that are currently included in the California Plumbing Code will be incorporated in the construction. By comparison, this is approximately the current average per capita indoor water usage in the City, which includes substantial number of housing units with older less efficient plumbing fixtures and appliances. 82
74. Pioneer Heights Phase IV, Section 2.3.6, page 2.0-13, *Utilities - Potable Water*: There is a reference to the City's "open" contract with SFPUC for water supply. This reference should be deleted as it implies a "no cap" arrangement which is practically unsustainable. 83
75. Pioneer Heights Phase IV, Section 2.3.6, page 2.0-13, *Recycled Water and Grey Water*: While City staff applauds the University for planning to incorporate a grey water system in this project, relying on the implementation of a City of Hayward recycled water project to serve the campus is unrealistic. The City is assessing the feasibility of a recycled water system to deliver tertiary treated wastewater to certain sites for irrigation and other approved uses. One of the alternative distribution systems evaluated as part of the feasibility study includes construction of a pipeline to higher elevations to serve mainly CSUEB and a golf course. However, this alternative would be costly to implement, and because of pumping requirements, would result in significant environmental impacts. If approved, the recycled water project would be constructed in phases, with the initial phase mostly likely located in the immediate vicinity of the Water Pollution Control Facility. Subsequent phases, which could include distribution to CSUEB, would require extensive cost/benefit analysis and environmental review, and is not planned for implementation in the foreseeable future. 84

    Also, there is a reference in this section about connecting the grey water system to the recycled water system. While this could be done if the intention is to supplement the grey water, such connection is not typically done, since permitted gray water applications are far more limited than the uses of recycled water. 85

76. Pioneer Heights Phase IV, Section 2.3.6, page 2.0-14, Storm Drains: This project should meet the current requirement of storm water discharge, which are both no increases from the site in storm water discharge prior and post construction, and treatment of the storm water that is generated on site. 86
77. Pioneer Heights Phase IV, Section 2.3.6, page 2.0-14, Solid Waste: The commitment to the 75% waste reduction (and ultimately University's goal of zero waste) must have a definite timeline and a plan of implementation. City staff has not been provided with such a plan. 87
78. Harder Road parking Garage, Section 3.3.6, page 3.0-11, Utilities - Water: The number, location, and flow requirements of the required hydrants will be as specified by the City of Hayward Fire Department. The University should provide analytical information to show that the 8-inch main serving the area has adequate capacity to provide for the needed flow and pressure at the hydrants. If proved inadequate, improvements to the existing water system must be implemented by the University to meet the City's requirements. 88
79. Harder Road Parking Garage, Stormwater: The project must meet the requirements of the State Water resources control Board for storm water construction and post construction measures. 89

Alternatives

80. Section 5.4.2: The DEIR indicates that the *No Faculty/Staff Housing Alternative* "would not avoid or substantially lessen any significant impacts resulting from the proposed project," which is not a correct statement since without faculty/staff housing, the Significant and Unavoidable impact related to the Grandview Drive site would not occur. 90
81. **Section 5.5.1 - *Reduced Faculty/Staff Housing Alternative:* Under <u>Population and Housing</u>, the DEIR states that this alternative would result in demand for additional housing units in Hayward, yet there is no documentation to support the assumption that housing units would be needed in Hayward if this alternative is not pursued. Also, it is not clear how the figures identified for additional housing units needed in the City and in the County are derived.** 91
82. **Section 5.5.1 - *Reduced Faculty/Staff Housing Alternative:* The DEIR rejects this alternative, because it "would not achieve the following key objective to the same extent as the proposed project, which is to identify locations on campus for faculty and staff housing to strengthen the sense of a campus community." However, the DEIR incorrectly assumes that providing on-site faculty/staff housing is the only means to meeting the stated objective of "to strengthen the sense of campus community." Other means to do so, including encouraging greater student-faculty interaction, should be addressed and discussed, especially in light of the significant and unavoidable visual impacts the housing identified off Grandview Avenue would generate, in addition to circulation issues it would cause along Grandview Avenue, a one-way restricted street, and the potential fire protection challenges it would cause, given its proposed location at the fringe of development, adjacent to a canyon and wildland interface area. In summary, the faculty/staff housing site identified off Grandview Avenue would generate unnecessary, significant impacts, given that the** 92

stated objective of an enhanced campus community could be achieved through less costly and less impacting means. 92

The City continues to look forward in working closely with the University to address the concerns expressed by the City regarding the planned Master Plan development and, in particular, addressing concerns related to fire protection services through execution of a MOU. Given that priority, I have copied Chancellor Reed on this letter, since it is my understanding the Chancellor's Office would be the lead on such process. Finally, 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

Attachment

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

Charles B. Reed, Chancellor, California State University

Response to Comment Letter LA-2

Response to Comment LA-2-1

The Draft EIR analysis on page 4.1-14 is correct in that development of the campus consistent with the proposed Master Plan will improve the appearance of the campus. Given the principles and guidelines included in the Draft Master Plan for siting of buildings, development of campus entries, and the plan's open space and landscape framework, including the sustainable landscape approach, the visual character of the campus is expected to improve and become more cohesive with the implementation of the proposed Master Plan. Please see Figure 30 of the Draft Master Plan, which presents an illustrative plan of the campus and shows how the campus is expected to look at buildout under the proposed Master Plan.

The City's comment with respect to views of the campus from locations west of the campus is more related to the CEQA question as to whether the implementation of the proposed Master Plan would have a substantial adverse effect on a scenic vista. The project's effect on scenic vistas is addressed in MP Impact AES-1. The analysis in the Draft EIR focused on views of the Bay Area that are available from the campus and the area surrounding it. That analysis concluded that development of faculty and staff housing along the west side of Grandview Avenue would result in a significant and unavoidable impact on scenic vistas as viewed from that roadway. The University agrees with the City that development of the campus under the proposed Master Plan will alter views of the campus from vantage points to the west of the campus. However, the change in views would not represent a substantial adverse impact on a scenic vista. This is because although the Hayward Hills present a scenic backdrop, the hills are already intensely developed with urban uses. While the views of the hills are visually pleasant to the viewers, under the existing conditions the views are not of pristine hills. Furthermore, campus development would occur within areas that are already developed. It should be noted that while the University would develop additional phases of Pioneer Heights student housing in the southern portion of the campus, the University will not extend development south of the area where there is already existing development (Grandview Avenue homes) on the ridgeline.

The Draft EIR did not include visual simulations of the campus at buildout of the proposed Master Plan because while the Master Plan includes a land use plan to guide the location of future buildings, the specifics of all the future buildings that would be developed on the campus are not available at this time. Although the illustrative plan in the Master Plan generally provides a sense of the manner in which the new or replacement buildings would be located on the campus, it does not necessarily mean that the future projects would be developed exactly as shown in the illustrative plan. Therefore, any simulations prepared based on the illustrative plan can provide only a general idea of how the campus would appear,

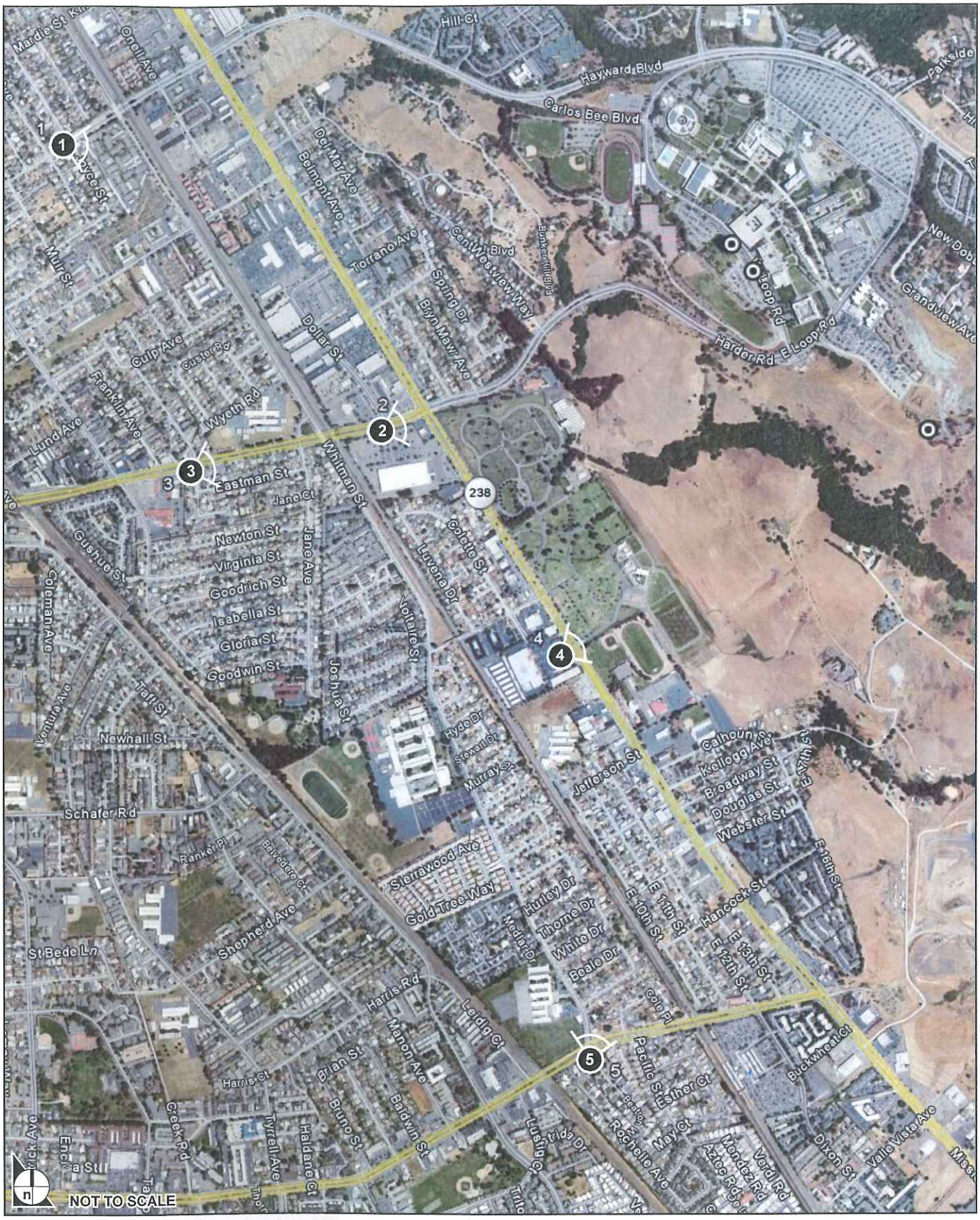
but they do not reflect exactly how the campus will look in the future. However, because the City requested visual simulations be prepared to show the changes in the views of the campus as viewed from the west, additional visual simulations of the campus were prepared based on the illustrative plan. Vantage points to the northwest, west and southwest of the campus were selected for this purpose. Locations close to the campus and further out from the campus were selected (see **Figure 3.0-1**).

Figure 3.0-2 shows the pre-development images and post-development simulations from a vantage point in the north-central portion of the city (Orchard and Joyce). As these images show, only a few of the new buildings would be visible from this location.

Figure 3.0-3 shows a closer-in view of the campus as viewed from a location on Harder Road slightly west of Mission Boulevard, and **Figure 3.0-4** presents a view of the campus from a vantage point further west along Harder Road near the intersection of Harder Road and Eastman Road. As these graphics show, several of the future buildings in the western portion of the campus would be clearly visible from the close-in location (at Harder and Dollar) although intervening vegetation would screen the lower portions of the structures. However, as the distance from the campus increases (Harder and Eastman), the new buildings would not be so visible and in fact the reduction in the height of Warren Hall, anticipated to occur within the timeframe of the proposed Master Plan, would improve the views of the hills in the area of the campus.

Figure 3.0-5 shows pre-and post-development views of the campus from a location on Mission Boulevard south of Harder Road. As this figure shows, some of the new buildings, including Pioneer Heights IV, would be clearly visible from this location. Note that Pioneer Heights IV would be the southern most development on the campus. As can be seen in **Figure 3.0-5**, the homes on Grandview Avenue also appear in the background of this view. Note that this graphic presents a conservative view of the proposed housing project in that it does not reflect the fact that buildings within Pioneer Heights IV would be sited to minimize the removal of existing trees and the simulation does not show screening trees and other landscaping elements that are included in the Pioneer Heights IV project. Trees that are preserved and new landscaping would help screen the new buildings and would also help soften the appearance of the building complex as viewed against the backdrop of the Hayward Hills. **Figure 3.0-6** shows the pre- and post-development views as seen from the intersection of Tennyson and Beatron in the southern portion of the City. As these graphics show, the changes in views from this southerly location would not be prominent.

It should be noted that all of the views depicted in these graphics where campus facilities would be more prominently visible are from major thoroughfares within the City and would be seen mainly by persons driving north along Mission Boulevard who get fleeting and interrupted views of the Hayward Hills as



SOURCE: Google Earth - 2009, Impact Sciences, Inc. – January 2009

FIGURE **3.0-1**

Viewpoint Locations

961-002-01/09

Existing Conditions

Future Conditions

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 3.0-2

Viewpoint Location 1: Existing and Future With Project Conditions

961-002-02/09

Existing Conditions

Future Conditions

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE **3.0-3**

Viewpoint Location 2: Existing and Future With Project Conditions

961-002-02/09

Existing Conditions

Future Conditions

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 3.0-4

Viewpoint Location 3: Existing and Future With Project Conditions

961-002-02/09

Existing Conditions

Future Conditions

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 3.0-5

Viewpoint Location 4: Existing and Future With Project Conditions

961-002-02/09

Existing Conditions

Future Conditions

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE **3.0-6**

Viewpoint Location 5: Existing and Future With Project Conditions

961-002-02/09

they travel along Mission Boulevard, or by persons visiting businesses that line the west side of Mission Boulevard, or by persons driving along Harder Road. These viewers are unlikely to be sensitive to these changes in views. There are no parks at or near any of these vantage points where viewers could be more sensitive to such changes in views. Furthermore, ridgeline construction with little or no screening of new construction has been allowed by the City in various parts of Hayward, including new housing development off of Garin Avenue. Viewers traveling along Mission Boulevard are therefore accustomed to views of ridgeline development.

In summary, although some of the new buildings constructed in the western and southern portions of the campus would be clearly visible from locations close to Mission Boulevard, they would not be prominently visible from most locations in the more central portions of the city. These changes in views of the Hayward Hills in the area of the campus do not represent a substantial adverse impact on scenic vistas. Furthermore, these graphics present generalized massing-level visual simulations of building structures and do not reflect the actual projects that would be designed and constructed. As and when these buildings are proposed for construction, they would be subject to a project-level environmental evaluation. Additionally, all new development would be reviewed for compliance with the Campus's design guidelines which will guide the selection of building exterior colors, building materials and textures, and landscaping.

Response to Comment LA-2-2

The Harder Road Parking Structure location is within the viewsheds of almost all the vantage points shown in **Figures 3.0-2** through **3.0-6.** As the post-development simulations show, due to intervening trees and topography, the garage would not be visible from any of these locations, including the closer-in location at the Harder Road and Dollar Road intersection.

Response to Comment LA-2-3

The Master Plan shows the potential development on the campus through 2030. No development is proposed in the area south of Pioneer Heights IV and the land is designated as Open Space Reserve. Most of this southerly land is not developable because of steep slopes and its distance from the center of the campus. Furthermore, should any development be proposed in the land designated as Open Space Reserve, an amendment to this designation would be necessary. Any such amendment would require additional environmental review and approval from the CSU Board of Trustees. A formal restriction of the development of this land is not required.

Response to Comment LA-2-4

The air emissions reported in the Draft EIR were estimated based on daily vehicle trips estimated by the traffic consultant as part of the traffic impact study for the EIR. Traffic counts were conducted by the traffic consultant at the campus gateways. These counts were used to develop a per commuter trip rate (see Table 4.12-7 on page 4.12-30 of Volume I of the Draft EIR). That trip rate was then applied to the growth in full-time equivalent students (FTES) between 2007 and campus buildout under the Master Plan. Because the existing commuter trip rate was correlated to the current FTES, growth in FTES was multiplied by the per commuter rate to get the net increase in daily commuting trips. Because of the methodology used, the use of FTES as opposed to headcount does not result in an underestimation of vehicle trips, and by corollary does not result in an underestimation of air emissions.

Response to Comment LA-2-5

The comment states that information should be provided to support why the BAAQMD's simplified CALINE4 screening model run related to potential carbon monoxide (CO) concentrations was limited to intersections with levels of service (LOS) D or worse. As noted in the Draft EIR for the proposed project in Section 4.2, Air Quality, according to the Institute of Transportation Studies' (ITS) *Transportation Project-Level Carbon Monoxide Protocol*, "projects that are likely to worsen air quality at signalized intersections having a level of service E, or F, represent a potential for a CO violation" (ITS 1997, 4-7). The ITS Carbon Monoxide Protocol recommends that intersections of LOS E or F undergo a screening analysis to determine the potential for CO hotspots.

In general, screening models are simplified models that utilize conservative factors to estimate the potential for impacts. Air quality screening models are generally designed to overestimate potential impacts in order to provide a margin of safety. The CALINE4 screening model calculates CO concentrations using conservative assumptions. These assumptions include stable meteorological conditions that inhibit CO dispersion in the atmosphere, low vehicle approach speeds that correlate to relatively high CO emission rates, and receptors located at the edge of the roadway that maximizes the potential for health impacts. These conservative assumptions are designed to result in an overestimation of the actual CO concentrations that would occur at full project buildout. As listed in Section 4.2 of the Draft EIR, the estimated CO concentrations at the modeled intersections are well under the state and federal ambient air quality standards, even with inclusion of background CO concentrations. Therefore, based on the screening analysis of the worst intersections, impacts at intersections with LOS better than E would not result in the formation of CO hotspots.

Response to Comment LA-2-6

The comment states that the discussion of the Transportation Demand Management (TDM) program in Section 4.2, Air Quality, of the Draft EIR lacks specificity in terms of timing and implementation. Details regarding the TDM program are found in Section 4.12, Transportation and Traffic, and Appendix 4.12 of the Draft EIR, and in **Master Response 1, TDM Program Definition**.

Response to Comment LA-2-7

The comment requests clarification of the following statement in Section 4.2, Air Quality, of the Draft EIR: "The values shown in Table 4.2-10 include the maximum level of mitigation permitted in the URBEMIS2007 model for mobile source emissions." The URBEMIS2007 model allows the incorporation of a limited number of measures that would reduce air quality emissions associated with mobile sources. The model refers to these measures as mitigation (not using the CEQA definition of mitigation); however, these mitigation measures may also include project design features (PDFs). Measures and/or PDFs included in the URBEMIS2007 model for mobile source emissions include weekday buses serving the project, availability of free transit passes, and parking space limitations. The project may implement other PDFs that would reduce mobile source emissions; however, the URBEMIS2007 model does not contain the appropriate algorithms for determining the associated emission reductions. Therefore, the Draft EIR notes that the maximum level of mitigation permitted in the model for mobile source emissions are presented.

Response to Comment LA-2-8

The comment questions whether the air quality emission reductions associated with MP Mitigation Measure TRANS-1 in Section 4.12, Transportation and Traffic, of the Draft EIR are guaranteed to occur. Section 21081.6(b) of the *State CEQA Guidelines* requires that mitigation measures be "fully enforceable through permit conditions, agreements, or other measures." Incorporating the mitigation measures into the conditions of approval applied to the project meets this requirement. As the Draft EIR explains, it is not possible to calculate the full extent of the reductions based on these measures included in MP Mitigation Measure TRANS-1 as it would depend upon the participation level of the recommended carpool and mass-transit programs. If the proposed TDM program is successfully implemented, the associated emission reductions would be expected to occur.

The comment also states that the Draft EIR does not address the carbon footprint. The estimated greenhouse gas emissions associated with construction and operation of the proposed project are presented in Section 4.2, Air Quality, of the Draft EIR.

Response to Comment LA-2-9

The comment states that Section 4.2, Air Quality, of the Draft EIR contains an erroneous reference to a table on page 4.2-53. The Draft EIR has been revised to read **Table 4.2-11** (see **Section 2.0** in this document).

Response to Comment LA-2-10

The comment states that MP Mitigation Measure AIR-2c in Section 4.2, Air Quality, of the Draft EIR should include reference to the City of Hayward. The Draft EIR has been updated to reflect this addition (see **Section 2.0** in this document).

Response to Comment LA-2-11

Please see **Response to Comment LA-2-5**.

Response to Comment LA-2-12

Although the University as a state entity is not subject to the City's Urban Wildland Interface Guidelines, the University seeks to cooperate with local jurisdictions to reduce any physical consequences of its land development plans to the extent feasible. The University is aware of the need to minimize development in the southern portion of the campus in order to minimize the risk of exposure of structures and people to wildland fires. The University is doing that by limiting the proposed Master Plan development (Pioneer Heights Phase IV) to not extend much south of the area of existing campus development and the adjacent private development on Grandview Avenue. The Draft EIR (page 4.6-16 in Volume I) presents a description of measures that the University will implement in conjunction with the development of this housing in the southern portion of the campus. The University would remove most of the eucalyptus trees that are considered highly flammable (and undesirable under the City's guidelines) and would save only those that provide some visual screening on the west side of the development. The University would plant native trees and landscaping that minimizes fuel load in this area. Fire breaks/fire protection zones would be established around the structures. Buildings would be designed to meet the requirements of the California Building Code (CBC) and California Fire Code (CFC), which include requirements to minimize damage from fire. All of these measures are consistent with the City's Urban Wildland Interface Guidelines which require fire-resistant construction materials and landscaping.

Currently, the State Fire Marshal has permitting authority for the campus, and reviews and approves all project plans. Over the last several years however, the University has also met with and reviewed project plans with the City of Hayward Fire Department (HFD). The University intends to continue this cooperative relationship with HFD. Similar to current practice, the development plans for Pioneer

Heights VI will be submitted to the City Fire Department for review and comment. With respect to adequate access to this southern area for the City's Fire Department, please see **Figure 3.0-12** in the Draft EIR that shows the three points of access that would be available from Harder Road to access the Pioneer Heights area.

Response to Comment LA-2-13

The Draft EIR (page 4.6-6 in Volume I) acknowledges that the City of Hayward Fire Department Hazardous Materials Office is the Certified Unified Program Agency (CUPA) for the City of Hayward. As is currently the case, the University will continue to comply with the requirements of the state law that is administered in the project area by the CUPA. Because no changes in the types of research programs on the campus involving hazardous materials or campus practices are envisioned at this time, continued compliance with federal and state laws (administered through the CUPA) is expected to avoid significant impacts associated with hazardous materials use, temporary storage and transport. The text of the Draft EIR on page 4.6-11 is hereby revised to acknowledge that the University will continue to comply with the CUPA's requirements related to hazardous materials use and storage and the appropriate permits and hazardous materials business plans will be obtained and maintained. For the revised text, see **Section 2.0,** of this document.

Response to Comment LA-2-14

As discussed on pages 4.7-16 and -17 in Volume I of the Draft EIR, the University will require new development to include BMPs selected from the list of BMPs included in the Master Plan. The Draft EIR also includes MP Mitigation Measure HYDRO-2, which requires the University to verify that post-development runoff from a project site will approximate pre-development runoff volumes. Implementation of these requirements will ensure that hydromodification effects in downstream channels are minimized. These requirements address the same issues that are addressed by Provision C.3.

Response to Comment LA-2-15

The University understands that the City may require additional police personnel in order to serve the campus's population growth. The University is also committed to adding police personnel as student enrollment grows, particularly students living on campus, in order to maintain the service ratios in the present MOU with the City. However, there appears to be no need to add new police facilities or expand existing ones to serve this growth. In the event that expanded police facilities are required, the construction of these facilities is unlikely to result in significant environmental impacts.

Response to Comment LA-2-16

With the projected increase in campus population, an additional 11 fire fighters would be needed to serve the campus population at build-out which would mean that up to one engine company and another bay at the existing fire station that serves the campus would be required. The Draft EIR explains why the construction of another engine bay or a new fire station is not expected to result in significant environmental impacts. Nonetheless, as this need arises, the University will work with the City regarding an appropriate location, or potential relocation of an existing fire station, which might also include co-location of a district police station.

Currently the State Fire Marshal has permitting authority for the campus and reviews and approves all project plans. Thus, the design of all campus projects would be reviewed by the State Fire Marshal to verify that the project design would not impede fire protection services.

In addition, over the last several years, the University has also met with and reviewed project plans with the HFD. Similar to current practice, the development plans for Pioneer Heights IV will be submitted to the City Fire Department for review and comment.

The University intends to continue its cooperative relationship with HFD, and has agreed to establish a MOU with the City regarding fire protection and emergency response services. However, as this is not a CEQA issue, it is not addressed further in the Final EIR.

Response to Comment LA-2-17

The City reiterates the fire service related comments it provided to the University on the NOP for this project. Please see the text on page 4.11-6 in Volume I of the Draft EIR which summarized all scoping comments provided by the City and presents the University's response to those comments. Also, please refer to **Response to Comment LA-2-16** above.

Response to Comment LA-2-18

Please refer to **Response to Comment LA-2-12** above.

Response to Comment LA-2-19

The Draft EIR does not rely on the General Plan EIR to conclude a less-than-significant cumulative impact. Even though buildout to an enrollment level of 18,000 FTES has been projected for the campus since its inception, the University understands that the Campus' growth projection is not included in the growth projections utilized in the City's General Plan and therefore the General Plan EIR does not take

the projected campus growth into account and the General Plan EIR cumulative impact analysis does not encompass the University's proposed project.

The CSUEB Master Plan Draft EIR evaluates cumulative impacts by examining the cumulative impacts as discussed in the General Plan EIR and adding the impacts from the campus growth to those projected for the rest of the City, and then determining whether the cumulative impact would be significant. Because the City's General Plan EIR found the effects from city growth on police, fire and schools to be less than significant, and because the Campus' growth would not result in any environmental impacts related to the construction of new police and fire facilities or schools, the Draft EIR concluded that the cumulative impact would be less than significant. In summary, the Draft EIR did not use only the General Plan EIR to conclude a less-than-significant cumulative impact on public services.

Response to Comment LA-2-20

The University has reviewed the scoping letter provided by the City and notes that the City's letter does not mention rapid bus service. In its scoping letter, the City asked for a Transportation Demand Management Plan that would "address reducing trips on Carlos Bee Boulevard and Harder Road, as well as enhancing bus and transit station services and connection." The City also asked that "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 existing and future bicycle, pedestrian, and transit network." The City's scoping letter did not contain any mention of rapid bus service. The Draft EIR contains all the analysis requested by the City in its scoping comments.

Response to Comment LA-2-21

The comment is noted. The improvements to the Redwood Road interchange have been noted in the text, although construction had not started in fall 2007, the year that represents existing conditions (See **Section 2.0**).

Response to Comment LA-2-22

The change in designation to I-238 has been made. The widening of I-238 to six lanes has been noted in the text (See **Section 2.0).**

Response to Comment LA-2-23

The text has been revised to state that SR 92 is Jackson Street east of Santa Clara to its junction with Mission and Foothill Boulevards (See **Section 2.0**).

Response to Comment LA-2-24

The text has been revised to note that Mission Boulevard is SR 185 between East 14th Street and Jackson Street and is SR 238 south of Jackson Street (See **Section 2.0**).

Response to Comment LA-2-25

The description of Carlos Bee Boulevard has been revised to state that the route to SR 92 is via Fletcher Lane and Watkins Street (See **Section 2.0**).

Response to Comment LA-2-26

The reference to Industrial Avenue has been changed to Industrial Boulevard (See **Section 2.0**).

Response to Comment LA-2-27

A discussion of Jackson Street has been added (See **Section 2.0**).

Response to Comment LA-2-28

The discussion of LOS standards has been revised as requested, citing the City's LOS E standard (See **Section 2.0**).

Response to Comment LA-2-29

The existing LOS analysis is based on traffic conditions observed in October 2007, which is the primary reason the results differ from those presented in the Route 238 Corridor Improvement Project EIR, which presented existing conditions based on 2003 conditions.

Response to Comment LA-2-30

The list of grandfathered segments was provided by the CMA in the letter response to the NOP.

Response to Comment LA-2-31

See **Response to Comment LA-2-30**, above.

Response to Comment LA-2-32

The reference to I-580 has been revised. Also, per **Response to Comment LA-2-22,** above, a change in designation of I-238 has been made (See **Section 2.0**).

Response to Comment LA-2-33

References to the Hayward Bicycle Master Plan have been revised to refer to the Update (See **Section 2.0**).

Response to Comment LA-2-34

The reference to widening Mission and Foothill Boulevards in the downtown area has been removed (See **Section 2.0**).

Response to Comment LA-2-35

The City of Hayward's travel demand model assumed some growth in the zone representing the CSUEB Hayward Campus, TAZ 78, between the 2000 and 2025 model years. The model assumed an increase of 367 jobs (from 420 to 787) and 95 households (from 172 to 267). For the Future No Project scenario analysis, the increase in traffic volume at the Harder Road/Mission Boulevard intersection between the 2000 and 2025 model runs was subtracted. Additionally, the increase in traffic volume above that estimated for the unbuilt portion of the Stonebrae development east of the campus was subtracted from the traffic volumes at the Carlos Bee Boulevard/Mission Boulevard intersection. The removal of these trips was propagated to nearby intersections within the study area. The 723 AM peak hour and 1,156 PM peak hour trips associated with the allowed campus growth under the No Project scenario were then added to the network.

Response to Comment LA-2-36

See **Response to Comment LA-2-35**, above.

Response to Comment LA-2-37

At some future date CSUEB would construct a new campus entryway at the intersection of Hayward Boulevard and Parkside Drive; see **Figure 3.0-7, Proposed New Campus Entryway Intersection,** for it's location. CSUEB would be responsible for the cost of design and would construct the intersection improvements. Since the improvements would impact an existing City right-of-way, the City will have the opportunity to review and approve the design of the intersection. It should be noted that the addition of this entrance would reduce traffic at the intersection of Carlos Bee Boulevard and Mission Boulevard, thus mitigating some of the impact of campus growth on that intersection.

Response to Comment LA-2-38

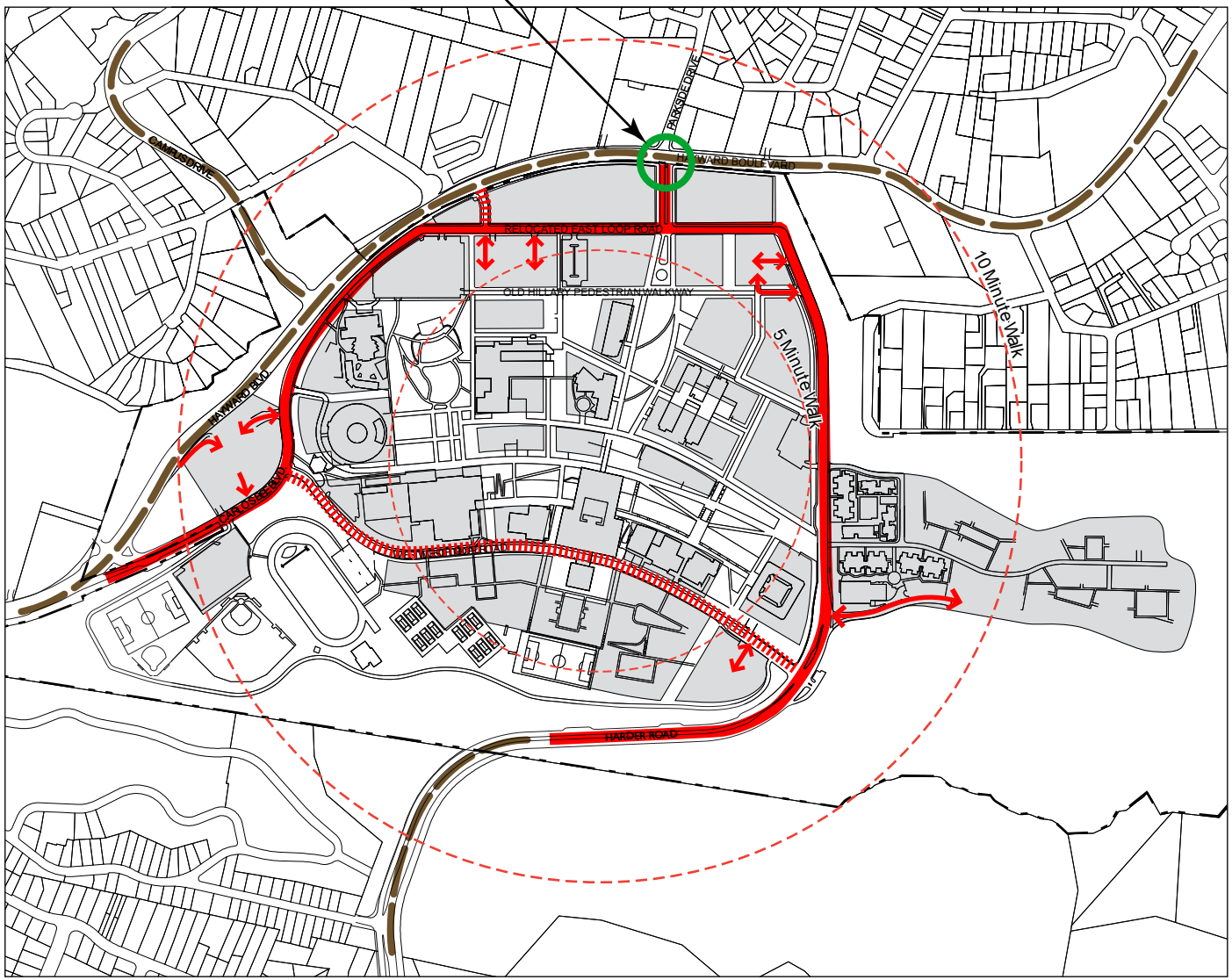
Trip distribution and assignment were based on a "select zone" analysis of the ACCMA model, which shows the roadways used by trips to and from the campus TAZ.

Response to Comment LA-2-39

The LOS methodology used in the Draft EIR is generally consistent with that used in the Route 238 Corridor Improvement Project EIR. The few differences that exist are a result of the assumptions used in the Draft EIR analysis to be consistent with the City's Traffic Impact Study Guidelines, such as estimation of truck volumes based on roadway class instead of a default 2 percent value. The CSU East Bay Master Plan Draft EIR traffic analysis methodology also uses actual counted pedestrian volumes as opposed to an assumed 10 per approach in the Route 238 Corridor Improvement Project EIR; this affects the overall capacity available to vehicles. Finally, the Existing, Future No Project, and Future With Project traffic volumes are different than those in the Route 238 EIR because (1) the base years are different (2003 in the case of Route 238 project and 2007 in the case of the CSUEB Hayward Campus Master Plan); (2) the Future No Project case includes more campus growth than the Route 238 Corridor Improvement Project EIR; and (3) the Future With Project case includes yet more campus growth.

The University does not propose to change the Draft EIR traffic analysis or results because that analysis accurately reflects the future traffic conditions and the proposed project's potential impacts. However, to respond to the City's request to use a methodology that is consistent with the Route 238 traffic study, the traffic consultant has prepared an alternate analysis using the same exact assumptions as the Route 238 Corridor Improvement Project EIR (although the traffic volumes can not be changed because the projections are different for the CSU East Bay Hayward Campus Master Plan EIR). See **Tables 3.0-5**, and **3.0-6** below for Future LOS results based on a revised LOS analysis consistent with that of the Route 238 Corridor Improvement Project Final EIR.

As the tables show, the alternate analysis would result in the elimination of the project's significant impact at intersection 10 for both the No Third Entrance and With Third Entrance cases. The remaining project impacts would remain unchanged. No new impacts would occur under this alternate analysis.



Legend:

- Property Line
- Primary Traffic Route
- Secondary Traffic Route
- Parking Structure Access
- Exterior Traffic
- Development Sites

NOT TO SCALE

SOURCE: Fehr & Peers – October 2008

FIGURE **3.0-7**

Proposed New Campus Entryway Intersection

961-002•02/09

Table 3.0-5
Intersection Levels of Service – Future Conditions
(No Third Entrance)
With City-Requested Methodology

Intersection	Traffic Control[1]	Peak Hour	Existing Delay[2] (Seconds)	Existing LOS[3]	Future No Project Delay[2] (Seconds)	Future No Project LOS[3]	Future With Project Delay[2] (Seconds)	Future With Project LOS[3]
1. Carlos Bee Blvd./ Hayward Blvd.	Signal	AM PM	22 20	C C	26 22	D C	43 36	E D
2. Carlos Bee Blvd./ West Loop Rd.	AWS	AM PM	9 9	B B	21 37	D E	37 **82**	E **F**
3. Harder Rd./ West Loop Rd.	AWS	AM PM	7 12	B C	8 15	B C	12 36	C D
4. Hayward Blvd./ Campus Dr.	Signal	AM PM	7 9	B B	11 10	B B	12 10	C B
5. 2nd St./Campus Dr.	SSSC	AM PM	2 (6) 1 (8)	A (B) A (B)	3 (9) 4 (17)	A (B) A (C)	3 (10) 4 (21)	A (B) A (D)
6. Foothill Blvd./Mattox Rd./Castro Valley Blvd.	Signal	AM PM	33 32	D D	84 109	**F** **F**	**91** **123**	**F** **F**
7. Foothill Blvd./ Grove Way	Signal	AM PM	17 19	C C	56 86	**E** **F**	**61** **96**	**F** **F**
8. Foothill Blvd./A St.	Signal	AM PM	33 25	D D	26 16	D C	29 16	D C
9. Foothill Blvd./D St.	Signal	AM PM	29 31	D D	93 157	**F** **F**	**99** **170**	**F** **F**
10. Foothill Blvd./Mission Blvd./Jackson St./E St.	Signal	AM PM	52 38	E D	17 35	C D	17 43	C E
11. Mission Blvd./ Highland Blvd.	Signal	AM PM	14 15	B B	17 21	C C	17 23	C C
12. Mission Blvd./Carlos Bee Blvd./Orchard Ave.	Signal	AM PM	43 47	E E	41 62	E **F**	51 **100**	E **F**
13. Mission Blvd./ Harder Rd.	Signal	AM PM	43 46	E E	54 109	E **F**	**68** **180**	**F** **F**
14. Mission Blvd./ Tennyson Rd.	Signal	AM PM	20 44	C E	36 59	D E	39 **76**	D **F**
15. Jackson St./Santa Clara St./Harder Rd.	Signal	AM PM	59 49	E E	603 171	**F** **F**	**618** **181**	**F** **F**
16. Hayward Blvd./ Harder Rd.	Signal	AM PM	N/A	N/A	N/A	N/A	N/A	N/A

Source: Fehr & Peers, January 2009

1 *Signal, Side-Street Stop Control (SSSC) or All-Way Stop (AWS).*

2 *For side-street stop-controlled intersections, delays for worst movement are shown.*

3 *Intersections operating at unacceptable levels (LOS E or LOS F) are shown in bold.*

Table 3.0-6
Intersection Levels of Service – Future Conditions
(With Third Entrance)
With City-Requested Methodology

Intersection	Traffic Control[1]	Peak Hour	Existing Delay[2] (Seconds)	Existing LOS[3]	Future No Project Delay[2] (Seconds)	Future No Project LOS[3]	Future With Project Delay[2] (Seconds)	Future With Project LOS[3]
1. Carlos Bee Blvd./ Hayward Blvd.	Signal	AM PM	22 20	C C	26 22	D C	25 23	C C
2. Carlos Bee Blvd./ West Loop Rd.	AWS	AM PM	9 9	B B	21 37	D E	23 30	D E
3. Harder Rd./ West Loop Rd.	AWS	AM PM	7 12	B C	8 15	B C	17 37	C E
4. Hayward Blvd./ Campus Dr.	Signal	AM PM	7 9	B B	11 10	B B	11 11	B B
5. 2nd St./Campus Dr.	SSSC	AM PM	2 (6) 1 (8)	A (B) A (B)	3 (9) 4 (17)	A (B) A (C)	3 (10) 4 (21)	A (B) A (D)
6. Foothill Blvd./Mattox Rd./Castro Valley Blvd.	Signal	AM PM	33 32	D D	84 109	**F** **F**	**91** **123**	**F** **F**
7. Foothill Blvd./ Grove Way	Signal	AM PM	17 19	C C	56 86	**E** **F**	**61** **96**	**F** **F**
8. Foothill Blvd./A St.	Signal	AM PM	33 25	D D	26 16	D C	29 16	D C
9. Foothill Blvd./D St.	Signal	AM PM	29 31	D D	93 157	**F** **F**	**99** **170**	**F** **F**
10. Foothill Blvd./Mission Blvd./Jackson St./E St.	Signal	AM PM	52 38	E D	17 35	C D	17 43	C E
11. Mission Blvd./Highland Blvd.	Signal	AM PM	14 15	B B	17 21	C C	17 23	C C
12. Mission Blvd./Carlos Bee Blvd./Orchard Ave.	Signal	AM PM	43 47	E E	41 62	E **F**	39 **101**	D **F**
13. Mission Blvd./ Harder Rd.	Signal	AM PM	43 46	E E	54 109	E **F**	**75** **196**	**F** **F**
14. Mission Blvd./ Tennyson Rd.	Signal	AM PM	20 44	C E	36 59	D E	39 **76**	D **F**
15. Jackson St./Santa Clara St./Harder Rd.	Signal	AM PM	59 49	E E	603 171	**F** **F**	**618** **181**	**F** **F**
16. Hayward Blvd./ Harder Rd.	Signal	AM PM	N/A	N/A	N/A	N/A	6 10	A B

Source: Fehr & Peers, January 2009

[1] *Signal, Side-Street Stop Control (SSSC) or All-Way Stop (AWS).*

[2] *For side-street stop-controlled intersections, delays for worst movement are shown.*

[3] *Intersections operating at unacceptable levels (LOS E or LOS F) are shown in bold.*

Response to Comment LA-2-40

The titles of Figures 4.12-8 and 4.12-9 have been revised for clarity (see **Section 2.0**). The volumes at intersection 14 have been revised to include westbound volumes.

Response to Comment LA-2-41

None of the Future analysis scenarios for this project exactly match any analysis scenarios from the Route 238 Corridor Improvement Project Final EIR. The intersection volumes for these two projects are not expected to be identical.

Response to Comment LA-2-42

Please see **Response to Comment LA-2-39**.

Response to Comment LA-2-43

See **Response to Comment LA-2-39**. The volume and analysis data presented in the Supplement to the I-880/SR 92 Interchange Reconstruction Draft EIR were not sufficient to thoroughly compare that analysis to the CSUEB Hayward Campus Master Plan Draft EIR analysis. It appears that the former analysis used CORSIM to determine LOS based on traffic volume served, while the latter used HCM 1994 methodology to determine LOS based on demand volumes. This difference in methodology contributes to the disparity in LOS results for the Santa Clara Avenue/Jackson Street intersection (intersection 10). In addition, future traffic volume forecasts at that intersection used in the I-880/SR 92 Interchange Reconstruction analysis were different, and generally lower, than those used in the project analysis. Revising the project analysis for intersection 10 using volumes similar to those in the I-880/SR 92 Interchange Reconstruction analysis would result in lower, though still unacceptable, average intersection delay, and would not eliminate the project impact at this location.

Response to Comment LA-2-44

See **Master Response 1, TDM Program Definition**.

Response to Comment LA-2-45

See **Master Response 1, TDM Program Definition.**

Response to Comment LA-2-46

See **Master Response 2**.

Response to Comment LA-2-47

See **Response to Comment LA-2-37**.

Response to Comment LA-2-48

This potential faculty/staff housing site was analyzed at the program level as part of the Master Plan EIR, and traffic contributions were found to be minimal from a traffic capacity perspective. A faculty/staff residence project at this site would require project-level environmental review, and this would include a more detailed "environmental capacity" analysis of these streets. Environmental capacity refers to the impact of traffic growth on the residential environment of residential streets.

Response to Comment LA-2-49

The study segments for the CMP analysis were selected based on the ACCMA's letter response to the NOP. No TDM measures beyond the campus' current TDM program were assumed in this analysis.

Response to Comment LA-2-50

The text has been revised as requested (please see **Section 2.0**).

Response to Comment LA-2-51

The references to the segment of Mission Boulevard between SR 238 and A Street in Tables 4.12-10a through 4.12-10d have been revised to refer to I-238 (please see **Section 2.0**). Also, please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-2-52

The CMP analysis is required to be performed based on the capacities provided in the CMA travel demand model. This model does not include the future expansion of D Street between Foothill and Mission Boulevards.

Response to Comment LA-2-53

The assumption of all transit users riding BART was made to provide a conservative BART impact analysis. Possible AC Transit feeder routes include Routes 77, 80, 81, 83, 84, 85, 86, 91, 93, 94, 95, 99, and M. The increase in ridership on each of these routes is not projected to be significant.

The last sentence of this comment is noted; please see **Master Response 1, TDM Program Definition**.

Response to Comment LA-2-54

See **Response to Comment LA-2-37,** above.

Response to Comment LA-2-55

The text has been revised to refer to revision or expansion of the City's residential parking permit program (see **Section 2.0**).

Response to Comment LA-2-56

Figures 2.0-7 and 2.0-10 have been republished for clarity. The volumes for intersections 1 and 2 have been revised on Figures 2.0-9 and 2.0-10 (see **Section 2.0**). The revisions are to the graphics only; the analysis was based on the correct volumes and so the results remain unchanged.

Response to Comment LA-2-57

Completion of the Route 238 Corridor Improvement Project is not assumed for the 2011 scenarios. The LOS values as reported in Table 2.0-4 are correct, but the AM peak hour delay value for intersection 10 (28 seconds) is incorrect; the technical appendix (Appendix 4.12) shows the correct value, 73 seconds. Revised Table 2.0-4 is presented in **Section 2.0**.

Response to Comment LA-2-58

See **Response to Comment LA-2-57,** above. The year 2025 traffic volumes used to derive 2011 volumes for the Pioneer Heights project-level analysis presented in the EIR, as well as analysis methodology and assumptions, are consistent with those used in the Route 238 Corridor Improvement Project Final EIR.

Response to Comment LA-2-59

The City's comment with respect to AB 2175 and AB 2153 is noted.

Response to Comment LA-2-60

Page 4.13-8 in Volume I lists scoping comments received during the scoping of this EIR. One comment stated that the provisions of SB 610 (preparation of a water supply assessment (WSA) should be addressed in the EIR.

In 2001, the California Legislature passed Senate Bills 610 (Water Code Section 10910 et seq.) and Senate Bill 221 (Water Code Section 66473.7) to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 were companion measures which sought to promote more collaborative planning between local water

suppliers and cities and counties. As stated on page 4.13-8 in Volume I of the Draft EIR, the University is neither a City nor a County and therefore it is not subject to SB 610. Furthermore, the Campus Master Plan does not meet the definition of a project subject to SB 610. Please note that although a WSA was not specifically prepared for this project, the project's effect on local water supply was evaluated in the Draft EIR.

Response to Comment LA-2-61

Per the City's comment, the text on page 4.13-3 in Volume I of the Draft EIR is hereby amended to delete the word "unlimited." Please see **Section 2.0** in this document for the revised text.

Response to Comment LA-2-62

The text of the first full paragraph on page 4.13-5 is hereby revised consistent with the City's comment. Please see **Section 2.0** in this document for the revised text.

Response to Comment LA-2-63

The text of the first paragraph under *City of Hayward Initiatives* (page 4.13-6) is hereby revised consistent with the City's comment. Please see **Section 2.0**in this document for the revised text.

Response to Comment LA-2-64

Please see **Response to Comment LA-2-60**.

Response to Comment LA-2-65

Because the section on page 4.13-9 in Volume I of the Draft EIR was specifically focused on the system-wide CSU policy regarding water conservation, a discussion of the Campus' proposed Water Approach in the Draft Master Plan was not summarized on this page. The key features of the Campus' proposed Water Approach under the Sustainable Campus Framework are summarized in the discussion under MP Impact UTIL-1.

Response to Comment LA-2-66

The Draft EIR (pages 4.13-11 and -12 in Volume I under MP Impact UTIL-1) reported the average daily water demand of 566,000 gallons per day (gpd) and the maximum daily water demand of 865,000 gpd at buildout of the campus under the Master Plan without conservation. However, the Draft EIR reported the winter and summer average daily consumption level under current conditions (100,000 gpd and 300,000 gpd, respectively) and not the average daily consumption or the maximum daily consumption under current conditions. The Draft EIR therefore erroneously compared the current summer and winter

consumption levels to the projected average and maximum daily demand and as a result reported a highly inflated increase in water demand on the campus under the Master Plan.

The University has examined all of the numbers reported in the Draft EIR and the Campus Master Plan and has developed a more accurate estimate of current campus water use as well as a better estimate of the projected average daily water demand at buildout of the campus under the Master Plan.

Under existing conditions, the average daily consumption on the campus is 251,000 gpd. The projected average daily water use at buildout assuming compliance with current building code requirements is 528,000 gpd. **Table 3.0-7, Average Daily Water Consumption,** below presents the projected increase in demand at campus buildout with and without additional future conservation.

Although the Draft EIR reported a maximum daily demand number of 865,000 gpd which assumed that the campus's maximum daily demand would increase directly proportional to the increase in building space and population, the table below does not present such a number. That demand would never be reached because the University would be required to comply with building codes (for instance, low-flow plumbing fixtures are required by law in new buildings).

Table 3.0-7
Average Daily Water Consumption
(gallons per day)

Water Consumption	Existing	Buildout without Additional Conservation (based on current building code)	Increase over Existing Conditions	Buildout with Additional Conservation (35 percent reduction)	Increase over Existing Conditions
Average Daily	251,000	528,000	277,000	343,000	92,000

Source: ARUP 2009

The text of MP Impact UTIL-1 has been revised to reflect these numbers. Please see **Section 2.0** in this document for the revised text. Because the increase in water demand would be substantially lower than the numbers erroneously reported in the Draft EIR, the impact of the increased campus water demand would be lower than reported in the Draft EIR. The additional water that would be required for use on the campus in 2030 (without additional conservation) would be about 1 percent of the total water demand in the City of Hayward in 2030. Assuming that the additional conservation included in the

proposed Master Plan is implemented and a reduction of 35 percent in the projected water demand is achieved, the additional water that would be needed on the campus would be 0.3 percent of the total water demand in the City in 2030. The additional volume of water needed is small and would not result in the need for the City of Hayward to obtain additional entitlements to serve the campus.

Response to Comment LA-2-67

Please see Draft Master Plan pages 62 and 63 which discuss the two-pronged water approach—(1) water efficiency or various strategies that the University can implement to reduce water consumption, including xeriscape and the use of artificial turf in outdoor areas, water-efficient fixtures and improvements to air cooling systems for indoor areas, and (2) development of alternate sources of water, including rainwater and recycled water. The Master Plan notes that the implementation of just the water-consumption reduction strategies could reduce water usage by 27 percent compared to business as usual. A reduction of about 27 percent is achievable without retrofitting fixtures in existing buildings. About 39 percent is achievable after retrofitting existing buildings. This also includes artificial turf on all fields and xeriscaping on 40 percent of currently irrigated areas. The University may not commit to all of these measures due to cost constraints. So, a reasonable range to begin with is 35 percent rather than the full 39 percent potential reduction. The development of alternate water sources would be necessary to achieve greater reductions in water demand.

Response to Comment LA-2-68

With a view to be a sustainable campus, the University will work towards reducing the total demand for water from the City. It is anticipated that as a first step, the University will implement the water efficiency strategies listed above to reduce on-campus consumption. As a second step, the University will evaluate the feasibility of developing a recycled or gray water system. If such a system is determined to be feasible, the University will conduct an environmental review of that project before it is approved for implementation.

Response to Comment LA-2-69

Please see **Response to Comment LA-2-66** regarding the errors in reporting the baseline numbers in the Draft EIR and the resulting error in the estimated increase in water demand on the campus at buildout under the proposed Master Plan.

Response to Comment LA-2-70

The comment is noted.

Response to Comment LA-2-71

The text of the third paragraph on page 4.13-12 has been revised to reflect the correct increase in the University's water demand and other figures in this paragraph have been revised. Please see **Section 2.0** in this document.

Response to Comment LA-2-72

Please see **Response to Comment LA-2-60**, which explains that the University and its projects are not subject to SB 610 requirements. With respect to water supply during drought years, the Draft EIR notes that a SFPUC system-wide cutback in consumption would not be needed until 2030 during a single dry year and at that point a 10 percent cutback would be necessary. In the event there are multiple dry years, cutbacks ranging from 13 percent in 2010 to 22 percent in 2025 would be required. The Draft EIR acknowledges that because the water demand associated with the campus's growth was not included in the City's Urban Water Management Plan, and because shortfalls in supply are projected during the dry years, the incremental water required by the University in drought years would result in a significant impact on the City's water supply. The Draft EIR includes MP Mitigation Measure UTIL-1 which requires the Campus to achieve a 20 percent reduction in water demand by 2015 and a 35 percent reduction by 2030. These reductions will help minimize the Campus' demand in both non-drought and drought years. In addition, like other water users in the City's service area, the University will implement cutbacks during drought years. In the past, the University has implemented cutbacks as needed and these cutbacks have ranged from changing the watering schedule of high consumption landscape areas (e.g., lawn areas) to completely eliminating irrigation throughout the entire campus.

Response to Comment LA-2-73

Please see MP Mitigation Measure UTIL-1, which commits the University to implement water conservation measures listed in the Master Plan and requires the University to achieve targeted reductions in average and peak water demand by 2015 and 2030.

Response to Comment LA-2-74

There are two 10-inch pipelines which connect the City of Hayward water system to the CSUEB campus. Each 10-inch pipeline has a capacity of approximately 2,000 gallons per minute (gpm), which depending upon the building type and height, should be adequate to handle fire flows. Required fire flows are typically based on one worst-case building, and so they should not change from current conditions unless a taller building or a more flammable building type is planned in the future (which is not the case). Improvements to the City mains do not appear to be required, however, if improvements are needed, they would not result in significant environmental impacts due to their location in street right-of-ways.

Response to Comment LA-2-75

Please see **Response to Comment LA-2-60,** which provides the correct current and projected average and maximum daily water demand numbers. The projected numbers without conservation that are reported in **Table 3.0-7** represent business as usual. The future 'business as usual" numbers are not unrealistically high (as noted earlier, the current (baseline) water consumption numbers reported in the Draft EIR were in error and those numbers made all future estimates appear unusually high).

MP Mitigation Measure UTIL-1 establishes a performance standard that the University must achieve which is to achieve a 20 and 35 percent reduction in water demand by 2015 and 2030 respectively. The conservation measures listed in the Master Plan will be implemented by the University in a timely manner to meet this performance standard.

Response to Comment LA-2-76

Sanitary flows are anticipated to grow from an estimated 143,000 gallons per day (gpd) under existing conditions to about 325,000 gpd before retrofits of existing campus buildings and 259,000 gpd after retrofits are undertaken at buildout under the Campus Master Plan. The anticipated additional sanitary flows for the campus are therefore estimated at between 182,000 gpd and 116,000 gpd. Note that the biological load in the wastewater would increase proportionally to the increased population. Therefore, the strength of the sanitary flows would be higher in the sustainable case following retrofits than in the sustainable case without retrofits.

The University did not receive written verification from the City that there is existing capacity to treat either the flow or biological loading. However, after reviewing the flow information presented above, during a May 2008 meeting with City of Hayward staff, City staff indicated that the City had adequate wastewater treatment capacity to handle future flows from CSUEB Hayward campus.

Response to Comment LA-2-77

Sanitary flow is dependent on population and fixture flow rates. Note that the FTES population would more than double and the number of faculty would nearly double. More significant however is the increase in the resident student population, which would increase by 588 percent from 850 to 5,000 students. These residents have the largest effect on sanitary flows as they spend nearly all of their time on campus. Therefore, the increase from an existing 143,000 gpd to 450,000 gpd in the business as usual (BAU) case is not unrealistically high. Student housing flows, including the cafeteria, alone increase from 61,000 gpd to 302,000 gpd in the BAU case and 186,000 gpd in the sustainable case following retrofits. The remaining difference in sanitary flows is due to other campus programs which are estimated to change from about 81,000 gpd to 148,000 gpd in the BAU case and 76,000 gpd following retrofits. Note that

sustainable case sanitary flow from non-residential campus program is actually less than under existing conditions.

In summary, the increase in sanitary flow from 142,000 gpd to 325,000 gpd in the sustainable buildout case before retrofits and 259,000 gpd in the sustainable buildout case following retrofits is not unreasonable. If all retrofits are undertaken, the increase in sanitary flow would be only 117,000 gpd, or an 82 percent increase from existing conditions.

Response to Comment LA-2-78

As noted above, during a meeting in May 2008 between CSUEB and its consultants and City of Hayward staff, City staff indicated that the City had adequate wastewater treatment capacity to handle future flows from CSUEB Hayward campus. The City did not indicate concern about wastewater flows.

Response to Comment LA-2-79

The section title has been revised per the City's suggestion. Please see **Section 2.0** in this document.

Response to Comment LA-2-80

As part of its sustainability framework, the University is proposing to implement a waste approach that is aligned with the City's goals and policies regarding waste and will allow the campus to achieve or exceed the City's goal of 75 percent waste diversion by 2010 (see Master Plan, Chapter 4, Sustainable Campus Framework) and to ultimately achieve 100 percent diversion. Recycling and reuse of construction debris is an element of this approach. By adopting the proposed Master Plan, the University is committing to minimize the amount of waste that is disposed in landfills.

Response to Comment LA-2-81

The text on page 2.0-11 in Volume II has been revised to state that landscaping installed as part of the Pioneer Heights Phase IV project will be in accordance with the Bay Friendly Landscaping practices and xeriscape will be used in all areas where landscaping is installed except where such landscaping would not be appropriate. See **Section 2.0** in this document.

Response to Comment LA-2-82

The water usage of 70 gallons per day per student is based on water usage estimate for student housing developed for another campus (UC Merced). The water demand of 70 gallons per day per student is considered a conservative water demand rate for indoor water demand and assumes metered service and

typical conservation practices such as plumbing fixtures and maintenance activities. The water usage does not include less "typical" conservation practices such as using recycled water.[2]

Response to Comment LA-2-83

The text on page 2.0-13 in Volume II regarding the City's contract with SFPUC is revised. See **Section 2.0** in this document.

Response to Comment LA-2-84

The text on page 2.0-13 in Volume II related to Recycled Water and Grey Water has been revised to reflect the fact that recycled water from the City will likely not be available to serve irrigation needs of this project in the foreseeable future. See **Section 2.0** in this document.

Response to Comment LA-2-85

The text on page 2.0-13 in Volume II related to grey water system has also been revised. See **Section 2.0, Revisions to the Draft EIR,** in this document.

Response to Comment LA-2-86

As described on pages 2.0-14 and 14 in Volume II, vegetated swales and an infiltration planter are included in the design of the proposed Pioneer Heights IV project to provide pre-treatment and infiltration of runoff before disposal into the storm drain system. The project as proposed does not include any BMPs that would ensure the post development runoff equals pre-development runoff. Therefore, PH Phase IV Impact HYDRO-2 finds that the increased runoff from the site would result in a significant impact related to erosion and sedimentation in the receiving waters, and PH Phase IV Mitigation Measure HYDRO-2 is included in the EIR which requires the University to include additional BMPs in the proposed project to detain storm water runoff such that post-development peak flows equal pre-development peak flows. See page 2.0-46 in Volume II of the Draft EIR.

Response to Comment LA-2-87

Please see **Response to Comment LA-2-80**, above.

Response to Comment LA-2-88

The University will submit project design drawings, including information on hydrants and fire flows to the City Fire Department for review and comment.

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2 Stantec. 2008. "UC Merced Indoor Water Generation Rates." Prepared for UC Merced and University Community Project Draft Environmental Impact Statement/ Environmental Impact Report. October 20.

Response to Comment LA-2-89

A construction phase Storm Water Pollution Prevention Plan will be implemented during the construction of the Harder Road parking structure. Post construction measures to address stormwater quality include four infiltration planters. To address potential erosion and sedimentation impacts from increased site runoff following project construction, the Draft EIR includes a mitigation measure (see page 3.0-44 that requires the construction of an appropriate design feature or a detention facility to detain and release runoff at rates that do not exceed pre-development flows).

Response to Comment LA-2-90

The text on page 5.0-4 in Volume I has been revised to state that the No Faculty/Staff housing alternative would eliminate one significant and unavoidable impact of the proposed Master Plan. See **Section 2.0** in this document.

Response to Comment LA-2-91

Section 4.10 in Volume I of the Draft EIR presents the projected distribution of the campus-related population under existing (2007) conditions and projected (2030) conditions. See Table 4.10-3. The methodology used to estimate the total number of students, faculty, and staff and their distribution between on-campus, City of Hayward, the rest of Alameda County, and rest of the Bay Area is presented on pages 4.10-4 and 4.10-5. The distribution shown in Table 4.10-3 assumes that 220 faculty and staff would live on the campus and the remainder of the faculty and staff in 2030 would distribute in the Bay Area similar to the current distribution of these populations. Based on these assumptions, under the proposed Master Plan, an estimated 134 faculty and staff would live in Hayward. Under the Reduced Faculty/Staff alternative, because 110 dwelling units located on Grandview Avenue would not be built, those 110 faculty and staff that would live on campus in the Grandview Avenue housing under the proposed Master Plan, would require off-campus housing. As shown in Table 4.10-2 in Volume I, about 11 percent of the faculty and 32.6 percent of the staff at the campus currently live in the City of Hayward. Therefore of the 110 faculty and staff, a certain percentage would live in Hayward. Under the Reduced Faculty/Staff Alternative, an estimated 152 faculty and staff would live in Hayward and would therefore require up to 152 housing units in Hayward. The Draft EIR reported a demand for 271 housing units in Hayward in error for this alternative. The text of the EIR has been revised. See **Section 2.0** in this document. This correction does not affect the conclusion in the EIR with respect to this alternative. Compared to the proposed Master Plan, this alternative would result in slightly greater population and housing impacts in the City and the County but the impacts would still be less than significant.

Response to Comment LA-2-92

Please see **Master Response 4** with respect to Grandview Avenue faculty and staff housing. That response addresses all the issues raised in this comment with respect to the Reduced Faculty/Staff Housing Alternative.

Letter No. LA-3

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94612-3534
(510) 464-6000

December 24, 2008

California State University, East Bay
Facilities, Planning & Operations
25800 Carlos Bee Boulevard
Hayward, CA 94542-3022

Attention: Jim Zavagno, University Planner

On behalf of the San Francisco Bay Area Rapid Transit District (BART), we are pleased to have the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the California State University, East Bay Hayward Campus Master Plan. As we understand it, the Project outlines the physical development and planned land use to support a maximum of about 25,000 students, 1,525 faculty members and 1,685 staff members over the next 21 to 22 years, through 2030. With this mind, we would like to offer the following comments:

Comment 1 (Page 4.12-23)
Please clarify how the transit ridership forecast methodology was developed for the Project. 1

Comment 2 (Page 4.12-29)
It would be helpful if Cal State East Bay (CSU) can illustrate where their students/staff are coming from within Alameda County and how that relates to transit demand. Based on Figure 4.12-6 (Trip Distribution), it looks like about 40% of all trips come from the south. If this is correct, Figure 4.12-6 seems to contradict the "reverse commute" assertion in the text and BART line trip distribution outlined in Table 4.12-12. 2

Comment 3 (Page 4.12-44)
We would like to acknowledge your TDM Implementation Plan. In addition to the measures outlined in this Plan, we would like to explore promotional opportunities that will make AC Transit, Hillhopper Shuttle and BART services more visible to the students, faculty and staff. 3

Comment 4 (Page 4.12-44)
With frequent and possibly free/discounted bus or shuttle service from Hayward BART, there could be a significant risk of students/faculty using the station as a remote park-and-ride, because BART parking is currently free. Parking capacity will be a major issue because of increased demand from BART's core system growth and funded extensions (e.g. Warm Springs and Silicon Valley Rapid Transit (SVRT)). BART would like to have early discussions with AC Transit and CSU concerning any potential changes in fare policy and service. 4

www.bart.gov

Comment 5 (Page 4.12-55)
Any proposed changes in bus/shuttle services at Hayward and Castro Valley Stations should be coordinated in advance with BART. BART will work with the operators to address issues that include future bus bay capacity needs, potential relocation or consolidation of shuttle/bus stops to enhance passenger convenience, BART-standard wayfinding and real time information, and security. We request that the operators work with BART to develop a process and implementation schedule for any proposed bus/shuttle service enhancements. 5

Comment 6
Has CSU considered locating some of the proposed development (e.g. housing, academic/administrative facilities) off-campus and within walking and biking distance to BART? 6

Again, thank you again for the opportunity to provide input on this Plan. If you have further questions, please contact Tim Chan, Senior Planner, at (510) 287-4705.

Sincerely,

Val Menotti
Deputy Planning Manager, Stations

c: Tim Chan/BART Planning
June Garrett, Kerry Hamill/BART Government Affairs
Kevin Hagerty, Laura Timothy/BART Customer Access
Betty Soohoo, Tera Stokes-Hankins/BART A-Line Management
John Atkinson/BART Marketing & Research

Response to Comment Letter LA-3

Response to Comment LA-3-1

Transit ridership forecasts were based on current shuttle and bus ridership data between the campus and the Hayward BART station, as well as the target ridership for the TDM program described in the Master Plan. See **Master Response 2** for further discussion.

Response to Comment LA-3-2

Student zip code data were used to determine the directional distribution of potential BART riders (see **Figure 3.0-8, Student Distribution by Zip Code**). It differs from the project vehicle trip distribution, which was based on the ACCMA travel demand model. The student residence data is considered the more accurate source for the distribution of potential BART ridership, whereas the travel demand model is considered the more accurate source of vehicle trip distribution and assignment, since it takes into account roadway network characteristics in addition to the origins of commuting students, faculty, and staff.

Response to Comment LA-3-3

The comment is noted.

Response to Comment LA-3-4

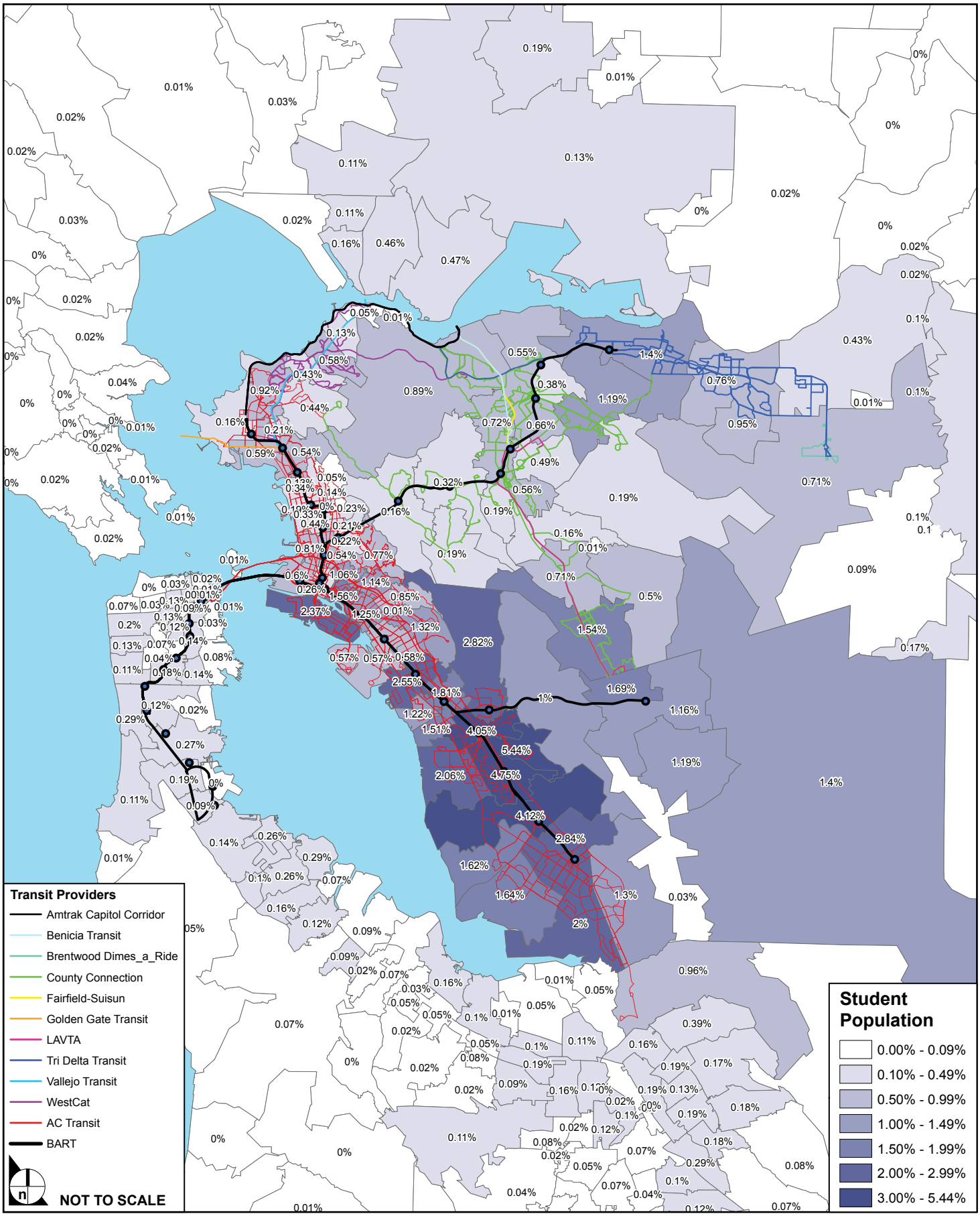
The comment is noted. The University will work closely with BART in the development of its TDM program.

Response to Comment LA-3-5

The comment is noted. The University will work closely with BART in the development of its TDM program.

Response to Comment LA-3-6

The Draft EIR (pages 5.0-3 and 5.0-4 in Volume I) explains why location of some or all of the projected campus growth (housing or instructional facilities) at an off-campus location, including a location in downtown Hayward near BART, is not feasible.



SOURCE: Fehr and Peers 2009

FIGURE **3.0-8**

Student Distribution by Zip Code

961-002•02/09

Letter No. ORG-1

ASSOCIATED STUDENTS, INC.

California State University East Bay

25800 Carlos Bee Blvd. UU 314 Hayward, CA 94542-3011 Tel: (510) 885-4843 Fax: (510) 885-7415

"Students Working for Students"

Resolution in Support of the Hayward Master Plan

Whereas The Associated Students, Inc. Board of Directors (ASI) of California State University, East Bay (CSUEB) is the official governing body of the students of CSUEB whose purpose is to advance the interests and represent the voices of all CSU-East Bay students, and

Whereas The Hayward campus is located at 25800 Carlos Bee Boulevard in the Hayward Hills, approximately 2miles east of downtown Hayward. 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 campus is approximately 364 acres in size; however, the developed portion of the campus is confined to the flattest portion of the site, which is approximately 180 acres in size. The remainder of the campus is undeveloped owing largely to the presence of challenging terrain and steep slopes found in the south and at other edges of the site.

Whereas The proposed Master Plan outlines all aspects of physical development and planned land use to support the academic and enrollment goals of CSUEB at its Hayward campus over the next 21 to 22 years, through 2030. The primary objective of the Hayward Campus Master Plan is to comply with the CSU system-wide requirement to maintain a master plan for guiding campus development and meeting the educational mission of the University, as defined in the California Education Code. 1

Whereas Existing facilities on the campus can support a student enrollment of up to 12,586 Full Time Equivalent Students (FTES). The proposed Master Plan is intended to allow the Campus to accommodate its Master Plan Ceiling as approved by the California Postsecondary Education Commission of 18,000 FTES[1] (a headcount of 25,000 individual students), and a commensurate number of faculty and staff (about 1,060 faculty FTE or 1,525 faculty members, and about 1,540 staff FTE or 1,685 staff members).

Whereas The Master Plan is designed to accommodate the projected growth in enrollment and academic activities, provides an infrastructure program that outlines the development of an additional 1.1 million square feet of non-residential building space on the campus, and the development of approximately 3700 student beds and up to 220 faculty and staff residential units on campus.

ASI Presents / Early Childhood Education Center / Business Services / Student Government

ASSOCIATED STUDENTS, INC.

California State University East Bay

25800 Carlos Bee Blvd. UU 314 Hayward, CA 94542-3011 Tel: (510) 885-4843 Fax: (510) 885-7415

"Students Working for Students"

Whereas The Master Plan strives to implement comprehensive environmentally sustainable development & operations strategies, including land use, transportation, resource consumption & waste generation. 1

Whereas In compliance with the California Environmental Quality Act, the Associated Students Inc., recognizes and acknowledges the areas of concern outlined in the Draft Environment Impact Report, and requests the appropriate Planning Committees, to incorporate the necessary feedback on areas of view preservation, impacts to fire protection services, traffic impacts, vehicular access, noise reduction and the need for increased access to public transit and reduced reliance on single occupant vehicles. 2

Whereas The Associated Students Inc., encourages the students, faculty, staff and members of the community to provide any input during the Public Comment Period ending on December 24th at 5:00PM.

THEREFORE, BE IT RESOLVED that Associated Students, Inc. Board of Directors 2008-2009 supports & promotes the refinement of the Hayward Master Plan as part of the CSUEB Strategic Plan, envisioning the betterment of the campus as a whole and supporting the interests of students, faculty, staff and the region.

THEREFORE, BE IT RESOLVED that Associated Students, Inc. Board of Directors proudly forwards this resolution to the CSU Chancellors Office, President Mohammad Qayoumi, all Academic Colleges, The CSUEB Academic Senate, The Pioneer Newspaper and all other CSUEB Student Organizations.

DATE: November 26th, 2008

SIGNED BY:

Udeepto Maheshwari
ASI BOD PRESIDENT

ASI Presents / Early Childhood Education Center / Business Services / Student Government

Response to Comment Letter ORG-1

Response to Comment ORG-1-1

The comment is noted.

Response to Comment ORG-1-2

The comment is noted.

Letter No. ORG-2

HAYWARD AREA PLANNING ASSOCIATION

December 24, 2008

Jim Zavagno, University Planner
California State University, East Bay
25800 Carlos Bee Boulevard
Hayward CA 94542

RE: Comments on Hayward Campus Master Plan DEIR

These comments are primarily directed to issues of access in the Draft CSUEB Hayward Campus Master Plan and in the Draft Environmental Impact Report, particularly Master Plan chapter 4 on Transportation and chapter 7 on Access, DEIR Volume I Sections 2.8 Table 2.0-1, 3.8 bullet 4, 3.9 item 6, 4.12, 3.10.3 Table 3.0-1 on Transportation and section on Access, 4.12, 5.2, and 5.3, DEIR Volume II section 3.0, and DEIR Vol. III Appendix 4.12 Traffic Technical Report.

"Real transit" is defined as a rapid, frequent shuttle on a Mission-Bee route from campus center to Hayward BART running on a ten minute headway and an eight minute run time, from before 8 AM to after 10 PM. Such a service, or comparable transit, would equal and surpass the access provided by a 1,100 space parking structure, and has to be studied as an alternative to the parking structure. Real transit is described and analyzed in more detail in the spreadsheet attached to this letter. AC Transit Route 92 as presently constituted, or even with significant upgrades, is not real transit; that is, it is not capable of providing access equal to that of the proposed parking structure. 1

TDM proposals inadequate

A major problem is the inadequacy of the Transportation Demand Management (TDM) proposal, which is too vague to know what it can achieve, is not presented as something the University is actually committed to, and seems to be an outline of real TDM that would be defined in the future. The TDM proposal, as a component of the Master Plan, or as a mitigation for campus access traffic in the DEIR, or as an alternative to parking structures in the DEIR is inadequate. 2

The TDM proposal is inadequately specific to allow evaluation, so the estimate of benefits is unsubstantiated. It is not explained how the TDM benefits were estimated. The TDM does not include real transit; it only makes a brief reference to the general concept as a possibility: "enhanced campus shuttle service providing direct connection between campus and Downtown Hayward BART." (Plan p. 148) If such a service had been defined and studied, it would show the parking structure is not needed. 3

In terms of inadequate specifics, the TDM proposal and the DEIR, including the Traffic Technical Report, have:

- no details on transit, 4
- no analysis of where students, faculty, and staff are coming from or going to, or at what times, 5
- no use of model or of traffic counts for transit, 6
- no discussion of transit management, financing, equipment, routes, schedule, miles and hours of operation, 7
- no discussion of elasticities of demand for transit in relation to higher parking costs, 8
- no discussion of optimal transit-walking alignment, safety, and visibility of routes, 9
- no discussion of walking speeds used in walk distance circles, 10
- no discussion of the value of real transit to the city in the 238 corridor for focused, less car-dependent growth, sustainable mixed use, reduced congestion, and reduced VMT, CO2, and accidents, 11
- no information on Hillhopper, AC Transit, or upgraded transit run times, 12
- no mention of the effect on ridership if the Hill Hopper is canceled, 13
- no trip table data for CSUH zone or origin zones for any years, 14
- no time of day data based on city traffic counts or class enrollment by time of day data, 15
- no information on assumptions for gas prices, parking fees, and other pricing, 16
- no modeling of mode choice, and 17
- no discussion of timed or hard-wired BART-bus meets. 18

As a result, the DEIR inadequately analyzes major factors affecting parking, traffic, and transit. Each of these factors and the attached spreadsheets are helpful to provide a meaningful evaluation of improved transit as an alternative to the parking structure. Discussion of how transit could meet the needs of the structure is absolutely essential. 19

By contrast, the San Francisco State University master plan is based on a detailed spreadsheet covering, for every year from 2005-6 to 2020-21 or further:

- student, faculty and staff housing units and persons,
- detailed housing assumptions,
- FTE and headcount growth rates,
- parking losses and gains of spaces for each of 16 parking areas,
- type of parking of each area,
- costs per year, month and work day for seven different types, 20
- average cost data,
- costs and revenues from each parking area,
- several parking fee options,
- detailed breakdown of base year revenue statistics,
- explicit variables for estimating vehicle trips,
- six person-mode categories,
- vehicles access demand with and without transit improvement,
- explicit elasticities and scenario parameters,
- 16 scenarios, and
- additional data on 13 tabs.

San Francisco State improved transit access and has so far avoided building a new parking structure. 20

Also by contrast, the submissions by the Hayward Area Planning Association as comments on the two Notices of Preparation (NOPs) was far more detailed and sophisticated on transit than the Plan or DEIR. 21

Within the Plan and DEIR, there is a huge difference between the number of pages dedicated to parking and those to TDM or transit. The Traffic Technical Report has about 9 pages on TDM and transit, and about 414 pages on the structure and traffic. This discrepancy between details and commitment to parking structures and vagueness and no commitment to TDM characterizes all the documents. 22

The DEIR, in fact,. admits that the TDM Plan **is a plan to plan, not a plan.** DEIR Vol I p. 4.12-24 states, "The proposed Master Plan also includes a framework for the establishment of an aggressive Travel Demand Management (TDM) program..." There is as yet no real TDM program, either in terms of specific content or in terms of commitment by the University.

Is real transit reasonable?

CEQA requires EIRs to study reasonable alternatives to mitigate program and project impacts. The second NOP promises analysis of "a reasonable range of alternatives" to the parking structure. The DEIR is inadequate because real transit is a reasonable mitigation or a reasonable alternative and was not studied. The reasonableness of real transit as part of the Master Plan, as mitigation, or as an alternative can be judged by the commitment of the Master Plan to sustainability, the information HAPA provided in the response to the NOPs, the literature on the subject of parking vs. transit, and the practices of other institutions of higher education. 23

There can be no doubt that transportation sustainability is a commitment of the Master Plan; it is part of the Vision, the Framework, and the Access Framework of the Master Plan (pp. 50, 71, 74-75, 81, 83, 129, and 148). Sustainable transportation means reducing drive alone access to the campus, reducing congestion, increasing transit use, and lowering carbon emissions and other pollution. 24

There also can be no doubt that the Master Plan fails to achieve its commitment to sustainable transportation: 25

1. Auto traffic, based on the increase in planned parking, can be expected to increase 50%. The claim to reduce dependency of the auto by decreasing spaces from 8,750 to 6,700 is based on a hypothetical future using unstated anti-sustainability assumptions about transportation prices, such as for gasoline and parking, and land use, such as dispersed unbalanced development used inefficiently, which drive excessive auto travel demand in the 2030 to 2040 period. These assumptions are in the models used by the study, models which have been widely criticized in the transportation planning literature. See, for example, Todd Litman, *Comprehensive Transport* 26

Planning, July 22, 2008, http://www.vtpi.org/tdm/tdm76.htm#_Toc120954717., The four step model and intersection level-of-service analysis is a good approximation of auto travel short-term, especially for modeling intersections, link assignment, , peak spreading, and mode shift. The models, however, are mostly insensitive to induced demand and induced restraint, ignore variables that become important long term, under-estimate project traffic, over-estimate no-project traffic, and can not anticipate long term policy and market changes. In the case of this DEIR, the mode choice model was never run for the Hayward BART to campus corridor considering real transit and supportive pricing assumptions. 26

One important anti-sustainability assumption is that parking structures will be subsidized by over-charging for surface parking. Structured parking is so expensive that if users had to pay the full monetary costs, the price would be too high. Students would drop out or use even the inadequate transit of the Master Plan. This subsidy is quantified in the attached spreadsheets. 27

In addition to model assumption, the DEIR claims to quantify benefits from a TDM Plan which is not quantified and to which the Master Plan is not committed. Transit ridership is supposed to go up from 16% to 29%, but the transit to do this is not specifically described. Scaled parking permit pricing is mentioned but not quantified and there is no discussion of price elasticity, which is fundamental to an estimate of auto travel demand. An adequate EIR would at least discuss and preferably quantify both parking and transit price and time elasticities to establish probable optimums to achieve sustainability without a structure. The DEIR does not explain how it manages to do the analysis, while being clear about how it models traffic at many intersections. The claims of benefits from TDMs, repeated many times, distract attention from the fact that the plan increases parking spaces from 4,456 in fall 2008 to 6,700, an increase of over 50%. 28

An adequate TDM proposal would include real transit, and an adequate DEIR could then evaluate it and show the parking structure is not needed. The attached spreadsheets have factual evidence about real transit designed for CSUEB Hayward, and include reasonable estimates of reduced parking demand based on more expensive parking and much better, free transit. 29

2. Adverse air quality impacts are cited in the DEIR Vol. I pp. 4.2-49 to 54, which conclude that pollution related to parking structures will be **significant and unavoidable** after mitigation. DEIR Vol. II pp 3.0-3 to 4, however, concludes that the first parking structure air quality impacts are **"less than significant,"** both from criteria pollutants and for criteria pollutants for which the region is in non-attainment. (These are pretty much the same pollutants, HC or ROG and NOx.) The contribution of the first structure to the pollution caused by all the structures can not be ignored in the project EIR. CEQA does not allow piecemealing, in this case inconsistency between a program EIR and a project EIR. The parking structure is part of a larger program, and the project EIR may not claim the project impact is insignificant while the program of which it is a part has significant unavoidable impacts. The project EIR needs to disclose that the initial structure contributes to the significant impacts of all the structures. The structure also causes problems at some intersections which cannot be fully mitigated. These impacts show that the Plan does not achieve its transportation sustainability goal. 30

3. The Master Plan has no Transit Plan in the Transit Plan section of the Plan, which consists of two paragraphs on p. 138. Some observations:

- The Plan correctly states that reducing auto access depends on "a high-service level bus/shuttle connection linking BART and the campus."
- The Plan has no plan for such a service.
- The Plan proposes that the University "consider" eliminating one transit service if another is "improved,"which could reduce total service—the DEIR does not cover the point.
- It then proposes that the University"consider" keeping the one service otherwise.
- The Plan says there "should" be a bus pass program. 31
- The Plan changes the stop locations on campus to conform to a realigned road, which maintains the status quo.
- The Plan claims that several stops around the Loop Road provide more convenient access than a single stop on campus, without analyzing where the on campus stop would be located, that two properly .located stops on campus would provide more convenient access, and that the Loop Road route is longer, slower, less efficient for transit and pedestrians, more dangerous, and less visible than stops on campus
- The Plan announces a goal of 15 minute headways as a high level of service when it is not, with no evidence that it would attract many riders. and with no plan to accomplish it. Ten minute headways are a high service level, not 15. AC Transit Route 92 actually already has 15 minute headways, so no improvement is being proposed.

4. The Master Plan also has no Transit Plan in the transit part of the TDM Plan, which consists of three bullet points on Master Plan p. 75, repeated on p. 148. More observations:

1. These bullet points come under the heading of "may ultimately be included in the campus Travel Demand Management Plan." Maybe this maybe that is not a plan.
2. One bullet point may provide bus service from 6 AM to 10 PM, when actual demand is from 7:45 AM to 10:15 PM, as documented in the attached spreadsheets.
3. Another bullet point for free AC Transit passes is helpful but for a service too slow and infrequent for most students. AC Transit Route 92 is also timed to miss BART trains from and to Richmond, which is the peak direction. Transit trip times are a combination of access time, wait time, and travel time. As shown in part on the spreadsheet comparison tab with this letter, the travel time on a comparable trip from Mission and B St. to the Library center would be 6.4 minutes access time, 8 minutes waiting time, and 17 minutes on the bus, and 2 minute walk time, for a total of over 33 minutes, while a comparable driving time would be 8 minutes driving and 9.3 minutes for parking and walking in, about 17.3 minutes. For real transit, my comparable estimate is 21.5 minutes. This kind of analysis, which is routine in modeling transit, is missing from the DEIR. 32
4. A third bullet point, would reduce the cost of BART, which is also helpful, but still leaves the trip to the campus too slow.

The TDM program is also covered in the DEIR, for example, in Vol. III Traffic Technical Report pp. 47-48, with a one page discussion which concludes TDM does not mitigate significant unavoidable impacts. It has no more detail than the Plan on transit or other issues. Similar findings are made for other impacts which could, in fact, be avoided with real transit. Clearly, the Plan and DEIR fail to achieve the sustainable transportation goal of the plan because of a vague 33

and apparently inadequate TDM program which lacks of real transit. The attached spreadsheets show how real transit could be achieved. The University seems to have artificially limited the resources it has for transit while assuming adequate resources for a parking structure. 33

The vagueness of the TDM includes no information on the resources the University has for implementation and, therefore, no means of judging the feasability of any program or mitigation. It is my understanding that the University does not have enough funds to run a fast frequent shuttle to BART or to supplement AC Transit service enough to attract a significant number of riders. 34

In addition to the commitment of the Master Plan to sustainability requiring study of real transit, there is also the information provided in the response to the two NOPs. This information is included in DEIR Vol. III Appendices part 1.0, pdf p. 42-46 May 19, 2008 letter, and pdf pp. 76-93 (note that pages 92-93 should precede 42 and the xls formatting is incorrect.) This information gave planners detailed knowledge of a plan for real transit, and shows how to plan for real transit. The refusal to consider a feasible alternative/mitigation measure that could avoid an identified significant impact is improper. It is improper to call an impact unavoidable when it's been pointed out there's a feasible way to avoid it. 35

The DEIR is inadequate because it ignores the content of the literature on the subject of parking vs. transit. The Plan at p. 75 refers to the MTC parking study, but has no specific implementation of its concepts, which include market charges for parking. It also refers to Todd Litman's TDM chapter while ignoring the rest of his website which exposes subsidies to parking structures and the ability of transit to meet the need. The DEIR is even more bereft of references. DEIR Vol I p. 4.12-58 lists only a Fehr and Peer Study, *CSU East Bay Master Plan Draft EIR —Traffic, Circulation and Parking*. This seems to refer to a report with a similar title in Appendix 4.12, *Transportation Impact Study for the CSU EAST BAY MASTER PLAN EIR*. This study has no references to the literature either. DEIR Vol II p. 3.0-80 (Table of Contents has incorrect page number) also has no references relating to transportation. The attached spreadsheets parking costs tab has more relevant references than the DEIR, and dozens more experts could be cited on modeling, parking structure and transit issues. 36

In addition to inadequacy based on commitment to sustainable transportation, detailed submissions to planners about how to do it, and the literature on the subject, the DEIR is also inadequate in considering the policies and practices of other institutions of higher education. Stanford, Berkeley, San Jose State, San Francisco State and others have implemented a wide range of policies to reduce drive-alone access, a few of which are mentioned briefly in the Plan and DEIR, but not defined or evaluated. With limited and high-priced parking and increases in transit, they have in recent years avoided the need for more parking structures. The DEIR Vol. III Traffic Technical Report refers to these and other institutions, but does not actually use the information for significant TDM and real transit. Some policies are referred to as possibilities, but never as part of a plan or commitment. The detailed planning for transit at San Francisco State has already been described above. CSUEB Hayward is not a leader for sustainable transportation; it is not even a follower. Nevertheless, the favorable mention of best practices at 37

other institutions by the DEIR indicates that many could be adapted and applied to CSUEB Hayward. 37

In addition to an inadequate plan and assessment of that plan, the DEIR is inadequate in its alternatives sections. None of the them consider real transit. It is reasonable, for reasons discussed above, that real transit be evaluated as an alternative to a parking structure to avoid both the impacts of a parking structure and the impacts of insufficient parking. 38

Concerning **Appendix 4.12, Traffic Technical Report**, p. 13, Table 5, the boardings and alightings are not clear. For example, the table shows 151 riders getting on the bus to go south bound at the end of the line, but the bus does not go south. 39

P. 10 first bullet, This "SR 238" link is shown on maps as I-238; it is an interstate. "SR 238 between I-880 and I-880" should be "I-238 between I-880 and I-580." 40

It is not clear what "Harder Parking Structure Project" traffic volumes refer to. In most cases it seems to mean all the traffic coming to the campus. 41

Appendix A leaves out the count sheets for intersection 4, Hayward Blvd. and Campus Dr. 42

The count sheet for Bee Bl. and Hayward Bl. labels one leg at Bee Bl. southbound, when it is actually the entrance to parking at International House. 43

The report at pdf 53 at 1.b and pdf 54 at 3.b calls for traffic counts but lacks criteria for when mitigation must be undertaken and lacks specifying what those TDMs would be. This contrasts with very specific mitigation for signals required by Impact 2 and pdf 55, Impact 4. 44

The report at pdf 60 mitigation 10.1 requires that new parking keeps pace with "demand." "Demand," however, is never defined, and ignores the role of subsidies and indirect prices that grossly inflate "demand" by dramatically lowering the price. The mitigation does not mitigate any environmental impact, and thus is not actually a mitigation. You cannot mitigate the adverse effects of car travel to the campus by increasing the amount of car travel to campus. 45

The intent of CEQA favors specificity of the plan being evaluated and commitment to and evaluation of reasonable mitigations and alternatives. Reasonable mitigations and alternative were not discussed and not evaluated. 46

The fact that a mitigation or an alternative like serious transit has not been done before is not a defense against a claim of inadequacy. The real transit alternative is reasonable; it is practical and less expensive than a parking structure and all its elements have been implemented elsewhere. The University has the power to charge for parking and use the funds for transit, making real transit a feasible alternative. 47

CEQA does not allow alleged evaluation of a plan too vague to be a plan, and thus a DEIR cannot claim benefits from something too vague to be evaluated. The TDM program is lacking in crucial detail so as to know if it is feasible, and is not presented as a commitment by the University. The EIR does not commit the University to meeting well-defined standards for effectiveness. 48

In addition to the access issues discussed above, the DEIR is inadequate in claiming that blocking existing views from Grandview cannot be mitigated. The DEIR also incorrectly claims 49

that access from Cotati is more efficient than from Pioneer Heights, when the opposite is true. Views would not be blocked if access were from the lower elevation and units were moved a bit downhill and notched into the slope to avoid obstruction of views. Such a design would also improve walking to the rest of the campus. 49

The DEIR also claims that a parking structure five stories high on the downhill side (Figure 3.0-2) has less than significant adverse aesthetic impact (Vol II p. 3.0-3), apparently based on photoimaging from a spot on Harder Road where only the top right corner of it can be seen (Figure 3.0-4). Obviously, the aesthetic impact depends on how close one is to the structure and how one feels about parking structures built with great views of the Bay Area. Here is a another view from www.biztimes.com/nf/uploads/Image/reweekly11.21.07/Potawatomi-Parking.jpg. 50

To sum up, the DEIR does not deal with reasonably available real transit, which is a crucial element for sustainability in the Master Plan for the Hayward campus. Real transit is not in the Plan, or mitigations, or alternatives. Other universities in the area have already implemented more effective transit than that briefly outlined in the TDM Plan and DEIR, and the University does not even commit itself to the TDM Plan. HAPA has provided input that was ignored, and the City of Hayward and the community at large have made it clear that a detailed plan for real transit is essential. 51

Sincerely yours,

Sherman Lewis, President

Hayward Area Planning Association

Executive Summary, CSUEB Hayward Rapid Bus Feasibility					draft 12/24/08
CSUEB Hayward Access Issues: Parking Structures vs. Real Transit					
CSUEB Hayward is planning to build a 1,100 space parking structure which would be fully used by fall 2017.					
AC Transit Route 92 is seriously inadequate. It is too slow, too expensive, and too infrequent. It cannot compete with a					
parking structure. Only a frequent, rapid, affordable shuttle service from the campus to Hayward BART can work.					
Such a shuttle has not been studied. The first step is to look at the need for access from off-campus.					
The reference tab can be ignored. From the access need tab:					
Headcount	**Base year**			**Mid-point**	**Master Plan Capacity**
	2007	fall 2008	fall 2017 estimate	2023 to 2030	2030 to 2040
Students, faculty, and staff	13,815		18,755	23,695	28,210
percent increase from 2007			**35.8%**		
Student housing - beds	800	1,272	2,659	4,200	5,000
Need access from off-campus	13,015		16,096	19,495	23,210
percent increase from 2007			**23.7%**		
We need to know about the parking supply planned for 2017 in order to compare parking as planned with a shuttle and					
1,100 fewer spaces.					
from the parking tab:					
Parking	fall 2007	fall 2008	fall 2017	mid-point 2027	build-out
Parking spaces	4,860	4,456	5,560	6,000	6,700
Ratio of access need to spaces	2.68		2.89		
We need to know how many permits are sold per year in order to relate parking and shuttle costs to permit costs.					
Parking Permits Sold	students, faculty, and staff, all year, 2007-08				
Number of permits sold	24,053	Spaces	4,860	permit/space rate	**4.95**
To plan a frequent shuttle, we need to know **when students are on campus.**					
from the class days, Monday, and Tuesday tabs:					
Days when classes meet: 38 to 39 percent of scheduled class showing meeting days meet on Monday, Tuesday,					
Wednesday and Thursday; 13 Percent on Friday, 2 percent on Saturday, and 1 percent on Sunday					
Hours when classes meet:	Mondays and Tuesdays have similar profiles. Few student are on campus before				
8:30 am or after 7:30 pm. During this period the in-class-count varies from 2,000 to almost 4,500.					
We need to know the **routes students probably take** to campus, which requires knowing where they live.					
from the Zips and Gateway zips tabs:					
Data on student residential zip codes from 2001 and 2008 was analyzed; there was little change over that time.					
Zip data was aggregated into 23 locations and 7 probable gateway routes from home to campus.					
The data show that 10.4 percent come from I-880 north, A St., or Winton, and 23.4% percent come from I-580 north					
and the downtown area. Thus, about one third of students come through, or could come through, downtown Hayward.					
We need to know the **traffic counts** for traffic to the campus.					
from the ACCMA and Gateway ACCMA tabs:					
The Alameda County Congestion Management Agency has the best **traffic model** for mid-Alameda County. It has					
about 4,500 zones, one of which, zone 706, is the CSUEB Hayward campus. The traffic model only has peak hours					
and 24 hours. The model of 2005 for 24 hours for zone 706 includes a trip table of all trips to and from zone 706,					
totaling 11,023 trips. This zone data is similar to the zip data and shows 14.7 percent of traffic would come from I-580					
north and the downtown area and 18.6 percent of traffic would come from I-880 north and related areas, totaling 33.3					

percent, the same as the zip data. The model also shows the volume of traffic coming on the network to the campus,					
10,993 trips, via Harder and Bee, and the same number leaving.					
from the counts tab:					
The City of Hayward has the best (and only) traffic counts, by quarter hour in 2007, for traffic on Harder Road and Bee					
Blvd. just east of Mission Blvd., but not for traffic on Bee Blvd. above Hayward Blvd., which would show campus traffic.					
The city data shows that most campus traffic does not occur during peak hour, but from late morning to early evening.					
The ACCMA model data and the city data are consistent and suggest a 4 percent increase in traffic from 2005 to 2007.					
from the phase 1 tab:					
We need to **make some assumptions about rapid shuttle service.** We assume that a 1,100 space structure would					
serve 1,200 students in fall 2017. We assume two buses with 30 seats and 14 1/2 hours of service on 10 minute					
headways. Thus service supports 2,610 round trip seats during university hours from before 8 am to after 10 pm.					
However, we also assume that on average the buses are half full and carry only 1,305 round trip riders, which is still					
105 more students than the structure. In practice, some runs will have standing room only and others may be empty.					
from the ridership tab:					
We need to **relate the traffic count data to the bus service.**					
The city traffic counts can be used to estimate the percent of traffic by hour from 6 am to 11 pm. This allocation can					
be applied to the number of trips going to the campus via downtown Hayward. This number was then increased by 24					
percent to get the traffic number for 2017. The target ridership of 1,305 was allocated by proportions and hours to 2017					
transit ridership. Only 29 percent of traffic needs to shift to transit to provide the target ridership.					
The target ridership can then be analyzed to estimate the number of buses needed. It is clear that for all hours					
two buses are more than enough to meet the target.					
from the service tab:					
The service would use mid-size high tech diesel dual mode buses with regenerative braking and high floors and use					
high platform boarding for no step entry. The service would use the Mission Bee route, have 8 stops, and have					
29 daily bus hours. The distance one way is 2.34 miles and each bus would go 14 miles in one hour, including					
layover time. Phases 2 and 3 would expand the service. Many more details are on the "service" tab.					
from the costs tab:					
Costs would be about $4.3 million for capital, amortized at about $300,000 per year, and $530,000 for operating, for a					
total of $830,000 per year. The cost per round trip rider, based on 250 days paying for 365 days, is $1.62.					
from the Revenues tab:					
Revenues could be provided three ways, with only parking fines and permits summarized here (see revenues tab).					
Some revenue would come from parking fines, but most would come from permits. If 4.95 permits are sold for each					
parking space available in 2017 with no structure, the cost per permit would be $35 per year.					
from the parking costs, Parking Structure, and comparison tabs:					
The cost of a parking structure varied so much I provide both low cost and high cost estimates. The low cost estimate					
for land free and capital and indirects at $22,000,000 million, which amortizes at $2,093,000 or $1,903 per space.					
Operating cost would be about $500 per year per space. If those using the structure were to pay for it, and using the					
same assumptions as for the bus, the yearly cost would be $385 per permit. If surface parking were built on the same					
footprint as the structure, and its spaces and costs netted out of the structure, the permit cost per space per year					
would be $482 net. If the cost is spread to surface parking by overcharging for surface parking to subsidize the					
structure, the cost per permit would be $76 per year.					
					Parking permit increase
If parkers pay for rapid shuttle to equal structure capacity, and no structure:					**$35**
If structure parkers pay for low cost structure, not net of surface parking:					**$385**
If surface parkers subsidize low cost structure					**$76**
For less than half the cost of a structure, CSUEB Hayward could be served by a rapid shuttle, which would also serve					
all students with no charge, and could be expanded in ways that reduce auto-dependency and increase sustainability.					

How much is five minutes worth? The success of a rapid shuttle using the assumptions of this study depends on					
about 29 percent of the 33 percent of all students who come through the downtown area to campus changing their					
mode to transit. The **basic parking permit fee** could go to $80 per quarter, or $240 per year, just to pay for					
maintenance and delayed repaving of existing surface lots, independent of any structure or transit.					
Cost estimate, basic fee plus transit or structure increment: With the **structure**, students could pay					
$316 (240 base + 76) based on subsidizing the parking structure, and they would have no real transit alternative. {AC					
Transit 92 even if free is woefully too slow for most students, and will get slower with an articulated bus.)					
With the **rapid shuttle,** the parking permit cost could be $275 per year, and all students get free use of the bus.					
It is possible that with either increase, some students may not be able to afford parking and also may not be able					
to use AC Transit or the rapid shuttle, and would drop out. Students already drop out because of costs. It is also					
possible that with the smaller parking fee more who have to drive could do so, and that more students able to					
use the rapid shuttle would enroll because of the reduction in access cost by $316.					
from the dynamic tab:					
In the longer run, classs pass and dynamic parking charges should be implemented.					
If this is a PDF or hardcopy, the xls available from sherman@csuhayward.us					

Reference - CSUEB Hayward Enrollment, faculty, staff, housing							
This tab can be ignored, it has detail in support of other tabs.							
	2007					**build out**	
FTE	FTE			fall 2017 estimate		FTE	
Full-time Equivalents (FTE)	8,758			10,986	15,000	**18,000**	
residents	820			1,290		5,000	
commuting students	7,938			9,696		13,000	
faculty/staff	1,270			1,594		2,611	
faculty/staff residents						220	
total commuters	9,208			11,290		15,391	
Draft Master Plan p. 135; Table 19, Appendix 4.12, p. 69/pdf74							
Headcount	**2007**					(2030 to 2040)	
	Headcount	Share of Headcount	fall 2011 estimate*	fall 2017 estimate*	midpoint 2023 to 2030	Headcount	Share of Headcount
Freshman	2,024	16.6%				3,857	15.4%
Sophomore	1,179	9.6%				2,480	9.9%
Junior	2,241	18.3%				5,946	23.8%
Senior	3,574	29.2%				7,718	30.9%
Post baccalaureate	947	7.7%				950	3.8%
Master's and EdD	2,260	18.5%				4,050	16.2%
Total	12,224	100.0%	13,979	16,612	21,000	**25,000**	100.0%
faculty	741		849	1,011	1,280	1,525	
staff	850		963	1,133	1,415	1,685	
total all 3	13,815	100.0%	15,791	**18,755**	23,695	28,210	
percent increase from 2007				**35.8%**			
Draft Hayward Campus Master Plan, p. 32 - 34 (24-26 pdf), Tables 3 and 4: Enrollment at Hayward; DEIR p. 3-15,							
FTE is for students using instructional space on campus. 1,139 are off-campus in 2007 and 2,344 at capacity.							
Faculty and staff, fall headcount for 2007 was 755 faculty, 836 staff, 1,591 total, in Draft Parking Master Plan.							
*Parking structure is planned for fall 2011and to be used to capacity by fall 2017 (Appendix 4.12 Traffic Technical							
Report, p. 67/pdf 72)							
	fall 07	fall 08	fall 11	Fall 2013	fall 17	Fall 2018	
Student housing	820	1,620	1,816	2,600	2,760	3,400	
Off campus access need	12,995		13,975	**16,155**	20,935	24,810	
percent increase from 2007				**24.3%**			
	Bachelor	Unclassified	Masters	Total			
Headcount	Fall 2007			Fall 2007			
Full-time	7,851	678	1,041	9,570			
Part-time	1,759	393	1,402	3,554			
Total	9,610	1,071	2,443	13,124			
FTE	8,628	909	1,875	11,412			
Source: Institutional Research and Assessment, Enrollment Table 1.1, Jan. 31, 2008							
http://www.csueastbay.edu/ira/tables/FallHeadcountEnrollment/Fall.Headcount.Enrollment.1-1.pdf							
from Draft Parking Plan: Student Housing			(1)	(1)	(1)	(1)	
	Fall 2007	Fall 2008	Fall 2013	Fall 2018	Fall 2023	Fall 2028	
Beds	820	1,620	2,600	3,400	4,200	5,000	
(1) Draft Parking Master Plan (no longer applicable for housing)							
Growth rate 2008 to 2012 2%/year; Growth rate 2012 to 2028 1% per year							

Parking							
	Feb. 27, 2005	Jan-07	spring 2008	fall 2008	fall 2017	Build-out	Build-out
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
student	3,937	3,370	3,447	3,296			
resident		120					
faculty/staff	959	980	993	938			
handicapped	107		104	104			
visitor/CSU vehicles		390					
meters	76		73	14			
state vehicles	78		40	104			
total	5,157	4,860	4,657	4,456	5,560	6,700	6,490
The above does not include motorcycle spaces. Visitor spaces and meters are the same category.							
(1) The View, "Parking Spaces Removed During Construction," Feb. 27, 2005							
http://news.csueastbay.edu/News/Top_Stories/Parking_Spaces_Removed_During_Construction/ says							
(2) DEIR vol. I p. 3-28; App. 4.12 Traffic Technical Report, p. pdf 61; Draft Master Plan p. 134							
(3) Table 2, Parking Master Plan, April 2008, p. 7							
Fall 2008: Parking Dept. put lines on the Harder practice field for 156 spaces, which helped with fall overflow.							
In November, rains made the field muddy and it was closed, but also the crush had passed.							
(4) Current inventory from Chris Brown, Nov. 2008.							
(5) The Draft Parking Master Plan, The Draft Master Plan, and DEIR vol's I, II, and III do not have information on							
parking supply in fall 2017, the year the structure is expected to be needed fully. The only clues seem to be							
on DEIR II, p. 3-8, which says that two new buildings would displace 400 spaces, but the base year is unclear.							
I assume it is Jan. 2007 and 4,860 spaces, the only base year data in the Plan or DEIR.							
4,860 minus 400 plus 1,100 in structure equals 5,560 spaces.							
(6) Draft Master Plan p. 136. Structures, 4,400; surface, 2,300							
(7) DEIR vol. I p. 3-28. Draft Master Plan and DEIR are not consistent.							
Parking Permits Sold							
Number of permits sold	Students	Faculty& Sta	Total	Spaces	permits as % of spaces	permit/ space rate	
Fall 2007	8,255	362	8,617	4,860	177%	1.77	
Winter 2008	7,622	372	7,994	4,860	164%	1.64	
Spring 2008	7,083	359	7,442	4,860	153%	1.53	
Number of permits sold per year per space:			24,053	4,860		**4.95**	
					permit cost	total	
Source: email from Flo Olney and Marguerite Kouairy, 11/5/2008					$60	$1,443,180	
2006-2007	quarterly and annual permits			dispenser daily permits		meters	total
	$1,040,000			$204,000		$95,000	$1,339,000
Source: p. 19, Parking Master Plan, April 2008							
	Bachelor	Unclassified	Masters	Total			
Headcount, residency	Fall 2007			Fall 2007			
Alameda County	5212	603	1141	6,956	53.00%		
Contra Costa County	1,638	251	418	2,307	17.58%		
Other counties				2,843	21.66%		
Out of state, other				1,018	7.76%		
Total				13,124	100.00%		
Source: Institutional Research and Assessment, Enrollment Table 1.1, Jan. 31, 2008							
http://www.csueastbay.edu/ira/tables/FallHeadcountEnrollment/Fall.Headcount.Enrollment.1-1.pdf							

CSUEB Hayward Enrollment, faculty, staff, housing, access need					
Can transit meet the access need of the proposed 1,100 space parking structure?					
This is the first of a number of tabs to answer the question.					
How many need access from off-campus?					
Headcount	**Base year**			**Mid-point**	**Master Plan Capacity**
	2007	fall 2008	fall 2017 estimate*	2023 to 2030**	2030 to 2040
students	12,224		16,612	21,000	**25,000**
faculty	755		1,018	1,280	1,525
staff	836		1,126	1,415	1,685
Students, faculty, and staff	13,815		**18,755**	23,695	28,210
percent increase from 2007			**35.8%**		
Student housing					
beds	800	1,272	**2,659**	4,200	5,000
Need access from off-campus					
total all 3 minus student housing	13,015		**16,096**	19,495	23,210
percent increase from 2007			**23.7%**		
*Parking structure is planned for fall 2011and to be used to capacity by fall 2017 (Appendix 4.12 Traffic Technical					
Report, p. 67/pdf 72)					
**2027 is used in calculations					
Draft Hayward Campus Master Plan, p. 30 (pdf 24) Table 3: Enrollment at Hayward, p. 35 Table 7: Total Space Projections; DEIR p. 2-2.					
However, p. 3-15 reports base faculty at 741 and capacity at 1,506, and base staff at 850 and capacity at 1,728.					
Beds: Master Plan p. 35 Table 7; DEIR p. 2-3, 3-7, 3-20. Fall 2008 is used in estimate of 2017 beds.					
http://www.aba.csueastbay.edu/FACPLAN/pdfs/planning-context.pdf					

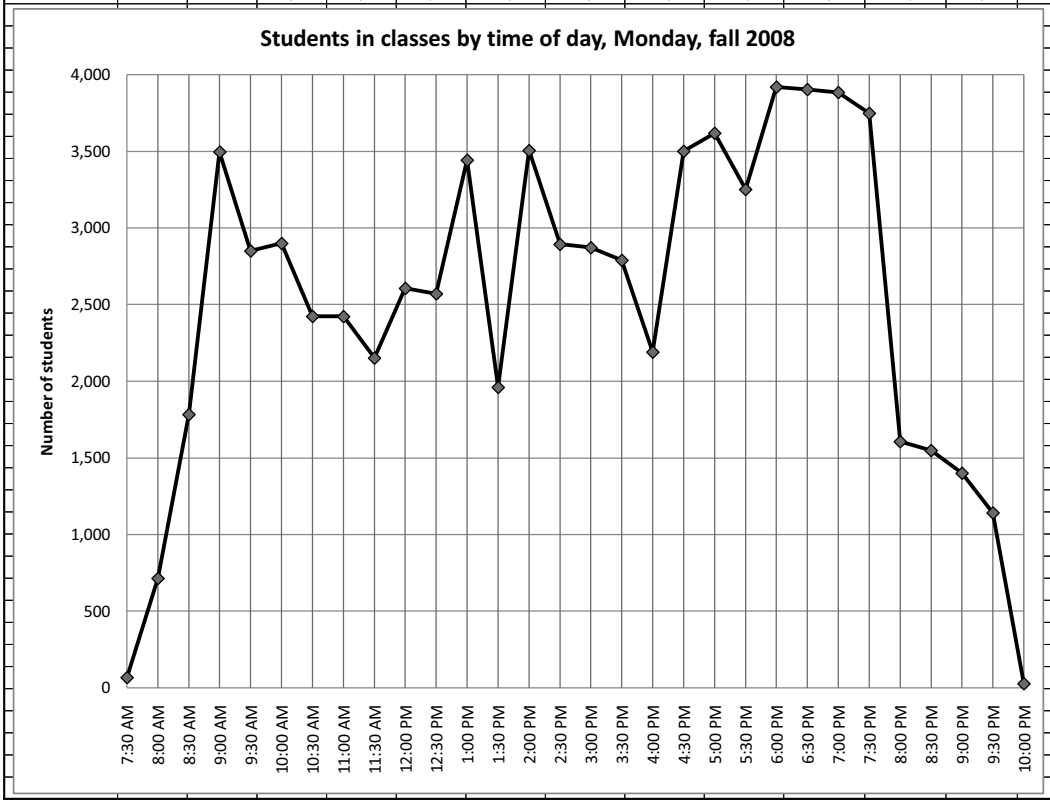
Parking							
		base year			mid-point	build-out	
		fall 2007	fall 2008	fall 2017	2027		
student		3,370	3,296				
resident		120					
faculty/staff		980	938				
handicapped			104				
visitor/CSU vehicles		390					
meters			14				
state vehicles			104				
Parking spaces		4,860	4,456	5,560	6,000	6,700	
Increase over existing fall 2008				24.8%		50.4%	
The above does not include motorcycle spaces. Visitor spaces and meters are the same category.							
Ratio of access need to spaces		**2.68**		**2.89**			
Draft Hayward Campus Master Plan, Table 7 Total Space Projections, p. 35 (pdf 29), p. 134-6. Structures, 4,400; surface, 2,300, total 6,700.							
App. 4.12 Traffic Technical Report, p. pdf 61							
DEIR vol. I, p. 3-28, has 6,490 spaces at build-out. The Draft Master Plan and DEIR are not consistent.							
DEIR vol. I, p. 3-29, has 5,000 spaces at build-out in parking structures. The Draft Master Plan and DEIR are not consistent.							
Fall 2008 from Chris Brown, Nov. 2008. The Plan and DIER documents refer to 4,860 as "existing" when it is actually base year.							
Existing in fall 2008 was about 400 below base year.							
The Draft Master Plan and DEIR vol's I, II, and III do not have information on parking supply in fall 2017, the year the structure is expected to be							
needed fully. The only clues seem to be on DEIR II, p. 3-8, which says that two new buildings would displace 400 spaces, but the base year is							
unclear. I assume it is Jan. 2007 and 4,860 spaces, which is the only base year data in the Plan or DEIR.							
4,860 minus 400 plus 1,100 in structure equals 5,560 spaces.							
Parking Permits Sold							
Number of permits sold	Students	Faculty& Staff	Total	Spaces	Total permits as % of spaces	permit/space rate	
Fall 2007	8,255	362	8,617	4,860	177%	1.77	
Winter 2008	7,622	372	7,994	4,860	164%	1.64	
Spring 2008	7,083	359	7,442	4,860	153%	1.53	
Number of permits sold per year per space:			24,053	4,860		**4.95**	
					if permit costs	total is	
Additional revenue comes from daily permits and meters.					$60	$1,443,180	
Source: email from Flo Olney and Marguerite Kouairy, 11/5/2008.							

Summary of days when classes meet, fall 2008								
Days as reported	number	percent	number	percent		**Percent meeting by day of week**		
ARR	373	17.1%						
F	45	2.1%	45	2.5%				
M	172	7.9%	172	9.6%		M	**708**	**23.3%**
MW	352	16.1%	352	19.6%		T	**703**	**23.1%**
MWF	184	8.4%	184	10.2%		W	**682**	**22.4%**
SA	35	1.6%	35	1.9%		Th	**678**	**22.3%**
SS SU	9	0.4%	9	0.5%		F	229	7.5%
TH	150	6.9%	150	8.4%		Sa	35	1.1%
TTH	528	24.2%	528	29.4%		Su	9	0.3%
TU	175	8.0%	175	9.7%				
W	146	6.7%	146	8.1%				
Unknown	16	0.7%						
total	2185	100.0%	1796	100.0%			3,044	100%
report total	2185	(check sum from original xls)						
Students and faculty have too few class meetings on Fridays, increasing the access need on the rest of the								
week. To use campus assets efficiently, fewer class should be scheduled on M, W, MW, Tu, Th, and Tu Th								
and more on MF, WF, and F.								
More data at								
C:\Users\Sherman\Documents\CSUEB Hayward Access\CSU Hayward All Classes fall 08.xlsx which								
has tabs on class_schedule_report, M, MW, MWF, W, F, TU, TTH, TH, SA, SS SU, ARR, Unknown,								
and Summary.								

Students in classes by time of day, Monday, fall 2008 | 3 PM on not shown in pdf or hard copy

The data below show the numbers of students in classes at any given time. The number of students entering or leaving campus between intervals in given intervals can be approximated by the change in the number of students in classes. To get a better approximation, reduce by the fraction of students living on campus, and assume that faculty arrivals scale approximately at the FSR, and that all staff come between 8 and 10 and leave between 3 and 5.

time	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM
students	67	714	1,783	3,496	2,850	2,899	2,423	2,422	2,151	2,606	2,570	3,442	1,960	3,505	2,893

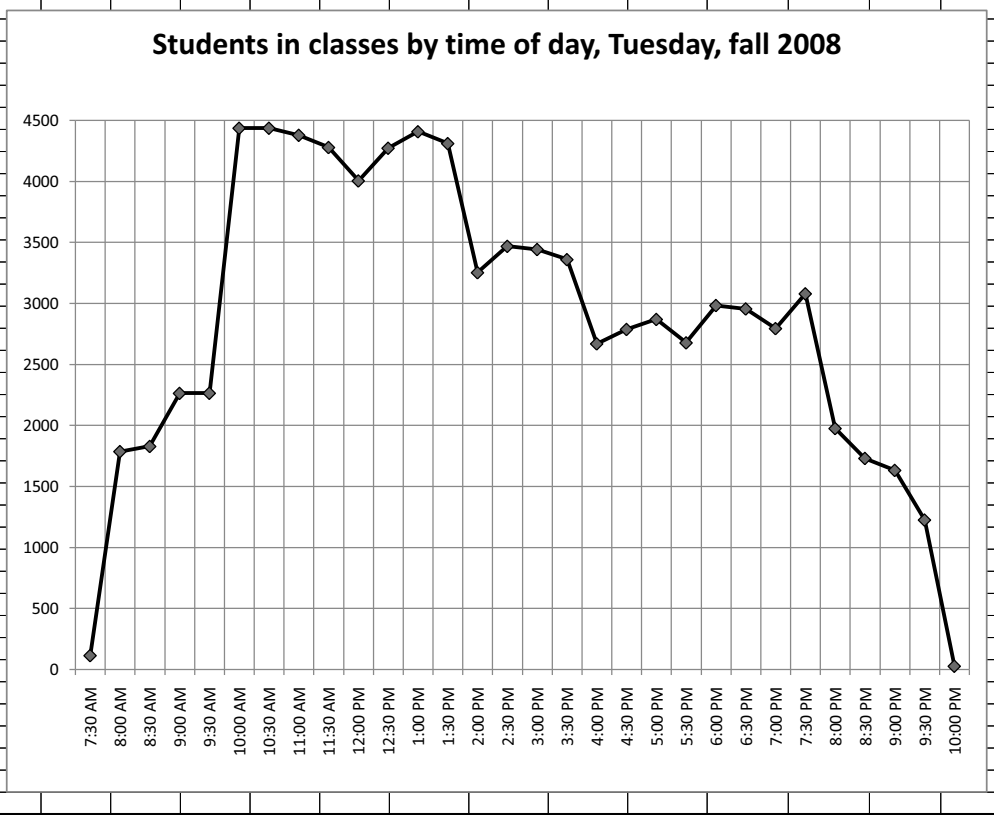


Students in classes by time of day, Tuesday, fall 2008

The data below show the numbers of students in classes at any given time. See note on Monday tab.

time	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM
students	115	1,787	1,829	2,264	2,265	4,437	4,437	4,379	4,279	4,005	4,273	4,408	4,311	3,253	3,469	3,443

Data is available for other days but I've not had time to do the analysis. Friday would be much lower.



CSUH Student Access To Campus, fall 2008											
				Probable gateway route from home to campus							
Residential Location	**BART-able?**	Close local streets	Mission, Harder	I-880 from south, Harder	SR 92 or SR 84 Harder	**I-880 from north, A or Winton**	**I-580 from north, downtown**	I-580 from east, Second	total	percent	2001 percent*
Alameda (city)	yes					380			380	2.9%	2.9%
Berkeley Alb Ken	yes						272		272	2.1%	2.4%
Fremont Sunol	yes		675	338					1,013	7.8%	9.1%
Hayward Castro Valley	no	845	620		271		322	714	2,772	21.4%	20.0%
Livermore	no							320	320	2.5%	2.4%
Newark	no			210					210	1.6%	1.7%
Oakland Emeryville Piedmont	yes					503	1,005		1,508	11.7%	12.2%
Pleasanton Dublin	no							519	519	4.0%	3.8%
San Leandro, San Lorenzo	yes					458	458		915	7.1%	7.3%
Union City			529						529	4.1%	4.9%
[Alameda]		*845*	*1,824*	*548*	*271*	*1,340*	*2,057*	*1,553*	*8,438*	65.2%	66.6%
West Contra Costa	yes						531		531	4.1%	4.9%
North Contra Costa	no							516	516	4.0%	4.0%
Central Contra Costa	no							783	783	6.1%	6.0%
East Contra Costa	no							161	161	1.2%	0.9%
South Contra Costa	no							475	475	3.7%	2.9%
[Contra Costa]							*531*	*1,935*	*2,466*	*19.1%*	18.8%
Tracy, Mountain House	no							129	129	1.0%	1.0%
San Francisco	yes						273		273	2.1%	2.1%
San Mateo Co., Palo Alto	no				425				425	3.3%	3.3%
Solano County	no							138	138	1.1%	0.9%
Northwest California	yes						173		173	1.3%	1.5%
Beyond Tracy	no							167	167	1.3%	0.5%
Santa Clara, south	yes			730					730	5.6%	5.3%
Total, column		845	1,824	1,278	696	**1,340**	**3,034**	3,922	12,939	100.0%	100.0%
Percent		6.5%	14.1%	9.9%	5.4%	10.4%	23.4%	30.3%	100.0%		
About one third of students come through, or could come through, downtown Hayward on their way to campus.									*Sample size in Fall 2001 was 13,078.		
Students residing on campus were not listed. Listings from out of state and Southern California have been excluded.											
There is no data on transit access. The table indicates probable vehicle routes.											
Contra Costa Cities	West CC Crockett, El Cerrito, El Sobrante, Hercules, Pinole, Point Richmond, Richmond, Rodeo, San Pablo										
North CC Antioch, Bay Point, Martinez, Pacheco, Pittsburgh, Port Costa.				Central CC: Clayton, Clyde, Concord, Lafayette, Moraga, Orinda, Pleasant Hill, Walnut Creek							
East CC Brentwood, Byron, Discovery Bay, Knightsen, Oakley					South CC Alamo, Diablo, Danville, San Ramon						
Solano cities: Benicia, Fairfield, Suisun City, Vacaville					**Northwest California**: Marin, Sonoma, Napa, Vallejo, and north						
Santa Clara, south includes Santa Cruz and San Benito Co's											
Beyond Tracy: Yolo, Sacramento, San Joaquin, Stanislaus, Merced, north, east, south in Northern California											
2007: Source: Ormsby email 10/13, term = 2074 (fall 2007).											
2001: Source: "Students by County and City ZIP Code; Fall 2001," CSUH, www.aba.csuhayward.edu/ira/Area/area014.htm, for 13,078 students.											
Note: the 2001 URL no longer works. Student residency zips are no longer available on the web. The data from the Office of Planning & Institutional											
Research under Colin Ormsby has many misspellings, wrong zip codes, and improbable residency locations.											
More data: C:\Users\Sherman\Documents\CSUEB Hayward Access\CSUH_transit_access_20081104.xlsx											

Summary, Gateway Demand based on zips				
Approach	**Source**	**Trips**	**Total trips**	**Percent**
From the East	I-580 East	3,208		
	Northeast Hayward, Castro Valley	714		
			3,922	**30.3%**
From the North	I-580 North*	2,712		
	Downtown Hayward, Castro Valley	322		
			3,034	**23.4%**
From the Northwest	I-880 North*	1,340		
			1,340	**10.4%**
Subtotal, from North and Northwest				**33.8%**
From the West and South	SR 92 or SR 84, Harder	696		
	I-880 South	1,278		
			1,974	**15.3%**
From the South	South Mission	620		
	SR 238 South	1,204		
			1,824	**14.1%**
From close local streets		845		
			845	**6.5%**
total	12,939	12,939	12,939	100.0%
Access road to campus				
Harder Road			3,798	29.4%
Bee Blvd.			4,374	33.8%
Second St.			3,922	30.3%
Close to campus, includes all 3 roads			845	6.5%
total			12,939	100.0%
***Selected travel distances and times by routes from north**				
It is difficult to know which of the four routes below a driver would take from the Bay Bridge to campus because the travel				
times are similar. These choices apply to students from Emeryville, West Berkeley/Albany, West CC, Napa, Sonoma,				
Marin, San Francisco, and West Oakland.				
Starting from the I-80 distribution structure west side ramp and going to Warren Hall on West Loop Road.				
Route	Miles	Minutes (free flow)		
I-880 and Harder	22	30		
I-880, Orchard	22.5	33		
I-880, I-238, Mission	20.9	32		
I-580, Foothill, Mission	21.7	31		
Source: Delorme, Street Atlas USA 8.0				

ACCMA Traffic Model for 2005				ACCMA Model, 24 hours, 2005, all zones					
	Bee up	Bee down	Harder up	Harder down	Bee both	Harder both	both up	both down	both both
	east of Mission Bl.		east of Mission Bl.						
am	389	514	488	709	903	1,197	877	1,223	2,100
pm	1,290	1,297	1,459	1,422	2,587	2,881	2,749	2,719	5,468
24 HR	7,678	6,900	8,232	9,039	14,578	17,271	15,910	15,939	31,849
	east of Hayward Bl.		east of Mission Bl.						
am	710	447	488	709	1,157	1,197	1,198	1,156	2,354
pm	1,718	1,750	1,459	1,422	3,468	2,881	3,177	3,172	6,349
24 HR	7,502	6,695	8,232	9,039	14,197	17,271	15,734	15,734	31,468
	Campus zone 706		Campus zone 706						
am	286	244	285	284	530	569	571	528	1,099
pm	1,610	1,621	1,485	1,471	3,231	2,956	3,095	3,092	6,187
24 HR	**4,844**	**4,612**	6,149	6,381	9,456	12,530	10,993	10,993	21,986
					43.0%	57.0%			100.0%
source: ACCMA, City of Hayward, 2005-2007, http://accma.ca.gov/pages/HomeCongestionMgmt.aspx, go to bottom of page.									
The important flow for transit analysis is the 24 hour traffic on Bee. Can enough of this flow be served by transit to avoid a parking structure?									
The campus zone data indicates that the number of the trips to the campus (attractions or destinations)) over 24 hours was 10,993.									
The ACCMA model has campus traffic but the campus zone, does not distinguish between access coming up Bee and access coming									
down Hayward Bl. And turning left on Bee. Transit riders are not reported by this part of the model.									

Gateway Demand based on ACCMA zones, 24 hours, 2005, all zones going to campus zone 706						
					Potential	Potential
Approach	**Source**	**Trips**	**Total trips**	**Percent**	**Parking and ride**	**Bus service**
	I-580 East	262			580 Center park and ride, BART	
	CV 2nd	632			on streets	
	2nd	302			on streets	
East			**1,196**	**10.9%**		**Castro Valley**
	I-580 North	871			downtown	
	CV 580	105			downtown	
	Downtown Hayward	373			downtown	
	Mission Bee	274			on streets	
Downtown Hayward			**1,623**	**14.7%**		**Downtown**
	I-880 North	1,625			Southland	
	Southland	125			Southland	
	Winton Orchard	300			on streets	
North			**2,050**	**18.6%**		**Southland**
	Harder	249			K Mart	
	SR 92	76			Santa Clara and Harder Centers	
	I-880 South	2,826			Santa Clara and Harder Centers	
West and South			**3,151**	**28.6%**		**Harder**
	South Mission	396			Fairway Center, BART, K Mart	
	SR 238 South	1,147			Fairway Center, BART, K Mart	
	Tennyson	766			BART, K Mart	
South Hayward BART			**2,309**	**20.9%**		**South Hayward**
	Fairview	540			Civic Shopping Center	
	Campus Intrazone	154			not needed	
Fairview			**694**	**6.3%**		**walk**
control total = 11,023		11,023	11,023	100.0%		
The important flow for transit analysis is number from the North and downtown approach. Can enough of this flow be\						
served by transit to avoid a parking structure?						
Access road to campus						
up Harder Road	5,460	49.5%				
up Bee Blvd.	3,673	33.3%				
Second St. to Bee	1,196	10.9%				
Fairview to Bee	694	6.3%				
total	11,023	100.0%				
ACCMA Model, 24 hours, 2005, all zones; details in worksheet cited below. The analysis started with a 9,000 row xls						
trip table of 4,499 zones. This was condensed to a 983 line tabs of relevant cells summing to 11,203 trips to zone 706						
and a mirror tab of 11,023 trips from zone 706. This total, minus intrazon					10,869	. It should equal
10,993 from the tab above. I don't know why the #s are slightly different. Zones were combined into larger areas based						
on a major route students would take from home to the campus. These areas are shown by route in Col B. The ACCMA						
model shows 34 percent coming, or possibly coming, through downtown Hayward on their way to campus. The zip data						
also showed 34 percent. The Hayward Campus Master Plan DEIR Vol. I p. 4.12-32 shows 25 percent from I-580 and						
I-880 and 10 percent local. If 3 percent of the local traffic comes through downtown, it would equal the ACCMA and zip						
data. More data:						
C:\Users\Sherman\Documents\CSUEB Hayward Access\2005DailyOD zone 706 work.xlsx and 2005DailyOD zone 706.xls.						

City counts and Bee adjustment					Counts taken just east of Mission Blvd.				
	Bee up	**Bee down**	**Harder up**	**Harder down**	Bee both	Harder both	both up	both down	both both
6am - 7am	482	126	52	66	608	118	534	192	726
7am - 8am	804	428	332	148	1,232	480	1,136	576	1,712
8am - 9am	754	715	416	125	1,469	541	1,170	840	2,010
9am - 10 am	548	683	447	199	1,231	646	995	882	1,877
10am -11am	509	615	287	187	1,124	474	796	802	1,598
11am - 12am	607	601	649	331	1,208	980	1,256	932	2,188
12am - 1pm	822	573	343	390	1,395	733	1,165	963	2,128
1-2	822	513	407	494	1,335	901	1,229	1,007	2,236
2-3	806	514	314	539	1,320	853	1,120	1,053	2,173
3-4	616	638	465	456	1,254	921	1,081	1,094	2,175
4-5	666	686	409	525	1,352	934	1,075	1,211	2,286
5-6	685	789	595	526	1,474	1,121	1,280	1,315	2,595
6-7	612	861	505	450	1,473	955	1,117	1,311	2,428
7-8	651	641	279	513	1,292	792	930	1,154	2,084
8-9	453	494	148	387	947	535	601	881	1,482
9-10	546	469	134	477	1,015	611	680	946	1,626
10-11	266	267	77	167	533	244	343	434	777
6am to 11pm	10,649	9,613	5,859	5,980	20,262	11,839	16,508	15,593	32,101
24 hour	10,830	10,062	6,056	6,147	20,892	12,203	16,886	16,209	33,095
percent 6am-1	98.3%	95.5%	96.7%	97.3%	97.0%	97.0%	97.8%	96.2%	97.0%
The traffic counts summarized here are by quarter hour and show a surprising lack of peaking during peak hours.									
Source: Roger Marshall, Transportation Development, City of Hayward. City data for Bee: Oct 3 07. Harder: April 07.									
Data from ACCMA model, same location									31,849
Implied increase in traffic, 2005 to 2007									3.91%
Neither the ACCMA nor the City report turning movements. The model puts a little more traffic on Harder than Bee, while									
the counts put more traffic on Bee. The traffic model seems to over-allocate to Harder and under-allocate to Bee.									
The City counts show only Harder and Bee traffic east of Mission, not traffic to the campus. Most all of Bee goes to the									
campus, but some of Bee goes on up Hayward Bl. The best measure for campus traffic is the ACCMA zone for the									
campus, zone 706 for 24 hours (see ACCMA tab). The City counts are adjusted below to get zone 706 traffic									
Adjustments to Bee traffic to remove non-campus traffic and get only campus traffic:									
24 Hour model results, Campus zone 706, Bee, both directions					9,456				
24 Hour model results, Bee, east of Mission, Bee, both directions					14,578				
Multiply city counts for Bee east of Mission by					64.9%	to get campus estimate (shown below).			
	Bee up	**Bee down**	**Harder up**	**Harder down**	Bee both	Harder both	both up	both down	both both
6am - 7am	313	82	52	66	394	118	365	148	512
7am - 8am	522	278	332	148	799	480	854	426	1,279
8am - 9am	489	464	416	125	953	541	905	589	1,494
9am - 10 am	355	443	447	199	798	646	802	642	1,444
10am -11am	330	399	287	187	729	474	617	586	1,203
11am - 12am	394	390	649	331	784	980	1,043	721	1,764
12am - 1pm	533	372	343	390	905	733	876	762	1,638
1-2	533	333	407	494	866	901	940	827	1,767
2-3	523	333	314	**539**	856	853	837	872	1,709
3-4	400	414	465	456	813	921	865	870	1,734
4-5	432	445	409	**525**	877	934	841	970	1,811
5-6	444	512	595	**526**	956	1,121	1,039	1,038	2,077
6-7	397	558	505	450	955	955	902	1,008	1,910
7-8	422	416	279	**513**	838	792	701	929	1,630
8-9	294	320	148	387	614	535	442	707	1,149
9-10	354	304	134	477	658	611	488	781	1,269
10-11	173	173	77	167	346	244	250	340	590
6am to 11pm	6,907	6,235	5,859	5,980	13,143	11,839	12,766	12,215	24,982

Phase 1: Meeting the need of a parking structure						
What assumptions for transit would serve a need comparable to a 1,100 space parking structure?						
Assume parking lot does not fill up but that evening arrivers and earlier leavers to equal capacity of structure plus 100.						
The structure does not need to be built for the evening arrivers, but transit service would need to be provided for them.						
					round trips	
Assumed number of person trips needed by transit to equal parking structure:					1,200	
Seats per bus					30	
Assume a 20 minute round trip, number of bus round trips per hour per bus					3	
The number of seats gong one way per hour per bus					90	
Operating hours per week day from before 8am to after 10pm, 14.5 hours per bus					14.5	
Number of round trip seats per bus per day per bus					1,305	
Number for two buses					2,610	
Ridership if buses are half full on average:					1,305	
Conclusion: a two bus system can run half full 14.5 hours a day and deliver more than persons to						
campus than a parking structure.						

Estimated Travel Demand and Ridership, Downtown to Campus Corridor

			2007		2017		2017		2017	
	percent of total day (1)		Number of corridor trips (2)		Estimated corridor trips (3)		Target Ridership (4)		Buses needed (5)	
	Bee up	Bee down	to campus	from campus	to campus	from campus	to campus	from campus	to campus	from campus
6am - 7am	4.53%	1.31%	166	48	206	60	59	17	0.66	0.19
7am - 8am	7.55%	4.45%	277	164	343	202	99	58	**1.09**	0.65
8am - 9am	7.08%	7.44%	260	273	322	338	92	97	**1.03**	**1.08**
9am - 10 am	5.15%	7.10%	189	261	234	323	67	93	0.75	**1.03**
10am -11am	4.78%	6.40%	176	235	217	291	62	83	0.69	0.93
11am - 12am	5.70%	6.25%	209	230	259	284	74	82	0.83	0.91
12am - 1pm	7.72%	5.96%	284	219	351	271	101	78	**1.12**	0.86
1-2	7.72%	5.34%	284	196	351	242	101	70	**1.12**	0.77
2-3	7.57%	5.35%	278	196	344	243	99	70	**1.10**	0.78
3-4	5.78%	6.64%	212	244	263	301	75	87	0.84	0.96
4-5	6.25%	7.14%	230	262	284	324	82	93	0.91	1.03
5-6	6.43%	8.21%	236	301	292	373	84	107	0.93	**1.19**
6-7	5.75%	8.96%	211	329	261	407	75	117	0.83	**1.30**
7-8	6.11%	6.67%	225	245	278	303	80	87	0.89	0.97
8-9	4.25%	5.14%	156	189	193	233	56	67	0.62	0.75
9-10	5.13%	4.88%	188	179	233	222	67	64	0.74	0.71
10-11	2.50%	2.78%	92	102	113	126	33	36	0.36	0.40
total	100.00%	100.00%	3,673	3,673	4,543	4,543	1,305	1,305		
Growth from 2007 to 2017					23.7%	23.7%				
Portion of corridors shifting to transit							28.7%			

(1) Percent of total day is based on the trip distribution from the counts tab above for 6 am to 11 pm

(2) Number is based on trips from Downtown Hayward and from North (from Gateway ACCMA tab, shown on total line), which is then distributed to hours by percent of total day. The 2005 data was not increased to estimate 2007; it probably should be, which would cause a 4 percent increase in ridership.

(3) Estimated is based on increase in population of need for off campus access in 2017 from access need tab and shown in total row above.

(4) Target ridership is that needed to meet demand for a 12,100 parking space structure, shown in total row
Hourly riders are estimated as a percent of the 2017 corridor trips applied to each hour and direction of travel.
For example, 6am to 7am to campus is 206 times 1,305/4,543.

(5) From phase 1 tab above. The target ridership is divided by 90, the number of seat per hour in one direction.
Buses needed are judged by the peak direction at a given hour. Two buses at .4 or one at .2 would be undesirable.
Buses needed for 10-11 pm (.3 and .4) are low, indicating that service should stop earlier, and then would be higher. If service stopped at 10:20, the buses needed could be .9 or higher, since 10 to 10:20 pm is when almost all trips from campus would be made.
Most of the time simple demand could be met with one bus, but the resulting 20 minute headways would lose a lot of riders and sometimes the bus would be too full.

Rapid Shuttle Service Plan, all phases						
Brief summary of rapid bus features:						
High tech hybrid diesel electric bus motors with regenerative braking to recover energy coming down Bee Bl.						
High fuel efficiency with strong torque from electric motor to climb Carlos Bee as fast as a car.						
Clean, sustainable energy: Can use clean diesel fuel and waste vegetable oil.						
Mid-size bus has maneuverability in traffic and high speed; 30 passenger capacity, 30 feet long.						
Doors open at bus floor level onto a raised sidewalk platform for no-step entry.						
Electronically guided docking brings bus to within 1/8" of sidewalk platform.						
Signal preference GPS technology changes traffic lights green, also can use right lane preference.						
All fares are prepaid and based on proof of purchase; most riders will use eco-pass and class pass.						
Driver just drives the bus, does not collect or enforce fare collection.						
Fast boarding allows dwell times of 10 seconds or less.						
Bus stop in front of gym increase safety, reduces transit distance, time and cost, and also						
reduces walk distance, time, and cost, for maximum bus-walk efficiency, and creates visibility.						
Contractor like MV Corporation would run service efficiently with little university administration time.						
The service can grow flexibly to meet need and demand.						
Service can be financed by parking fines and fees, but as parking declines and transit increases, more						
finance would come from student-approved class pass.						
Many students would take BART to the rapid shuttle and a few would take an AC bus. Most would park and						
ride, based on the plethora of unused free parking in the downtown Hayward area and along the route.						
Issues of spillover parking can be easily dealt with by parking management and, in fact, would be a sign of						
success.						
The phases of the rapid bus shuttle would be determined by the need to provide an alternative to parking						
structures. Concerning parking supply on campus, to be phased down as transit phases up:						
	phase 1 would have the spaces now planned for 2017 minus the 1,100 of the parking structure.					
	phase 2 would reduce the number of spaces in 2017 to that existing in 2008.					
	phase 3 would reduce the number by 40 to 50 percent below those existing in 2008.					
Phase 1	**Hayward BART Rapid Bus Shuttle**			hours	buses	daily bus hours
Two buses would run from before 8am to after 10 pm				14.5	2	29
	If possible the system would have third bus for better service and to back up a out-of-service bus.					
Eight stops						
Library, PE Building, Quarry Village, Bee/Mission. Highland/Mission, Fletcher/Mission, Mission/B or C, BART						
Run time and distance				Auto run time	Transit Planning	
	distance one way	distance per hour		one way	run time	run + layover
	2.34	14.04		5:55	8:00	10:00
Distance campus to BART is 2.31 miles via B St.						
Phases 2 and 3 would meet the need for the next 3,900 proposed parking spaces.						
Phase 2	**South Hayward BART Rapid Bus Shuttle**					
Seven stops:						
Broadway, Harder/Mission, Sorenson/Mission, Jefferson/Mission, Hancock/Mission, South Hayward BART						
	Street Atlas				Planning	
	distance via C St.	run time			run time	run + layover
	2.18	6:26			8:00	10:00
"Broadway" refers to the major service road that runs from Harder to the Music Building. The stop						
would be at the north end of the trailers. Phase 2 could also increase frequency of service to Hayward BART.						
Phase 3						
Phase 3 would extend service to Castro Valley, Winton Center, and West Harder at Santa Clara and						
increase frequency as ridership justified (see Gateway ACCMA tab, columns F and G).						

CSUEB Hayward Rapid Bus Financial Plan, Phase 1 Costs						
CAPITAL COST, two bus system						
Route improvements:						
14 raised sidewalk platforms, shelters, Ticket Vending Machines						$ 1,300,000
Quarry Village busway and bus stop to be built by QV Corp.						
Signal preference controls:*				16	20000	$ 320,000
On campus: Realign Bee Bl. - West Loop intersection; build ramp by Music Bldg.,						
build way to PE and LI stops, U turns & turnarounds						$ 1,100,000
Garage:	office, parts and supplies storage, one bus bay; outside space for 9 buses					$ 500,000
Buses:	30 foot 30 seat buses, powerful clean diesel hybrid motors, wide doors, regenerative					
	braking, signal preference, electronically guided docking, initial spare parts					
	cost per bus	$ 525,000	# of buses	2		$ 1,050,000
Total						$ 4,270,000
Amortization cost per year						
years	25		monthly interest	5%		**$ 299,544**
OPERATING COSTS, two bus system						
Cost of operation per bus hour, MV Transportation						$ 50
Hours of operation per day						29
Cost per day: Number of hours times cost per hour						$ 1,450
Cost per week, assumes full week-end operation						$ 10,150
Cost per year, 365 days						**$ 529,250**
Reduced service on weekends, breaks, and holidays could reduce this total.						
Yearly capital and operating expense						**$ 828,794**
Cost per day per round trip rider						
capital	operating	total	Revenue days	Cost per day	riders per day	cost per rider
$ 299,544	$ 529,250	$ 828,794	250	$ 3,315	1,305	**$2.54**
Cost per rider is based on charging all costs to the 250 days that require the service, which maintains comparability						
to the parking structure analysis, which is also based on spreading total year costs to 250 days of real need.						
Riders per day is an estimate only, not a result of modeling; riderhip could be more or less than the assumptions.						
Note: more buses can reduce cost per rider if ridership increases proportionately and spreads the cost of the						
non-bus capital cost.						
Notes:						
Daimler's diesel-electric Orion VII buses cost about US$525,000 each, depending						
on how they're configured for customers, about $200,000 more than conventional clean diesel buses.						
Bus cost: http://news.cnet.com/The-greening-of-the-city-bus/2100-11389_3-6079090.html						
Bus specs: http://www.daimler.com/dccom/0-5-7145-1-1029825-1-0-0-0-0-0-11979-0-0-0-0-0-0-0-0.html						
Signal preference: Estimates apply to a range of equipment, from a two bus system with 10 intersections to a six						
bus system with 13 intersections. Based on "Google data" my guess for current costs is about $8k per signal and						
about $4k per bus, for a total, for example, of $104,000 for the smaller system.						
Amortization formula		total equal payments per year for 25 years				
PMT(0.05/12,25*12, I7, 0)*12						

Payment = (5% interest rate divided by 12 to get rate per month, periods of 25 years times 12 months,						
current value which is the loan value from the cell I7, future value of loan, which is zero because loan is paid off)						
times 12 to get year total.						
Reference: Operating costs						
MV Transportation						cost
W.C. Pihl, 707-803-2954, October 2005, turnkey operation, all maintenance included, three buses						$40
March 13, 2007, City of Modesto, MV Transportation is unionized, Teamster's Local 386.						$ 41
April 6, 2008. http://www.ci.modesto.ca.us/ccl/agenda/ar/2007/04/ar070403-11.pdf						
Union City:	need update					
Diana Dorington talk with W. C. Phil, Oct. 2008						$ 50
National Transit Data Base for 2007						**$68.36**
AC Transit						
National Transit Data Base for 2007						**$147.60**
UC Berkeley Class Pass: AC leases old buses that are past their AC service life to UC Berkley for use in its						
Class Pass service. When those buses pass their UC service life, they are retired. AC has only enough						
retiring buses for UCB and in 2008 had turned down a request from Lawrence Livermore Lab for buses.						
AC Transit maintains, services, cleans, fuels, and repairs the buses and trains professional drivers as needed.						
Bustillo estimated the cost at about $2 per mile based on November 2008 fuel cost. Fuel cost is passed through.						
11/1908 phone call: Henry Bustillo 891-2557: He will email me info.						

CSUEB Hayward Rapid Bus Financial Plan Revenues						
phase 1	The Education Code allows parking fees to be used for transit.					per year
Financing phase 1 has several possilbities. Parking fine revenue is assumed to be constant. Needed parking fee revenue						
declines as class pass (plan B), Quarry Village (plan C) and more buses (C adjusted) are added in.						
REVENUES						
Plan A: parking fines and parking permits						
Parking fines	estimate					$ 60,000
Number of permits sold per year per space:			4.95			
Number of surface spaces, 2017 minus structure				4,460		
Number of permits sold					22,073	
Parking permit fee increase per year needed to pay for rapid shuttle						**$35**
Revenue from parking fee						$768,794
						$ 828,794
Plan B: Class Pass, parking fines, and parking permits						
Reference:			per semester	per quarter est.	per quarter unit	
UC Berkeley Class Pass to AC Transit			$ 29.00	$ 19.33	$ 1.53	<- reference
Possible CSUEB Hayward class pass					**$ 1.00**	<- used
Mean quarter unit load, CSUH		12.6				
Cost to average CSUH student if based on load			$12.60			
Total number of students, CSUH, fall 2017				16,612		
Revenue from class pass, quarter					$ 209,311	
Revenue from class pass, year						$627,934
Parking fines						$ 60,000
Plan B parking permits		Increase needed to cover operating costs				
Number of permits sold				22,073		
Parking permit fee increase per year needed to pay for rapid shuttle					**$6**	$ 140,860
						$ 828,794
A more complete plan would consider quarterly variations in enrollment and adjusting service to meet demand.						
Note trade off between parking charges and class pass. The parking charge increase drops to 80%.						
Plan C: Class Pass, parking fines, parking permits, and Quarry Village						
Quarry Village	Eco-pass per month	# of units	yield per month			
	$ 58	1000	$ 55,100			$ 661,200
CSUEB Hayward						
Class pass	Same as Plan B					$ 627,934
Parking fines	Same as Plan B					$ 60,000
Plan C parking permits		Increase needed to cover operating costs				
Number of permits sold				22,073		
Parking permit fee increase per year needed to pay for rapid shuttle					**($24)**	-$ 520,340
(Plan C overfunds transit.)						**$ 828,794**
In other words, under Plan C, a two bus system would run a $520,340 surplus and no parking permit funds would be.						
needed. However, more buses are needed.						
Plan C adjusted for four buses.						
Assume Quarry Village needs two buses more and can cover the capital expense. The added operating expense would be						
just for bus operations, costing		$ 529,250				
Quarry Village Eco-pass						$ 661,200
Class pass	Same as Plan B					$ 627,934
Parking fines	Same as Plan B					$ 60,000
Permit revenue		Increase needed to cover operating costs				
Number of permits sold				22,073		
Parking permit fee increase per year needed to pay for rapid shuttle					**$0.40**	$ 8,910
Costs per year, amortization of 2 bus system and operating costs of a four bus system						$ 1,358,044

Parking structure costs, notes					
Donald Shoup, The Politics and Economics of Parking on Campus					
http://shoup.bol.ucla.edu/PoliticsAndEconomicsOfCampusParking.pdf					
UCLA, $47 million, 1,500 space structure 2003			per month	per year	update to 2008
capital and operating			**$ 223**	**$ 2,676**	**$3,102**
Todd Litman, Parking Costs, Pricing and Revenue Calculator			www.vtpi.org/**parking**.xls		
Todd Litman, Transportation Cost and Benefit Analysis – Parking Costs			http://www.vtpi.org/tca/tca0504.pdf		
Capital costs					
Chris Brown, CSUH	spaces	5000		structure	per space
5,000 spaces, includes indirects				$ 100,000,000	20,000
Amortized, cost per year	5%	25		**$ 7,015,080**	**$ 1,403**
also: $25,000,000 for 1,100, incl. 5m in fees (20%) (=$22,727/space); also $17k/space- DC					
Richmond				structure	per space
BART, parking structure, Richmond, 2007, 800 spaces				$ 28,736,000	$ 35,920
Amortized, cost per year	5%	25		**$ 2,015,854**	**$ 2,520**
http://www.transcoalition.org/c/sus_bart/resolution.html					
Larkspur				structure	per space
Golden Gate Bridge District, parking structure, Larkspur, 2007-8, four stories, 569 spaces				$ 21,000,000	**$ 36,907**
Amortized, cost per year	5%	25		**$ 1,473,167**	**$ 2,589**
http://goldengate.org/news/ferry/lftparking_apr08.php					
"While the structure would have 969 spaces, there would be a net increase of only 569 spaces					
because it would be built atop 400 spaces in the existing lot."					
SF State					
San Francisco State University , Parking Structure, Creative Arts II, 135 spaces				structure	per space
New Structure - No displacement				$366,262	$2,713
New Structure - With displacement				**$474,489**	**$3,515**
Surface Lot				$139,796	$1,036
These figures seem to include capital and operating costs, needs investigation.					
	some figures below are unclear and need more investigation				
Long Beach					
CSU Long Beach, Parking Structure, 1,304 spaces, 4 stories, 978 net, 2007					
	total cost	per gross space	per net space	per year	cost per revenue day
amortization cost	$27,174,525	$20,839	$27,786	$1,949	**$7.80**
operating cost, 14,149 spaces, 2008-9	$4,681,143			$330.85	**$1.32**
					$9.12
CSU Long Beach increased the parking charge by $25 per semester to pay for a structure, from $98 to $123..					
Fee was increased $25 per semester, which equals $17 per quarter					
Subsidy would seem to be $17 per parking permit.					
Indirects were 16% of contract construction.					
Long Beach shows "personnel services" and supplies and services" totaling 93% of costs in 2007-8; debt service at $329,000					
In 2007 debt service rose to $2,441,000 for the new structure 3.					
San Bernardino					
2004, 2 structures, 750 spaces each, fee increase by $2/month. = $24/year, =$6/quarter.					
$31.2 million divided by 1500 space = $20,800 per space, Jan. 2008.					
UC San Diego					
Parking Fee up $73 to $76 for students, 96 to 101 for staff, 112 to 116 for faculty for 1000 space structure.					
Fee up 73 to 90 students, 96 to 120 staff, 112 to 138 faculty for 18000 spaces.					

Ohio State					
Ohio State University has consistent estimates of capital costs from 1998 to 2005 for structures and surface parking.					
http://www.tp.osu.edu/planning/southcampparkplan/AppendixD.htm			from 1998		
Costs are assumed to go up 6% a year, extrapolating to 2008 yielded $24,091 and $3,035 per space.					
Indirects (soft costs) were 18% of hard costs.					
Total cost, including soft costs	1999	2000	2005	2008	
Garage without retail shell			$20,227	**$24,091**	
Surface spaces, lots over 100 spaces	$1,700	$1,904		**$3,035**	
Washington DC					per space
The Washington Times, Oct. 19, 2006, reported a $56 million structure with 1,225 spaces.					$45,714
Washington Post, Oct. 29, 2006, $12 million for 520 spaces.					$23,077
Interest rate					
I googled "CSU bonding authority interest rate." The second link to CSU Northridge was a very useful article					
from Oct. 8, 2008, indicating 5 percent was a reasonable number to use.					
CSUH was able to finance Rec Hall at 3.75%. What's important is to use same rate for transit as for parking.					
Revenue days per year					
The year has revenue days based on 5 weekdays time 52 weeks (260) minus 10 holidays, equals 250 days.					
Indirects					
professional fees and services (architect, engineer, planning, environmental), and contingency.					
Operating costs					
Full operating includes	land lease costs, utilities, cleaning, security, routine maintenance, landscape				
maintenance, structural maintenance, equipment maintenance, fee collection, insurance, miscellaneous, and administration					
If staffed, would include employee wages and benefits. If private, would include taxes. If it snows, snow removal.					
A 1993 BART study of operating costs: $28.33 in parking structures per month, escalated at 3% per year 2008.					
	1993	1993		years	2008
	month	year	inflation	to 2008	year
Operating cost	**$28**	**$340**	3.00%	15	**$530**
Sample Commercial Parking Facility Annual Operating Expenses, 2004					
	Fort Collins, CO	Phoenix, AZ	Boise, ID	Portland, OR	Ft Collins escalated to 2008
Number of parking spaces	903	744	495	413	
Total operating costs	$416,400	$519,100	$361,800	$349,400	
Cost per space	**$461**	**$698**	**$731**	**$846**	**$519**
Source: Todd Litman, Transportation Cost and Benefit Analysis – Parking Costs, http://www.vtpi.org/tca/tca0504.pdf					
citing "What's It Cost You To Run Your Garage?," Parking Today (www.parkingtoday.com), May 2005, pp. 30-32.					
A 1996 survey found that commercial parking operating expenses average about $500 annually per space…					
			applied to Hayward		escalated to 2008
Cashiering Salaries & Benefits	$120				
Management and supplies	85		85		
Security	67		67		
Utilities	58		58		
Insurance	16		16		
Routine Maintenance	19		19		
Structural Maintenance	50		50		
Snow removal	4				
Equipment maintenance	11		11		
Other expenses	64		64		
Total	$494		370		**$528**
http://www.vtpi.org/tca/tca0504.pdf, citing ITE, Transportation Planning Handbook, ITE (www.ite.org), 1999, p. 535.					
CSU procedure: Campus sends a "2-7" Form 2-7, for CPDC, Capital, Planning, Design, Construction to Long Beach.					

Parking Structure								
	spaces	1,100			Low cost structure		High cost structure	
					structure	space	structure	space
Land costs	Land is worth about $8,333 per surface space.				free	free	free	free
Capital costs							Richmond, 2007, BART	
Contract construction cost					$18,965,517	$17,241	na	na
Indirects: professional fees and services, construction contingency				16%	$3,034,483			
total					$22,000,000	**$20,000**	$ 39,512,000	$ 35,920
Amortization cost per year								
years	25		monthly interest	5%	**$ 1,543,318**	**$ 1,403**	$ 2,771,799	$ 2,520
Operating costs	per year				$ 550,000	**$ 500**	$ 550,000	$ 500
total cost per year					**$ 2,093,318**	**$ 1,903**	$ 3,321,799	$ 3,020
Cost per parking permit if users of structure pay for it.								
# of permits for structure only, using current ratio of permits to spaces for a year								
ratio	4.95				low cost		high cost	
number of permits based on ratio			5,444		per year permit		per year permit	
permit cost					**$ 385**		**$ 610**	
Surface parking on structure site								
Cost per parking permit if users of surface parking pay for it.								
Surface spaces using same layout and footprint as structure:				223		per space		
Surface costs per space per year, construction $7,000/space; operating, $400/space						**$ 891**		
Cost of surface lot per year, capital and operating					$198,705			
number of permits based on ratio to spaces			1,104		per year permit			
Cost of permit					**$180**			
Structure parking net of surface parking								
Cost per parking permit if users of parking structure pay for structure parking net of surface spaces.								
	Net structure spaces		877		Low cost structure		High cost structure	
					structure	space	structure	space
Same yearly capital and operating costs, higher cost per net space					$ 2,093,318	$ 2,387	$ 3,321,799	$ 3,788
					low cost		high cost	
					per year permit		per year permit	
number of permits based on ratio			4,340		**$ 482**		**$ 765**	
Permit cost if surface parkers subsidize the structure								
					low cost		high cost	
Number of spaces			5,560		per year permit		per year permit	
Number of permits sold, year			27,517		**$ 76**		**$ 121**	

Rapid Shuttle and Parking Structure Compared						
Cost Comparison						
Cost for a year of three quarters					**Parking permit**	If added to $240
					increase	base permit
If parkers pay for rapid shuttle to equal structure, and no structure:					**$35**	**$275**
If structure parkers pay for low cost structure, not net of surface parking:					**$385**	**$625**
If surface parkers subsidize low cost structure					**$76**	**$316**
Time Comparison						
starting from Mission at B St. in downtown Hayward and going to center of library on campus						
			by rapid shuttle		**by drive alone**	
			time	distance	time	distance
driving from Mission at B St. to Parking lot G						
using Hayward Blvd and new entry road					8	2.47 miles
time in decimal fractions						
looking for a parking space and parking			3	3,700 feet		
walking to bus			3.4	900 feet		
waiting for bus			5			
travel time on bus			8	2.18 miles		
looking for a parking space and parking					5	variable
walk to center of library			2.1	550 feet	4.3	1,130 feet
total travel time			**21.5**		**17.3**	
How much is five minutes worth? The success of a rapid shuttle using the assumptions of this study depends on about 29 percent of the 33 percent of all students who come through the downtown area to campus changing their mode to transit. The parking permit fee is likely to go to $80 just to pay for maintenance and delayed repaving of some surface lots, independent of any structure or transit. With the structure approach, students would pay $76 more based on subsidizing the parking structure, and they would have no real transit alternative. {AC Transit 92 even if free is woefully too slow for most students, and will get slower with an articulated bus.) With the parking structure they would be paying $156 per year while the rapid shuttle cost would be $115 per year, and all students get free use of the bus.						
Alternative Uses of land proposed for parking structure						
The structure preempt land with a view of the bay area, which could be used instead for student housing.						
Student housing proposed for the west low terrace would be more higher and accessible.						
Land saved from relocated housing could be used for recreation by students in adjacent housing.						
Additional advantages to a rapid shuttle.						
All students can use rapid shuttle, a great advantage especially to current transit riders and on-campus and near-campus residents. The shuttle would prevent additional congestion that would otherwise occur and would mitigate impacts of increased parking-based driving to campus. The shuttle would support redevelopment along the route for transit-oriented development and less car use. The shuttle would induce locational changes by students, who would move closer to the route to use the free service.						
More ways to get access to campus.						
The TDM in the Plan needs more detailed development; it is now just a plan to plan. TDM could include Zip Car, which has a university program. City Car has student discount.						
BART vs. driving						
BART fare round trip from 12th St,. Oakland is						$5.60
Average cost of driving:			$0.55			
The RT driving distance from there to the campus is				17.8	miles, costing	$19.40
Marginal cost of gasoline per mile, at $2/gallon, 30 miles /gallon				$0.07	gas only car cost	$2.37
The big difference between average and marginal cost of driving, use of cheap cars, and lack of ped-transit alternatives pushes students into cars.						

Class pass, dynamic parking charges

Phased implementation of cost-effective, mid-distance rapid buses can provide all the access CSUEB Hayward needs, but the financing mechanism will have to change, and should change.
It will have to change because parking charges will reach a real market price and even with a higher price a smaller number of spaces reduces total as cash flow, while transit costs are rising to expand the system.
The financing should change because, once parking pays its true cost, transit riders should pay their own way.

Class pass

The financing of Phase 1 is based on using parking permit fees to subsidize transit because it is economically and environmentally clearly superior to subsiding parking structures. However, as parking fees become unable to support the system and parking shrinks, transit needs to expand to serve more riders. Similarly, as more students ride transit they will be more willing to support it, and with economies of scale, the cost per rider declines. Students should initially approve a small class pass to see if it can perform as promised, and then increase the class pass as ridership justifies.

A market-based system for parking.

Similarly, as political support allows, parking charges should be shifted to a market basis. Initially, the price would, under current law, have to cover costs, but the price should be able to allow a profit. Dynamic parking charges probably requires a change in the Education Code.

The average long-term vacancy factor using dynamic pricing would be 10 percent of available parking.

If the vacancy rate drops below 5%, fess are increased; if vacancies are 15% or higher, fees are decreased.

Parking charges to the user would be set initially using an hourly rate needed to get some planned yield per space, but never less than $1.00 per day.

Charges would be adjust one month before the quarter to which they apply, and the rates posted on the web.

At the start of an hourly charges system, they should be on the low side. Over time, demand from the previous year and previous quarter and enrollment changes would support adjusting the rates.

Fees would be collected by day and hour, based on a FasTrak system.

Everyone coming to the campus would be required to have a FasTrak tag.
The FasTrak readers would be at the entrances and exits to the campus and to the parking lots.

Those on campus less than about 30 minutes would not be charged, allowing quick deliveries and through traffic.

Charges would be varied by week of the quarter, day of the week, and hour of the day to reflect real demand.
With additional FasTrak readers, more could be charged for closer in spaces, if demand justified it.

The charge would be implemented in steps and build an operating reserve before start of service and to avoid problems in paying existing expenses.

The steps would start with some of the parking and low rate, then expand the area and raise the rate based on demand.

Estimated revenue prior to full implementation should assume a small increment above the current $60 per quarter fee. The minimum parking charge would be $1.

There would be no differentiation of faculty, staff, and student parking. State vehicles would have a tag but not have to pay.

There would be no parking meters but handicapped rules would continue.

Response to Comment Letter ORG-2

Response to Comment ORG-2-1

Please see **Master Responses 1** and **3**.

Response to Comment ORG-2-2

Please see **Master Response 1**.

Response to Comment ORG-2-3

Please see **Master Responses 1, 2**, and **3**.

Response to Comment ORG-2-4

Please see **Master Response 1**. MP Mitigation Measure TRANS-1a, as amended for the Final EIR, contains a transit service goal and commitment to prepare an Alternative Transportation and Parking Planning Study to provide the level of analysis necessary to define, fund, and implement transit service improvements.

Response to Comment ORG-2-5

The Draft EIR traffic analysis cites the peak hour and daily trip generation, including the peak traffic hours for the campus (Draft EIR Table 4.12-7). The campus trip distribution is based on the Alameda Countywide Travel Demand Model, and student residence zip code data, as stated on Draft EIR page 4.12-31. The zip code data is discussed further in **Master Response 2**.

Response to Comment ORG-2-6

The transit analysis is based on existing data, presented in Section 4.12.2.4, and projections of future ridership based on an estimated 50 percent increase in transit ridership per commuter. Draft EIR Table 4.12-13 shows the projected Route 92 ridership with the full implementation of the proposed TDM programs. Please see **Master Response 2** for a more detailed description of how the future campus transit ridership was projected.

Response to Comment ORG-2-7

The Master Plan and Draft EIR identify an adequate-capacity, direct bus connection between the campus and Downtown BART to be an element of the planned TDM program. The operational details mentioned in the comment are outside the scope of the Master Plan and the program-level EIR; however, as discussed in **Master Response 1, TDM Program Definition**, the University will prepare an Alternative

Transportation and Parking Planning Study that will evaluate transit service improvements in more detail, to support the TDM Implementation Plan.

Response to Comment ORG-2-8

Please see **Master Response 1, TDM Program Definition**. The elasticities of demand for transit in relation to higher parking costs will be studied in the Alternative Transportation and Parking Planning Study, discussed at the end of the Master Response.

Response to Comment ORG-2-9

This comment appears to address the routing and location of transit stops on campus, in relation to pedestrian paths, crossings, and desire lines. This topic is addressed in the Master Plan, and is not an issue that is required for study in a program-level EIR.

Response to Comment ORG-2-10

The walking circles are discussed in the Master Plan and are not discussed in the Draft EIR. However, a standard rule-of-thumb is that a half mile is about a 10-minute walk, corresponding to about 4 feet per second.

Response to Comment ORG-2-11

The value of improved, high-frequency transit connection to downtown BART is discussed under MP Impact TRANS-1 and MP Mitigation Measure TRANS-1a. Please also see **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-12

The Hill Hopper and AC Transit Routes are discussed in Section 4.12.2.4, and further information on the existing and projected ridership is given in **Master Response 2**.

Response to Comment ORG-2-13

The current ridership on the Hill Hopper and AC Transit Route 92 were combined and used to project potential future ridership on BART, and on a BART-campus transit connection (either an upgraded Route 92 or a campus-run shuttle). Refer to the discussion under MP Impact TRANS-6. Please see also **Master Response 2**.

Response to Comment ORG-2-14

The model's campus zone was not directly used to generate and distribute trips; rather, the traffic count-based trip generation rates were used, along with model distribution data and zip code data, to directly assign campus traffic growth to the network.

Response to Comment ORG-2-15

See **Response to Comment ORG-2-5**. Class enrollment by time of day was not a factor in the traffic and transit analysis, because no changes in the current characteristics are expected at this time.

Response to Comment ORG-2-16

Please see **Master Response 1, TDM Program Definition**. The elasticities of demand for parking and transit in relation to higher parking costs, and potentially gas prices, will be studied in the Alternative Transportation and Parking Planning Study, discussed at the end of the Master Response.

Response to Comment ORG-2-17

As discussed in Draft EIR Section 4.12.4.2, bottom of page 4.12-24, the traffic analysis conservatively assumes current mode choice characteristics. Thus, vehicle trip generation is based on traffic counts at the campus gateways (Draft EIR Table 4.12-7), and transit use is based on the boarding/alighting data for AC Transit Route 92, (Draft EIR Table 4.12-5) and observations of Hill Hopper shuttle loads on campus (discussed under MP Impact TRANS-6 and further discussed in **Master Response 2**. The potential for future transit use levels to increase by up to 50 percent is discussed in the Master Plan and under MP Impact TRANS-6; further details on the underlying calculations are given in **Master Response 2**.

Response to Comment ORG-2-18

The assessment of the required improvements to the transit connection between BART and the campus did not include this level of detail. However, the Alternative Transportation and Parking Planning Study described at the end of **Master Response 1, TDM Program Definition**, will consider this along with other enhancements to make the BART-campus bus connection as attractive as possible.

Response to Comment ORG-2-19

The University appreciates and values the detailed transit analysis submitted by the commenter, and will include the data and analysis as appropriate in the Alternative Transportation and Parking Planning Study referred to in **Master Response 1, TDM Program Definition**. Please see **Master Response 3** for a discussion of the need to plan for the Harder Parking Structure even as efforts to improve transit service and use levels proceed in parallel.

Response to Comment ORG-2-20

The University acknowledges the detailed data and analysis underlying the San Francisco State University Campus Master Plan and EIR. CSU East Bay has a different history of transit and parking management from SF State, due to the different urban settings, constraints on parking, availability of multiple transit options, etc. The University intends to develop much of the same information listed in the comment in the Alternative Transportation and Parking Planning Study, described in **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-21

Please see **Response to Comment ORG-2-19**.

Response to Comment ORG-2-22

It is noted that the bulk of the "414 pages on traffic" are calculation worksheets for the 15 intersections studied for multiple scenarios. Please also see **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-23

Please see **Master Response 3**.

Response to Comment ORG-2-24

The University agrees with this comment and notes that the Master Plan and Draft EIR state the goal of increasing transit mode share by up to 50 percent, with corresponding reductions in net new parking and vehicle trip generation.

Response to Comment ORG-2-25

The University respectfully disagrees that attempting to limit traffic growth to 50 percent when the campus population is expected to grow by over 100 percent is using "anti-sustainability assumptions."

Response to Comment ORG-2-26

The baseline traffic analysis is based on the City of Hayward Travel Demand Model, both to comply with the City's request, and to ensure a conservative traffic analysis in the case that improved travel demand management measures are not effective at shifting more commuters to alternative modes. However, the Master Plan includes, and MP Mitigation Measure TRANS-1 requires, an array of TDM measures to be considered and ultimately implemented in order to substantially reduce the vehicle trip generation and parking demand associated with campus growth.

Response to Comment ORG-2-27

No parking financing information is presented in the Master Plan nor assumed in the Draft EIR analysis. MP Mitigation Measure TRANS-1a, as amended in this Final EIR, requires the preparation of an Alternative Transportation and Parking Planning Study, which will consider the financing options for new parking construction, including permit cost increases.

Response to Comment ORG-2-28

Please see **Master Responses 1, 2**, and **3**.

Response to Comment ORG-2-29

Please see **Master Responses 1, 2**, and **3**.

Response to Comment ORG-2-30

The Draft EIR does not present impacts in a piece meal manner. As explained in Section 1.0, Introduction, on page 1.0-1, because the Master Plan is a guide for the development of the campus over the next 22 years, the University has conducted the analysis of the impacts from the adoption and implementation of the Master Plan at a program level. Volume I of the Draft EIR presents this program-level analysis. In addition to the adoption of the Master Plan, CSUEB Hayward is also planning to construct the first two development projects under this Master Plan. These include the Harder Road Parking Structure and the Pioneer Heights Phase IV project. The University has evaluated these two development projects at a project level. Volume II of the Draft EIR presents the project-level analysis.

The air quality impacts evaluated and reported in Volume I represent the impacts from the buildout of the campus to accommodate 18,000 FTE students and associated housing and other elements. The estimated emissions, reported in Volume I, include emissions from mobile, area, and stationary sources. Because the total emissions of criteria pollutants associated with the campus buildout from all sources exceed BAAQMD significance thresholds, the Draft EIR concludes that the buildout of the campus would result in significant air quality impacts, and because the emissions could not be reduced to levels below the BAAQMD thresholds, the impact would be significant and unavoidable even after mitigation.

The impact analysis in Volume II on the other hand is focused on the project-specific impacts of the Harder Road Parking Structure project. As reported in the Draft EIR, parking structures do not in themselves generate vehicle trips. However, if conservatively the vehicle trips are attributed to the parking structure, the resultant vehicular emissions would be much lower than the total emissions associated with campus buildout reported in Volume I and would not exceed BAAQMD significance

thresholds. Therefore, the Draft EIR concludes that the project level impact would be less than significant. There is no inconsistency between the program-level and the project-level analysis.

Response to Comment ORG-2-31

Please see **Master Response 1, TDM Program Definition**. In addition, regarding the third bullet, the proposal is not to reduce service, but to avoid providing redundant service that is underutilized. Regarding the sixth and seventh bullets, the conceptual on-campus transit route plan is shown for illustrative purposes, and actual bus routing will be modified when and if needed. For example, an express shuttle service may have only one or two on-campus stop(s), to minimize trip time between the campus and BART.

Response to Comment ORG-2-32

Please see **Master Response 1, TDM Program Definition**. In addition, please note that while the University agrees with the intent and goal of the commenter's "real transit" proposal, it is not certain that eight-minute trip times between downtown BART and the campus are achievable, particularly during peak commute periods.

Response to Comment ORG-2-33

Please see **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-34

Please see **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-35

The Draft EIR examines both alternatives and mitigation measures to address the project's significant traffic impacts. As the analysis in the Draft EIR shows, while the proposed TDM plan could substantially reduce the project's impacts at congested intersections, because the analysis by the traffic consultant shows that the TDM plan would reduce peak hour trips by 20 to 24 percent, the Campus' growth would still contribute traffic at intersections projected to operate at unacceptable levels of service in the future. None of the alternatives, including Reduced Enrollment Growth alternative and the No Project alternative, would reduce the impact to a less-than-significant level. Therefore, the Draft EIR concluded that the traffic impact of campus growth will be significant and unavoidable.

Response to Comment ORG-2-36

It is assumed that this comment relates to the Master Plan portion of the Draft EIR transportation analysis. The analysis is based on the physical and operational content of the circulation element of the Master Plan, and is not intended to provide a detailed transit service plan, nor a parking/transit financing plan. As described at the end of **Master Response 1, TDM Program Definition**, the University will prepare an Alternative Transportation and Parking Planning Study to assess the relative benefits of and funding requirements for improved transit service, other alternative mode incentives, and new parking supplies.

Response to Comment ORG-2-37

Many of the policies and practices of the institutions mentioned in the comment are referenced in the potential programs listed in the Master Plan TDM Section, and are again listed in MP Mitigation Measure TRANS-1a. Contrary to the comment, it is noted that Stanford University has constructed new parking structures in recent years, while at the same time running a highly successful travel demand management program; this is illustrative of the nature of physical campus planning, in which parking supply must be managed as the physical campus changes and the campus population grows. Please see also **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-38

Please see **Response to Comment ORG-2-35**.

Response to Comment ORG-2-39

The table lists the boardings and alightings by route name, i.e., the northbound route and the southbound route, as provided by AC Transit. Only the BART stop and the campus stops are listed.

Response to Comment ORG-2-40

The figures referred to in the comment have been revised for clarification. Please see **Section 2.0**.

Response to Comment ORG-2-41

In Appendix 4.12, Traffic Technical Report, of the Draft EIR the "Net New Trips (2017-2018)" section of Table 19 gives the trips generated by the Harder Parking Structure at full occupancy, projected to be generated in the year 2017–2018. This project trip generation is based on the assumption that the growth in vehicle trips to and from campus between the existing year and 2017-2018 will be associated with the new Harder Parking Structure. Figure 20 shows the assignment of these trips to the roadway network.

Response to Comment ORG-2-42

The count sheets for Campus Drive are included in the updated **Appendix A** for the Final EIR.

Response to Comment ORG-2-43

The comment is noted. The graphics in the report correctly describe the fourth leg of this intersection.

Response to Comment ORG-2-44

Please see **Master Response 1, TDM Program Definition**, for a description of how the TDM program would be studied and implemented. Also, see **Table 4.0-1, Mitigation Monitoring and Reporting Program for Hayward Campus Master Plan.**

Response to Comment ORG-2-45

Please see **Master Responses 1** and **3**.

Response to Comment ORG-2-46

Please see **Master Response 1, TDM Program Definition**, which presents more information about the campus' proposed TDM plan, the only available mitigation to address the project's traffic impacts at study intersections. As explained in Section 5.0, Alternatives, in Volume I of the Draft EIR, none of the alternatives, including the No Project alternative and the Reduced Enrollment Growth alternative, would adequately reduce vehicle trips to reduce the impact to a less than significant level, even if these alternatives were combined with the proposed TDM plan.

Response to Comment ORG-2-47

Please see **Master Responses 1** and **3**. In addition, the University does acknowledge the possibility of partially funding increased transit service through increased parking permit prices. The Alternative Transportation and Parking Planning Study referred to in **Master Response 1, TDM Program Definition,** will assess the potential for this approach, which would have the beneficial effect of encouraging transit use while discouraging single-occupant vehicle use.

Response to Comment ORG-2-48

Please see **Master Response 1, TDM Program Definition**.

Response to Comment ORG-2-49

Please see **Master Response 4,** which provides a summary of the program-level environmental impacts of the faculty and staff housing along Grandview Avenue and explains why the Draft EIR concluded that the project's visual impact would be significant and unavoidable.

Response to Comment ORG-2-50

Please see **Response to Comment LA-2-2** with respect to the visual impact of the Harder Road Parking Structure.

Response to Comment ORG-2-51

Please see **Master Response 1, TDM Program Definition**.

Public Comment on the Draft Environmental Impact Report of the Cal State East Bay Campus Master Plan

How to Reduce Environmental Impacts from Commuting and Improve the Quality of Life for Students and Local Residents

December 24, 2008

Submitted by
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Arpi Kupelian, Geography Masters Student

Based on research conducted with students of
Applied Field Studies (GEOG/ENVT 3480)
Fall 2008

Paul Dickinson, Bret Garvine, Kevin Geipel, Meghana Godbole, Julie Ho, Minh Hoang, Brian Kuhn, Arpi Kupelian, Ponceca Anne Patricio, Andrew Smith

Background

The Draft Environmental Impact Report for the *Campus Master Plan* rightly focuses on commuting as the largest potential environmental impact of campus growth. Commuting is also, by far, the largest current contributor to climate warming CO_2 emissions associated with campus operations, with single occupancy vehicle (SOV) commuting constituting 89% of the total commute-related emissions (see Figure 1). While the CSUEB student population is targeted to grow to 18,000, under the Master Plan, increased CO_2 emissions are not an option under state mandates. Indeed, the Global Warming Solutions Act of 2006 (AB 32) requires greenhouse gas emissions be reduced to 1990 levels by 2020 (25% below business-as-usual) and Executive Order S-3-05 requires the state to reduce emissions to 80% below 1990 levels by 2050. Accordingly, CSUEB committed itself to pursuing carbon neutrality in its Sustainability Resolution of Spring 2007. Clearly, a concerted focus on reducing commute related CO_2 emissions is essential. That will require a large shift away from SOV commuting and aggressive policy action to drive that shift.

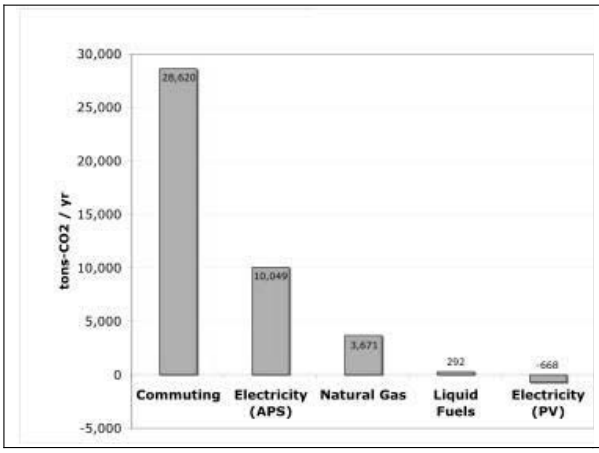

Figure 1. Cal State East Bay's 2006 energy-related carbon dioxide emissions. Commuting constitutes 67% of total CO_2 emissions with SOV commuting constituting 89% of total commute emissions. The negative value documents emissions avoided by photovoltaic self-generation. Source: Garbesi et. al., Cal State East Bay Carbon Report 2006, available online http://blogs.calstate.edu/cpdc_sustainability/?cat=17.

These comments offer recommendations for reducing commute-related environmental impacts associated with growth in student population at the Hayward Campus and doing so in a way that would improve the quality of life for students and local residents. There are three means to achieve this: (1) by shifting commute modes to public transit, carpool/vanpool, biking or walking, (2) by adopting greener vehicle technologies, and (3) by reducing commuting (e.g. through increased on-line coursework and consolidating class scheduling to fewer days). Given that the University is already aggressively pursuing (3), these comments focus primarily on (1), where it has the most leverage and, to a lesser extent, on (2).

Our recommendations derive from course-based research conducted by the professor and students of Cal State East Bay's Applied Field Studies class (GEOG/ENVT 33480) in Fall 2008. The study utilized multiple research methods including questionnaire-based surveys, field observations and mapping, and analysis of existing data (university and public domain). The following section summarizes the main recommendations, which are detailed thereafter.

Summary of Key Findings and Recommendations

Key Findings

A significant transportation mode shift to BART, bicycling, and carpooling appears feasible if aggressively pursued using a combination of disincentives for SOV commuting and incentives for alternatives. Incentives for mode shifting should focus on increasing BART commuting because of its relatively low carbon emissions with respect to other modes. Particularly important therein is improving the transit connection between BART and the Hayward campus. Critical and most important in achieving any major mode shift is to increase parking fees to begin to reflect the true costs of driving to campus. A major surprise of our survey results was student interest in bicycle commuting: 43% of students surveyed indicated a potential interest in bicycling if there were safer routes to campus and a rapid cycling shuttle going up the hill. Improving bicycle access to campus, was not included in the Master Plan. It should clearly be amended to do so.

There is no question that increasing parking fees to cover the cost of the additional spaces needed to service growth to 18,000 students would initiate a shift away from SOV commuting. The cost increase would be comparable to that of peak gas prices last year, which indeed began a regional shift to BART usage. There is also no question that such increases are more than justified, in that that rational economic policy would require that drivers also pay the full, large environmental and social costs of driving, which we have not yet begun to do. While such parking price increases might have appeared unthinkable in the past, given the carbon emissions mandates discussed above, we can anticipate a general shift toward including the actual cost of driving into the costs of owning and operating a car.

Mode shifting and other environmental impact reductions can be funded through a variety of potential channels including increased parking fees (absolutely essential), student-authorized transit fees, and cost sharing with the City of Hayward on alternative transportation projects of mutual benefit to the City and the University. The students appear willing to support modest quarterly green fees that would give free access to AC Transit and fund green transit investments like green shuttle buses. It is more than fair that all students share in the cost of such fees, because the environmental benefits accrue to all, and increased transit use contains needed parking fee increases.

Key Recommendations

- Transit programs pursued by CSUEB should emphasize increasing commuting by BART because of its relatively low per person-mile carbon emissions. These programs must provide better connections to BART by...
    - Shuttle / Bus
        - A high priority in this regard is to shift the schedule of the #92 line back 10 minutes to better accommodate the greatest number of potential CSEUB BART commuters
    - Bicycle. The University should explore two main bicycle routes
        - Mountain bike access via the Greenbelt Trail
        - Urban access that couples to the rapid cycling gondola/shuttle for those not wanting to ride up the hill and that leads to a paved switchback biking and pedestrian trail going up the hill below West Loop Road
- The University should expand its on-campus shuttle service
    - Immediately to pick up residents of City View Apartments
    - Later to include a rapid cycling service to the base of the hill that connects to a safe bike route from BART
- The University should manage parking to provide an incentive for alternative transportation and efficient vehicles and a disincentive for SOV commuting
    - Reduce parking fees for carpool/vanpool and super-efficient vehicles (compact hybrid vehicles and alternatively fueled vehicles)
    - Increase general parking fees enough to cover the cost of reduced fees for ridesharing and efficient vehicles, associated management and enforcement costs, alternative transportation programs, and parking and maintenance costs.
    - Assign preferred parking for carpool/vanpool nearest the center of campus and especially in preferred lots
- Provide other incentives for carpooling
    - better outreach on car-share assistance program
    - provide a Guaranteed Ride Home program for ride-sharers who must leave early in an emergency
- The Master Plan should adopt a broader vision of connecting the Hayward Campus to the Community with alternative transportation

- bicycle paths connecting the Hayward BART and transit oriented development zone to the base of the Greenbelt Trail and to the bottom of the hill at the base of the Hayward campus.
- a renewable-energy-powered gondola for rapid-cycling alternative transport up the hill
- a bicycle/pedestrian switchback trail coming up from the base of the hill below West Loop Road
- shared amenities like farmers markets on campus, a gondola-accessed restaurant and cafe with a view of the Bay, and a shared campus-City library facility that could subsidize off-peak ridership
- The Administration should work with student government for a Green Transit Fee that combines a $12 Class Pass Fee with a $3 green transit fee that could be put toward the purchase of low-carbon, low emissions, buses for the #92 line

- The University should pursue the possibility of cost sharing with the City of Hayward for local environmental and social improvements of mutual benefit, such as bike path connecting BART and its Transit Oriented Development with the Greenbelt Trail and the University.

Findings and Recommendations Detailed

Transit incentives should emphasize BART over AC Transit

There are two main public transportation options available to Cal State East Bay students, staff, and faculty, AC transit buses and Bay Area Rapid Transit (commuter rail service). Because of relatively low passenger loads, per person-mile CO_2 emissions from AC transit buses are not much lower than average SOV commuting (see Figure 2). So, unless AC transit buses were to switch to green fuels, or to have far higher per bus ridership rates, switching to bus travel will do little to reduce CO_2 emissions. BART on the other hand, has far lower emissions than either SOV commuting or AC transit.

While it is clear that the University's transit related efforts should focus on increasing commuting by BART, improvements in AC Transit may be important to achieve that goal because the #92 line provides the main connection to the local BART station, which is more than two miles away and separated from campus by both a steep hill and heavily trafficked roads. Although the University currently runs the Hill Hopper shuttle to BART in tandem with the #92, there are plans to scrap the shuttle and instead partner with AC transit to provide improved service to BART. This could be a viable option if handled appropriately, as is further discussed below.

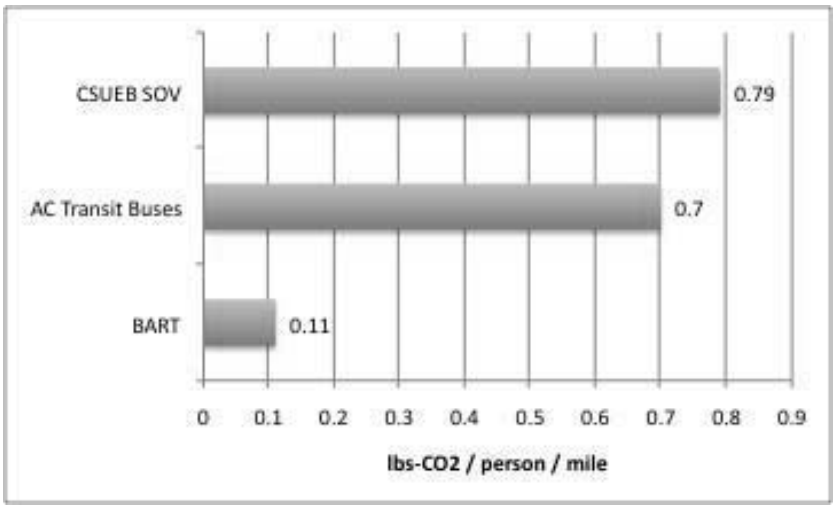

Figure 2. Per person –mile carbon emission from single occupancy vehicle commuting by CSUEB students, staff, and faculty versus average per person-mile carbon emissions from AC transit buses and BART.
Source: Garbesi et. al., Cal State East Bay Carbon Report 2006, available online at http://blogs.calstate.edu/cpdc_sustainability/?cat=17.

A significant shift to BART commuting appears feasible

Our data indicate that students may be more open to switching to BART than SOV commuting statistics initially suggest. While almost 84% of students usually SOV commute to campus, 44% indicated that they frequently or sometimes take BART to campus. This suggests an openness to the possibility with the right incentives in place. By comparison, a significantly lower fraction, only 22%, frequently or sometimes take AC Transit. So, despite the fact that BART services a much smaller total land area than AC Transit, it is clearly the preferred mode. Thus, a significant shift to BART commuting appears feasible, particularly if transit connections to BART can be improved, as discussed in the next section.

We further note that these statistics are likely to improve in the future because of statewide momentum to contain the adverse environmental impacts of driving. Notable trends include the following: the emphasis on transit-oriented development in the Bay Area—which has focused significantly on developing BART station areas, the shift in transportation funding toward public transit, making access to regional transit funds contingent on the development of station area plans, the significant shift in directing transportation funds toward public transit and away from highways. These trends will be greatly accelerated by the more recent state carbon mandates, and the just-passed Senate Bill 375. SB375 requires the Air Resource Board to develop regional greenhouse gas emissions reductions targets, the regions to develop transportation and land use plans to achieve those targets by reducing vehicle miles driven, and ARB to track progress toward achieving those goals.

Improve the transit connection to BART

In our survey, student commuters identified poor connections between transit modes as the biggest barrier to taking public transit in general, and BART in particular. Among those surveyed, 60% indicated that the connections between transit modes need to be improved in order for them to consider switching from SOV commuting to transit. Similarly, 61% specifically indicated the need for more frequent shuttle service to BART. By comparison, fewer students, 49%, indicated that BART train frequency itself was a barrier, and 54% indicated the cost of BART is a barrier. Given that we have little leverage over BART train frequency or cost, our focus should be on providing better, lower-cost connections to BART.

To get the greatest gains at least cost, East Bay should aim its transit connection improvements first at servicing those living north of Hayward on the Freemont-Richmond line (Figure 3). Our zip-code analysis of Fall 2007 students and staff, indicates that more than three times as many students and staff live in cities north of Hayward along the Richmond line than south. (As shown in Figures 4 and 5, while 1065 students and staff reside in Freemont, a total of 3474 come from points north along the Richmond line including San Leandro, San Lorenzo, Alameda, Oakland, Emerville, Albany, Berkeley, El Cerrito, Richmond, and San Pablo. By comparison, Cal State East Bay commuters are sparsely populated in cities along other BART lines.)

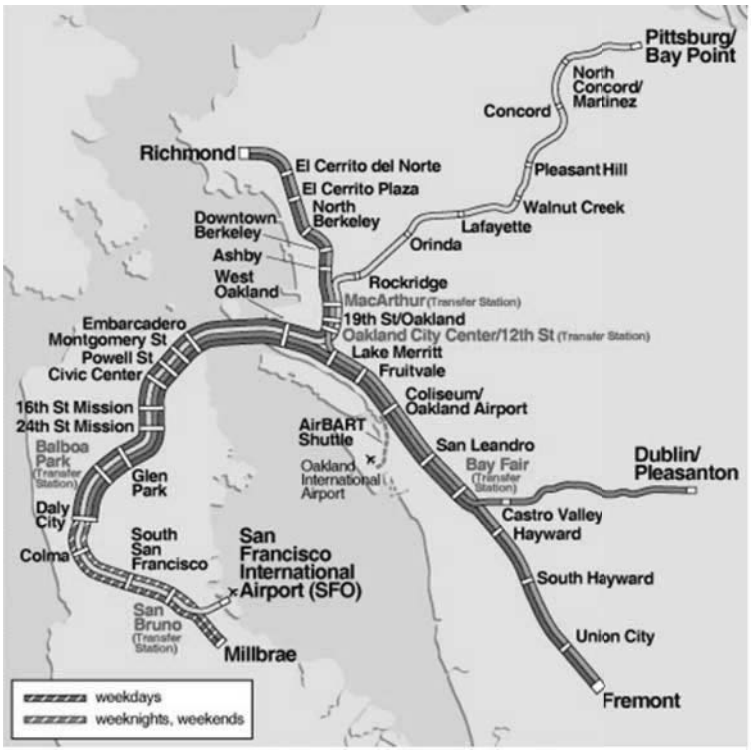

Figure 3. BART map.

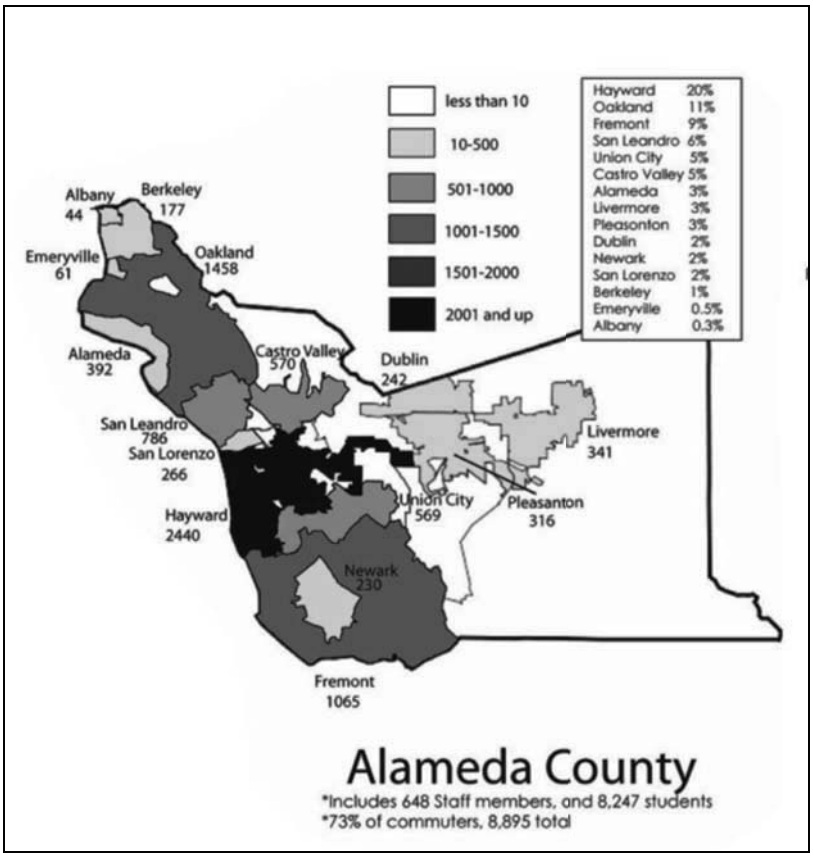

Figure 4. Numbers of students and staff residing in the indicated cities in Alameda County in Fall 2007. Only cities with 10 or more residents from Cal State East Bay are shown.

The AC Transit / BART connection for points north of Hayward is poor indeed. While both the #92 and BART run of 15-minute intervals throughout most of the day, the connection is just out of phase. Departing campus in the afternoons and evenings, the #92 bus arrives at BART consistently 1 minute *after* the northbound Richmond train has departed the Hayward BART station. So riders have to wait 14 minutes for the next train. The connection for the reverse commute in the morning is almost as bad. BART southbound consistently arrives at the Hayward BART three or four minutes *after* the #92 bus has left for campus.

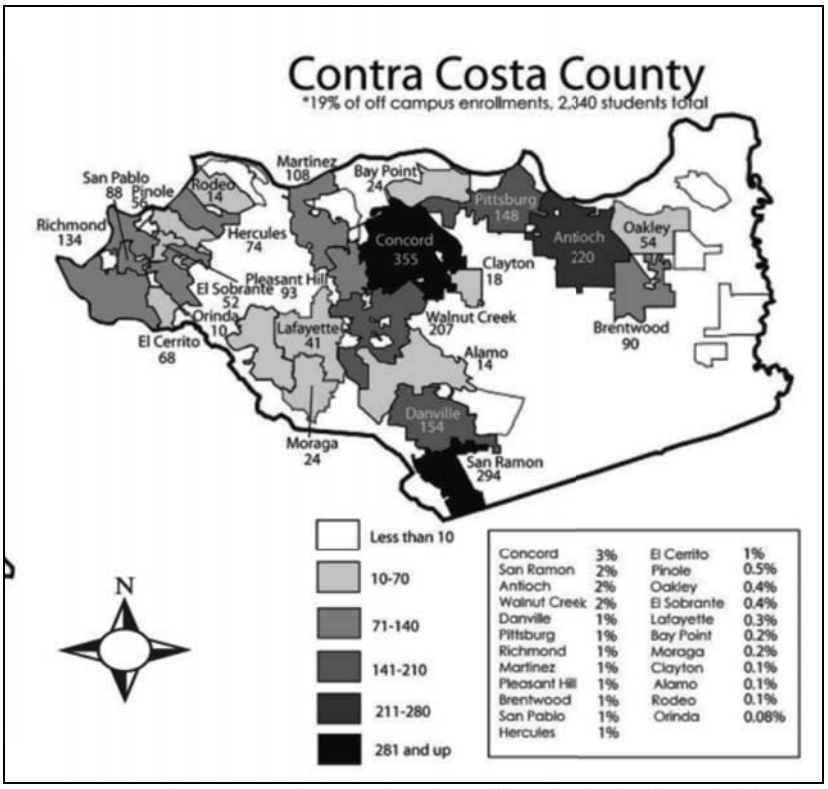

Figure 5. Numbers of students and staff residing in the indicated cities in Contra Costa County in Fall 2007. Only cities with 10 or more residents from Cal State East Bay are shown.

A potential low-cost means to improve the transit connection for that group is to push back the schedule of the #92 line by 10 minutes so that it is in phase with BART. This would significantly improve the connection in both the morning and evening for that group. Admittedly, it might make the connection somewhat worse for south-going passengers, but there are fewer people living south and there are two BART lines serving southbound riders. In contrast there is only one line serving the most populous areas north of campus (see Figure 3).

Do not cut the Hill Hopper unless the AC transit connection to BART is improved

The suggestion to improve the timing of the connection between campus and BART is even more important in view of the current plan to stop running the Hill Hopper to and from BART. This plan would actually *reduce* the overall frequency of service to BART at peak commute times (i.e., the times when the Hill Hopper currently runs), because the Hill Hopper operated out of phase with #92, thereby offering a far better connection for points North of the Hayward BART. If we can get the #92 shifted ten minutes later, it would provide service only marginally worse than the Hill Hopper currently does at peak

times (the #92 takes a little longer to get to BART and serves the general population, including a heavy load of high schools students before and after school). At the same time it would provide considerably better service off-peak in that it would be both better timed and free. Thus, one could argue that overall service would be improved by the plan, *if the #92 schedule were shifted*, despite the cutting of the Hill Hopper.

Pursue the Class Pass and a green transit fee

Student-approved green fees can be used to support transit alternatives. The University has been considering asking the students to vote on a Class Pass fee that would give students free access to AC Transit. Such fees typically run around $25 - $30 per quarter. US Berkeley successfully instated a Class Pass that has greatly increased transit ridership. At other campus small *green fees* of $3 - $5 have been passed, which are used to support environmental projects. The green transit fee could be used to toward the purchase of green shuttles or #92-line buses to create a Green Route to BART. The region already has many green technology buses in operation. Partnering with CSUEB on this might be attractive to AC transit, which will certainly be under pressure to reduce its carbon emissions as well.

Our survey results showed surprisingly strong support for both fees. A total of 85% of students surveyed indicated that they would support a Class Pass fee costing somewhere between $20 and $50. Of those students, 39% indicated that $25 was as high as they would be willing to go, but the rest indicated a willingness to pay more. An overwhelming 75% of students indicated they would support a green fee of $3-$5 to support green transit alternatives. This very high level of support suggests that it would make sense to pursue a combined Class Pass and Green Transit fee of $15/quarter fee that could cover both the Class Pass and the greening of the #92 line. We note that it is fair to impose a green transportation fee on all students because it would benefit all students, because developing viable alternative transportation options will also help keep the cost of parking down for those who do SOV commute.

Use parking incentives/disincentives to encourage mode shifting

Parking can be used in several ways to encourage mode shifting. Raising general parking fees provides a disincentive to SOV commuting. Providing preferred parking places for carpool/vanpool provides an incentive for ridesharing, as does reducing or eliminating the fee for carpool/vanpool parking. <u>The entire program can and should be designed to be revenue neutral, by having the extra fees collected from general parking cover the administrative costs of the program, including enforcement</u>.

Raising general parking fees is something the university would have to do anyway if the student body grows. Under state law, parking must pay for itself. As demonstrated below, fees increases would be very substantial to cover growth to 18,000 students under the Campus Master Plan if SOV commuting is not contained. Moreover, fee increases beyond those that would merely cover parking expenses are justified. Including the environmental and social costs of driving into the fiscal costs of owning and operating cars, is, justified by economic theory. It induces more rational economic behavior in which the total costs of driving are minimized and the total benefits maximized. There

are many social and environmental costs of driving some of which are reasonably quantifiable. These include the costs of war over oil, the cost of hospital admissions for air-pollution induced respiratory illness and losses in crop and forest production, and clean-up costs for oil spills. Many other costs are largely non-quantifiable, like the human suffering from illness and conflict over oil, the cost to future generations of climate change in disruption of agriculture and water supply, the stimulation of disease vectors, and the loss of species.

Quantifying even one of these costs demonstrates how great the economic distortion is of not including them into charges associated with driving. For example, using economic cost estimates of the Iraq War developed by Linda Bilmes and Nobel Laureate in Economics, Joseph Stigliz, and data on US oil imports from the Persian Gulf, we see that internalizing the cost of the Iraq War into the price of oil obtained from the Persian Gulf would add over $19/gallon to the price of oil![1] Clearly, including the cost of oil wars alone into the cost of driving would stimulate heavy investments in green alternative transportation.

Low fees currently encourage SOV commuting

As shown in Table I, at $60/quarter, student parking fees at East Bay are well below average for the CSU-system ($79 per quarter-equivalent), despite being located in the traffic congested Bay Area. Low fees encourage SOV commuting to campus. Indeed, East Bay's parking fees are low enough that many students who could easily walk to campus, elect to drive routinely instead. This fact was observed by an *Applied Field Studies* student researcher, who lives in the City View Apartments adjacent to campus on Carlos Bee Blvd, about 1/3 mile from the entrance to campus. To substantiate these findings, the student surveyed cars parked in the City View Apartments residents' lot at night, and found that 6% of 256 cars observed held CSUEB parking permits. This implies that more than 6% of students living in City View drive regularly to campus because not all City View residents are CSUEB students.

This finding not only substantiates our conclusion that parking permit fees are too low, it argues that the University should expand its on-campus shuttle service to include a pickup at the City View Apartments, as it used to do at the old International House.

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[1] Bilmes and Stiglitz estimate the economic cost to the US alone of the first three years of the conflict to be $2.2trillion. The US imported were 2,678 billion barrels of oil from the Persian Gulf during those years (2003 – 2005). Dividing the former by the latter and correcting from barrels to gallons (42 gal/bbl) gives $19/gallon of oil-derived fuel. (Data Sources: Linda Bilmes and Joseph E Stiglitz, *The Economic Costs of the Iraq War: An Appraisal Three Years After the Beginning of the Conflict.* Available online. US Oil Imports, Energy Information Administration. http://tonto.eia.doe.gov/dnav/pet/hist/mttimuspg1a.htm)

Table I. Student parking permit fees per quarter (Q), semester (S), or year (Y) ranked by quarter equivalent cost. Conversion to quarter equivalent cost assumes 10 weeks per quarter, 15 weeks per semester, and 30 weeks per year. (Fee data obtained from campus web sites.)

	Permit Cost	Unit time	Quarter Equivalent Cost
Bakersfield	$36	Q	$36
Monterey Bay	$54	S	$36
Fresno	$68	S	$45
Chico General	$78	S	$52
Maritime Academy	$54	Q	$54
Dominguez Hills	$81	S	$54
Stanislaus	$82	S	$55
East Bay	$60	Q	$60
Sonoma General	$94	S	$63
Long Beach	$98	S	$65
Sacramento	$108	S	$72
Los Angeles	$90	Q	$90
Pomona	$90	Q	$90
San Diego	$135	S	$90
San Bernardino	$93	Q	$93
Fullerton	$144	S	$96
Channel Islands	$145	S	$97
San Lois Obispo	$105	Q	$105
Humboldt	$315	Y	$105
Northridge	$162	S	$108
San Jose	$192	S	$128
San Francisco	$225	S	$150
San Marcos	$248	S	$165
AVERAGE			$79

Higher parking fees stimulate interest in alternatives

As indicated earlier, if SOV commuting is not contained, student parking fees will have to be raised to cover the cost of the new parking structures required to accommodate growth in student numbers. The current estimated cost of adding the four new parking structures that would be needed to accommodate the 18,000 students envisioned in the Master Plan is $100M (personal communication, Christopher Brown, Cal State East Bay Foundation Director). That growth would be achieved in 15 years at a growth rate of 2.5% per year. If the cost is averaged over 15,000 students, 4 quarters per year, the *additional* permit cost needed to cover that amount would be $120/student/quarter (assuming full enrollment in all four quarters), bringing the total to $180/student/quarter.

Rounding up to $200/quarter, we surveyed students about likely changes in their commuting behavior if parking fees were increased to $200/quarter.[2] As shown in Table II, only 23% of 175 student commuters surveyed indicated they would continue to drive

[2] Rounding up is justified on several accounts: to cover the cost of additional enforcement necessary to monitor parking, to offset parking revenues reduced by incentive for ridesharing and efficient vehicles, to account for the fact that not all students purchase parking permits, and as a small payment toward the environmental costs of driving.

alone if parking were $200/quarter, while 33% indicated they would take public transit. Interestingly 10% wrote in that they would carpool (an option not explicitly included in that part of the questionnaire). While surveys are imperfect predictors of actual behavior, these results do suggest that large numbers of students would switch modes rather than have to pay the full cost of parking on campus.

Table II. Student commuter answers to the survey question: "If parking fees were increased to $200/quarter, I would..."

Take public transportation to campus more often	33%
Continue to drive alone	23%
Other	18%
Consider driving a motor cycle or scooter	11%
Carpool[1]	10%
Consider buying a more fuel efficient car/truck/SUV	7%

[1]Students who answered that they would carpool wrote in that options themselves as it was not included explicitly as an option in this question in the survey.

We note that adding $120/quarter to the price of parking is equivalent to adding about $2.15/gallon to the price of oil, given that students currently drive on average 1265 miles per quarter to commute to campus[3] and assuming an average vehicle fuel efficiency of 22.5 miles per gallon. This is equivalent to a total gasoline equivalent price of about $4.05/gallon (adding it to the current Bay Area price of $1.90/gallon for regular gasoline). That was about the peak price reached in the Bay Area last year, which did indeed begin to begin to suppress driving, as verified by national statistics.

Reduce parking fees and provide other incentives for ridesharing

Given the somewhat surprising level of interest in carpooling, despite the complexities and irregularities of student schedules, investing more in carpooling programs, is worth further investigation. The Environmental Protection Agency[4] recommends many means to stimulate carpooling and there are many examples that East Bay could use as models:

- Employers can provide assistance for rideshare matching. Although Cal State East Bay provides a link to the Bay Area 511 Rideshare website[5], and the University is listed as an employer on that site, 62% of students (106 of 156) who answered the survey question "Did you know that CSUEB has information on alternative

[3] Students average driving 120 miles per week x 10.5 weeks per quarter including ½ tie attendance during exam week.

[4] US EPA, *Carpool Incentive Programs: Implementing Commuter Benefits Under the Commuter Choice Leadership Initiative*, EPA 420-S-01-004, September 2001. Available online at www.cleanairpartnerstx.org/resources/Carpool%20Incentive%20Programs%20-%20EPA.pdf.

[5] http://www.aba.csueastbay.edu/AltTrans/car_pool.htm

transpiration (including carpooling) on its webpage" answered "No". This demonstrates the need for better outreach to students about carpool assistance.

- Employers can charge reduced parking fees for those who carpool. The easiest way to do this at East Bay would be to issue one carpool permit to be shared among all registered ride-sharers in a carpool. With registered carpool users then for-fitting the right to purchase a general parking permit.
- Employers can provide preferred parking to those who rideshare. Preferred spaces should consider not only proximity to facilities (those closer to the interior of campus) but preferred lots. Our student survey revealed preferences among lots, as indicated in Table III.

Of course, preferred carpool parking would require additional monitoring and enforcement. Therefore, general parking fee increases must be raised high enough to also cover any increased enforcement costs.

Table III. Student preferences for parking lots (see map, Figure 3).

Lot	Percentage of students who prefer a given lot
E2	19%
D	13%
F	9%
G	6%
K	5%

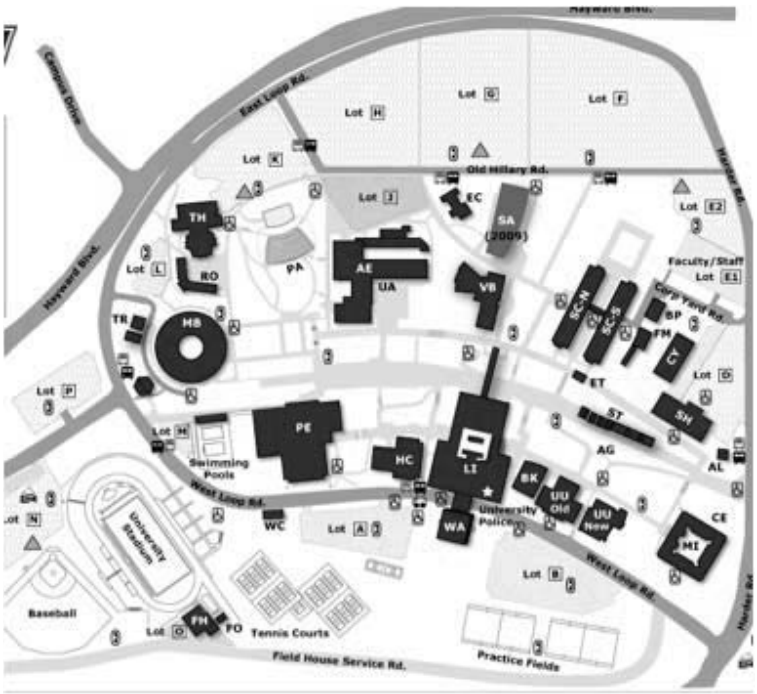

Figure 6. Map showing the locations of Cal State East Bay Parking Lots

Our survey results also indicate that another important barrier to carpooling can be alleviated by creating a *Guaranteed Ride Home* program. In such programs registered carpool users are guaranteed a free taxi ride home if they must leave for an emergency before their scheduled carpool time. Many such programs exist and could be used as a model. In our survey of students, 69% indicated that they would consider carpooling if such a service were available to them.

Parking fee reductions for fuel efficient vehicles

Parking fee reductions can also be used to provide an incentive to purchase fuel efficient vehicles. Given that the current generation of hybrid Toyota Prius's are twice as efficient as the average car on the road, University incentives for efficient vehicles can be a very effective way to educate students and reduce emissions, if not to reduce demand for parking spaces and traffic congestion. Because efficient vehicles address the former and not the latter, they should not be guaranteed preferred parking spaces, though those that carpool in an efficient vehicle could enjoy double benefits. The University need not define what is to be considered an efficient vehicle on its own, it could simply adopt vehicle models currently receiving low-carbon and energy efficiency tax credits under state or federal programs.

Promote bicycling to campus

One of the most surprising findings of our study was the potential to increase biking to campus. The Master Plan ignores this potential entirely, probably because the current barriers loom large, specifically the hill and the bicycle-hostile streets of Hayward. While 92% of students never bike to campus, a surprising 43% indicated that they would consider it if there were safer routes to campus and there were a shuttle or gondola up the hill every 5 minutes. The idea of the latter is that one can easily bicycle from BART to the base of the hill, if there was a projected route (right now there is not). One could then leave the bike in protected parking at the base of the hill and take a shuttle or gondola up to campus.

Potential bike commuters include those living in the City of Hayward, which, at over 2400 people (Figure 4), houses a surprisingly large fraction of East Bay students and staff, and those coming by BART. BART allows bikes on the Freemont-Richmond line in both directions at all times of day. Some other lines have some restrictions at some times of day. There are therefore two main priorities in addressing bike commuting (1) overcoming the barrier of the hill, and (2) providing safe routes from BART, both of which would provide benefits to local Hayward residents as well. We identified two very different possibilities, a scenic mountain bike route and an urban commute route. These offer differ values and both merit inclusion in the Master Plan.

The main feature of the mountain bike route would be the scenic Greenbelt Trail, which runs almost half the distance from BART to campus and would require only a relatively short commute across heavily trafficked roads. This remarkably beautiful dirt trail runs down the larger of the two greenways located between the 92 line and the red Hill

Hopper line marked on the satellite image Figure 7. The trail, accessible to bicycles leaving campus from Campus Drive, includes beautiful native vegetation, waterfalls, bridges and a day camp (Figure 8). It would be relative easy to mark a path from campus to the trail access off of Campus Drive, which carries a modest load of traffic compared to access routes coming up from Mission Blvd. The challenge will be to provide a safe route from the bottom on the greenway to BART.

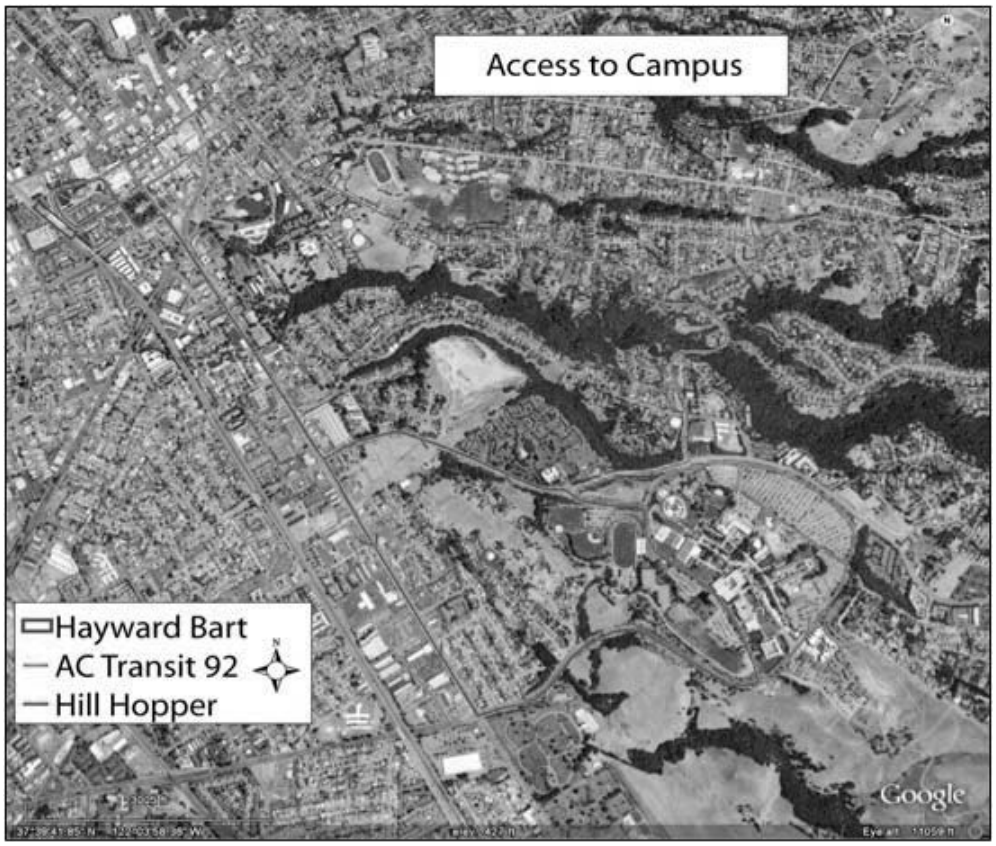

Figure 7. Google satellite image showing the campus at lower right, AC Transit's 92 line, the BART station and the Hill Hopper shuttle route. The large greenway between the green line and the red line contains the Greenbelt Trail, a dirt trail suitable to mountain biking.


Figure 8a.


Figure 8b.


Figure 8c.

Figure 8. Greenbelt Trail photographs. Figure 8a shows the access to the turnoff for the access to the Greenbelt Trail on Campus Drive. Notice that there is no marked or protected bike lane on the road, which is winding and fairly steep in places. Figures 8b and 8c show two different parts of the trail.

As shown in Figure 9, the bottom on the Greenbelt is less than 2/10th of a mile from the BART tracks and the station itself is only 2/3 of a mile further north. The University and the City should explore the possibility of developing a bike/pedestrian path along the BART right of way, allowing bicyclists to safely cross Jackson Street, a very dangerous, very busy road.

Such a path would fall mainly within the ½-mile radius of BART designated as the transit oriented development station area. Receipt of regional transportation funds is contingent on cities having station area plans that facilitate public transit use. Livable station areas are integral to that goal. A bicycle/pedestrian route connecting the station area to the Greenbelt Park, would go a long way toward increasing the livability of station area TODs. As such it would be a wise investment for the City of Hayward as well as the University and might be a candidate for a path funding partnership.

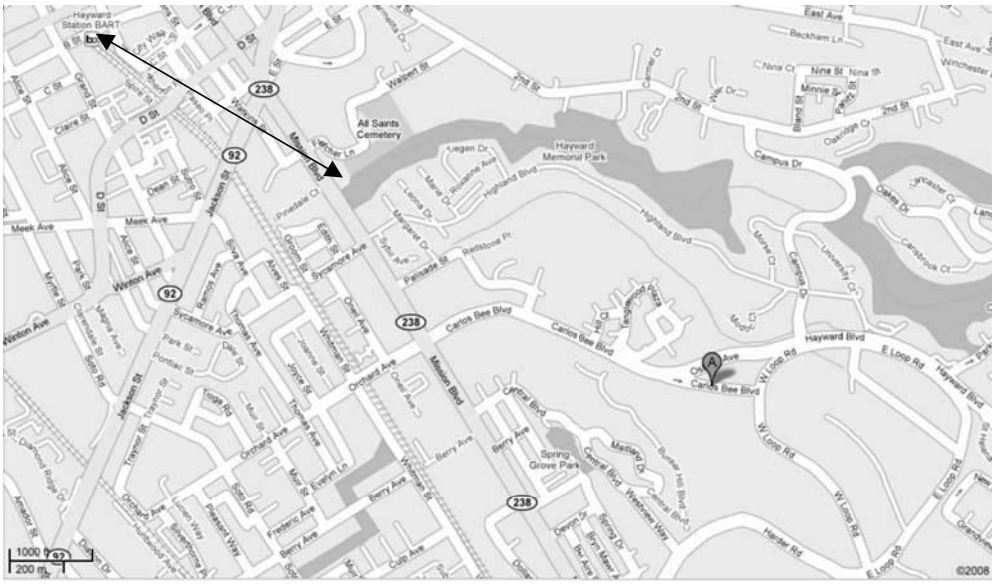

Figure 9. Map showing the bottom of the Greenbelt Trail (blue line in green shaded area) and the tracks north to the Hayward BART station. This distance between the station and the trail, indicated by the arrow, is 0.57 miles. (Make extracted from *Google's* online maps.)

The urban route, accessible in all weather could potentially be developed along the BART right of way to Orchard Blvd, and then have a protected lane up Carlos Bee to Campus. Alternatively, or as a later development, a protected paved switchback path could be developed on campus land going up the hill below (SW) of West Loop Road. A secure bike parking station and shuttle/gondola pickup could be provided at the base of the hill, either on campus land or on right or way. If a shuttle or gondola were put into service just to overcome the obstacle of the hill, as opposed to running all the way to

BART it could cycle rapidly (every five minutes) providing excellent biking/pedestrian access to campus for students and community members.

Adopt a broader campus vision

The Campus Master Plan, while commendable for its vision of an improved campus, could and should be broader and bolder. We envision a campus that is ultimately much better connected to the community by safe and attractive bicycle, pedestrian, gondola access. Beautifully landscaped with native plants, an efficient, rapid cycling, renewable-energy-powered gondola would provide an inviting entry to campus for prospective students and community members. Amenities like a weekly campus farmer's market, a public restaurant and cafe with a view of the bay, and a shared community library (like San Jose State's) could make the Hayward Campus a destination. Such investment would enrich student life and benefit future recruitment. Shared amenities could create an incentive for the City of Hayward to help finance projects like the bike paths that would benefit both the University and the community. Community members paying-per-ride should also help subsidize costs of operating a gondola or rapid-cycling shuttle during off-peak times. For example, having a farmer's market on the weekends, or restaurant active during dinner hours while our night-students are typically in classes, or movie theatre operating at night could greatly improve student life on campus, provide a destination for the local community, and subsidize the cost of alternative access to campus.

Response to Comment Letter ORG-3

The University thanks the commenters for the useful data and analysis they have submitted to support efforts to increase the use of transit, carpooling, and bicycling as commute modes, and to limit the need for additional parking construction. With regard to the "Key Recommendations" listed on pages 3 and 4 of the letter, the University appreciates the research and analysis that has been conducted and will examine these items further in the Alternative Modes and Parking Planning Study (see **Master Response 1, TDM Program Definition**); there are a few items that the University may consider further, but does not commit to studying, for the reasons described below.

- Rapid-cycling gondola and/or switchback path: The potential capital and operating cost and cost/benefit ratio are likely to make this idea infeasible; the University would support the alternative of the transit route that connects the campus to Downtown Hayward BART making a stop at the bottom of Carlos Bee Boulevard to pick up bicyclists.

- Bicycle path or lane improvements between Downtown and Carlos Bee Boulevard, or connecting to the Greenbelt Trail: The City of Hayward is responsible for planning and implementing bicycle improvements on City streets. The University will consider whether directing bicyclists to use the Greenbelt Trail route as one option to travel to/from the downtown area is advisable, given the quality of the path, personal safety issues, and the quality of bicycle facility connections at the Mission Boulevard and Campus Drive ends of the trail.

The commenter states that Bay Area Rapid Transit (BART) has lower per capita greenhouse gas emissions than either AC Transit buses (due to low ridership) or single occupancy vehicles, and that transit incentives should emphasize BART over AC Transit. Section 4.12, Transportation and Traffic, of the Draft EIR contains numerous incentives and other measures for BART. These include, but are not limited to, improved bus service to nearby BART stations, improved public transportation links and routes and nearby BART stations, and discounted BART tickets for students, faculty, and staff. Also, see **Master Response 1, TDM Program Definition**.

Letter No. ORG-4

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December 24, 2008

Jim Zavagno
Facilities Planning and Operations
Cal. State Univ., East Bay
25800 Carlos Bee Blvd.
Hayward, CA 94542

RE: Draft Environmental Impact Report, California State University, East Bay, Master Plan.

Dear Mr. Zavagno,

I am writing on behalf of my client, the Old Highlands Homeowners Association, in regard to the above-referenced DEIR. Attached please find several comment letters regarding the Master Plan and its associated DEIR. From my review of the DEIR, I must agree with my client and the letter authors that it is deficient in important respects. My suggestion is that the University, after receiving and considering all of the comments received, revise the EIR to address the deficiencies that have been raised and the recirculate the revised document for an additional round of public comment. Anything less than that would deprive the public, and responsible agencies, of their right to have full disclosure of significant project impacts and feasible alternatives before providing comments. 1

Please keep me informed about any future actions in this important project's environmental review

Most sincerely,

Stuart M. Flashman

Stuart M. Flashman

Response to Comment Letter ORG-4

Response to Comment ORG-4-1

The comment refers to several other letters as being attached to this letter. No attachments were specifically received from this commenter, although two other comment letters from Mr. Rob Simpson dated December 23, 2008, and from Mr. Jed De Varo dated December 17, 2008, were received along with this comment letter in an email from Mr. Simpson. Mr. Simpson's letter is included in this Final EIR as Comment Letter I-11 and Mr. De Varo's letter is included as Comment Letter I-5. Responses to comments in both letters are provided in this Final EIR.

The comment does not provide any details as to why the EIR to be deficient. In the absence of any specific information regarding deficiencies in the Draft EIR, the University cannot provide any responses to such allegations and the University sees no reason to recirculate the Draft EIR.

Letter No. I-1

From: Jesus Armas [mailto:Armascg@sbcglobal.net]
Sent: Wednesday, December 24, 2008 1:52 PM
To: Jim Zavagno
Subject: Cal State East Bay Master Plan and Draft EIR

Jim:

I write to comment both on the Master Plan and the Draft Environmental Impact Report.

With regard to the Master Plan, the University is to be commended for utilizing a comprehensive perspective in terms of planning for future growth on the Hayward campus. This is particularly important since, as reported by the University, the present Master Plan was prepared over four decades ago. Much has changed in the Bay Area in general and Hayward in particular in the intervening years, and it is entirely appropriate for the University to have an adopted Master Plan which recognizes this fact. Policies and development principles that may have been acceptable in the 1960's have given way to new concepts and strategies. And, of course, the current Master Plan predates the adoption of the California Environmental Quality Act and its mandate to evaluate a project's impact on the environment. 1

The Master Plan gives due to recognition to the principle of sustainability by seeking to reduce waste and advocate conservation, promote a lesser reliance on the automobile, and to create a walk able campus are all attributes of the Plan worthy of recognition. Obviously, key to the foregoing is the extent to which the objectives articulated in the Plan are actually implemented. 2

Two aspects of the Plan warrant further consideration. First, the Plan calls for a new entrance on Hayward Boulevard at Parkside, which I support. However, the Plan continues to depict surface parking lots on either side the new entrance and along Hayward Blvd. Given the residential nature of the properties opposite this part of the campus, it would seem more appropriate to screen these lots. After all, to those who reside in the Old Highlands neighborhood, these lots effectively represent the front door to the University. Accordingly, I would suggest that as many of the buildings as possible be moved closer to Hayward Blvd, with the resultant vacated space utilized for parking. In this way, structures replace asphalt as the front door to the University. 3

Second, with regard to the proposal to develop faculty/staff housing, given the environmental impacts associated with the Grandview location, I would suggest that this site be deleted from the Master Plan at this time. I say this because housing at this location is extremely controversial, entirely too speculative at this time, and void of any meaningful drawings or plans to inform the public. By deleting it at this time, the University is not precluded from amending the Plan in the future, following conversations with residents, development of concept plans and confirmation that housing at this location is indeed financially viable. Further, by deleting it now, the University will have more time to consider and address critical access and circulation issues, both on campus and on Grandview. 4

Concerning the Draft EIR, there is a need to update some of the statements made in the document with regard to certain projects. For example, at page 4.1-3 it is reported that the Student Services Replacement Building is scheduled to open in "fall 2009." So far as I can tell, this did not and has not happened. Similarly, in the same page, it is reported that the project calling for a reduction of Warren Hall has been approved and "will be completed when the Student Services Replacement Building is complete." I understand it is no longer clear when the Warren Hall reduction will take place. The DEIR 5

includes multiple references to the Recreation and Wellness Center. Yet, it's location is not particularly clear in any of the graphics (site plans) nor is the timing of its construction. The relationship of this Center (and its component parts) to the existing gym and related athletic facilities could also be made clearer. 6

Lastly, from an editorial perspective, Caltrans is referred to as the California State Transportation Agency. This is not correct; I believe the correct name is California Department of transportation. 7

With regard to specific areas of concern, I offer the following.

In terms of aesthetics, by reference I reiterate my comments from above with regard to faculty housing along Grandview. The DEIR correctly notes at page 4.1-10 that the loss of views represent a significant and unavoidable impact. Under such circumstances, it would be entirely appropriate for the University to delete such housing at this location at this time, and to focus its attention on sites which are free of significant environmental impacts. 8

Turning to transportation and traffic issues, page 4.12-6 includes a list of intersections that were analyzed. Noticeably missing are two key and critical locations, namely Soto and Jackson and Soto and Orchard. These locations are the path of travel utilized by many individuals going to the University, and it is important to ascertain what impact implementation of the Master Plan may have at these locations. This is especially critical since, if the Hayward Blvd/Parkside entrance is not adopted, there will be little reason for motorists to use Harder Road as an access point to the campus and residential neighborhoods in the Hayward hills, thereby resulting in Carlos Bee continuing to serve as the principle access point. 9

A related comment on traffic impact relates to LOS information reported at pages 4.12-40 and 4.12-41. The tables there indicate LOS E and F for the intersection of Mission/Foothill/Jackson. I don't believe this is accurate. The City of Hayward analyzed this intersection in conjunction with its Route 238 Corridor Improvement Project and while I do not have the analysis readily available, I recall the levels of service were better than reported in the DEIR. A review of the City's analysis seems in order. 10

Finally, the transportation section talks about greater use of public transportation. In the mitigation measure Trans-1a, it calls upon the University to "enhance AC Transit Route 92 services", ensure 15 minute headways during specified hours; and for "continued and enhanced shuttle service" between the campus and the Downtown BART station". Unfortunately, the comment lacks any specifics as to how the University proposes to achieve the foregoing measures, nor what happens if the measures are not achieved. 11

Thank you for the opportunity to comment on the Master Plan and the Draft Environmental Impact Report.

Response to Comment Letter I-1

Response to Comment I-1-1

The comment commends the University for planning for future growth in the proposed Master Plan. The potentially significant environmental effects from the adoption and implementation of the proposed Master Plan have been assessed in the Draft EIR, which was prepared pursuant to the *State CEQA Guidelines.* The comment is noted.

Response to Comment I-1-2

The comment is noted. The commenter is supportive of the sustainability features that are included in the Master Plan. A summary of these features can be found in the Draft EIR on page 3.0-17, in Table 3.0-1, Sustainable Campus Framework Summary. By adopting the proposed Master Plan, the University is committing to implement programs in support of the sustainability goals that the plan has established. To further ensure that those sustainability programs that help avoid or minimize environmental impacts (such as a Travel Demand Management program and a water-consumption minimization program), the EIR includes mitigation measures that require that these programs be implemented and establishes timetables and performance standards that the University must meet.

Response to Comment I-1-3

The proposed Master Plan includes a potential new entrance (third entrance) from the east on Hayward Boulevard, which would serve to better distribute vehicle trips internally and provide a major new gateway to the campus. The comment suggests that the parking lots at the potential new entrance should be screened from the adjacent residential uses and that campus buildings should be moved to the new entrance if possible.

Please note that with the establishment of the third entrance, the eastern aspect of the campus would be enhanced. As discussed on page 4.1-15 in the Draft EIR, this new entry from the east on Hayward Boulevard would facilitate a view corridor focusing on a new primary quad leading through the center of the campus on axis with the current library and Warren Hall. This quad would orient visitors to the campus and would be enhanced with distinctive landscaping, a visitor parking lot, campus directories, and directional signage. The Student Services and Administration Replacement Building (SSARB) (the construction of which is currently on hold) would be located in the eastern portion of the campus near the new entry quad to further aid campus visitors. Locating additional campus buildings on parking lots in the eastern portion of the campus would be inconsistent with the Master Plan principles because the placement of academic buildings on the campus is based, in part, on the walkable distance from other

academic uses. Furthermore, the campus proposes to keep vehicles out of the campus core by keeping all parking facilities on the periphery of the campus.

Response to Comment I-1-4

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue**.

Response to Comment I-1-5

At the time the Draft EIR was published the SSARB was scheduled for completion in fall 2009. However, subsequently, the state budget crisis has caused the CSU to delay its completion. Thus, the SSARB no longer has a scheduled opening date at this point. This change in the text has been reflected in **Section 2.0**. The Warren Hall retrofit project has also been delayed. However, both projects remain on the CSU State Funded Capital Outlay Program.

Response to Comment I-1-6

As discussed in the Draft EIR Section 3.0, Project Description, existing recreational and athletic facilities on the campus include the Pioneer Stadium, the campus gymnasium, swimming pools, tennis courts, baseball diamonds and soccer fields. A new Recreation and Wellness Center is slated to be built and open for operation for the year 2010. The Recreation and Wellness Center will include a gymnasium, indoor jogging track, two activity rooms, outdoor adventure center, two massage therapy rooms, and other amenities within a 55,000-square-foot building. It will be built on the north side of Harder Road, directly across from Pioneer Heights II.

Response to Comment I-1-7

The Draft EIR text referred to in the comment is in error. The text has been changed and reflected in **Section 2.0**.

Response to Comment I-1-8

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue,** for further discussion of the Grandview Avenue faculty and staff housing option.

Response to Comment I-1-9

The study intersections were defined based on direction from the City of Hayward transportation planning staff. Based on the estimated campus trip distribution, the majority of new trips will travel to the site via Mission Boulevard–Carlos Bee Boulevard to/from the north, and Mission Bee Boulevard–Harder Road to/from the south (see Draft EIR Figure 4.12-6). Draft EIR Figure 4.12-8, which was

mislabeled "Intersection Levels of Service – Future Conditions (No Third Entrance) actually shows the assignment of the new Master Plan trips. The figure shows the volumes assigned to Orchard Avenue in intersection 12: the volumes are 97 AM peak hour vehicles and 150 PM peak hour vehicles.

Response to Comment I-1-10

Please see **Response to Comment ORG-2-37**.

Response to Comment I-1-11

Please see **Master Response 1, TDM Program Definition**, for more information on the transit and TDM programs proposed. Also, the baseline traffic analysis presented in the Transportation and Traffic Chapter presents the traffic conditions that would result if the improved transit service and other programs supporting alternative mode use do not occur. In other words, the traffic analysis is a conservative projection of traffic using current commute mode choice characteristics.

Letter No. I-2

John and Diane Balloue
26838 Grand View Ave.
Hayward, CA 94542

December 24, 2008

Cal State University East Bay
Facilities, Planning and Operations
25800 Carlos Bee Blvd
Hayward, Ca 94542
Attention: Jim Zavango, University Planner

Re: Cal State University East Bay Master Plan

As long time residents on Grand View Ave, Hayward, Ca. We are writing this letter in protest to Pioneer Heights (Phase 1V) and proposed Faculty Housing adjacent to Grand view. We have reached the saturation point with the noise (loud music, fighting, yelling and just general rumbling), the lights (that take away from the scenic view), the parking in front of our house for the purpose of drinking, smoking dope and sex, and with the litter that this brings to our street. 1

I grew up in the house we live in and have seen all the changes to this hill that the University has brought. Where the dorms are now used to be a hill about two thirds the height of the hill in the distance. A whole hill gone! Grand View used to be a much longer street with family homes on it. Gone! When you change the land there is no putting it back. My parents have had this home since 1942, and I lived here until 1958 with them and came back to live here in 1980. My parents are gone and the home is mine now and we want to be able to live here peacefully for the rest of our days. 2

The University has been a jewel for our community and we have accepted many decisions that were not popular for our street for the best of the University. But, the part of the Master Plan that concerns this street is the last straw. The University needs to find another solution to the housing problem. We realize that as neighbors to the University there are concessions both sides have to make, but the nature of your proposed housing plans have direct negative impact on all of the residents of Grand View Avenue. 3

We Hope you consider these factors in making your decision that do not include the one sided sacrifices our community is not willing to make.

Sincerely,

/s/

John and Diane Balloue

Response to Comment Letter I-2

Response to Comment I-2-1

The comment to reconsider placement of the Pioneer Heights Phase IV housing and faculty and staff housing in the area proposed is noted. Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue** for further discussion of the Grandview Avenue faculty and staff housing option. Other issues listed in the comment such as noise from the existing student housing is an existing condition which would not be exacerbated by the proposed project as the additional housing in the Pioneer Heights area would be more distant from the Grandview Avenue homes. With respect to the issue of parking and litter on Grandview Avenue, there is no evidence that persons who park on this street or litter the area are related to the campus. Because of the steep slope that separates the Pioneer Heights area from Grandview Avenue, it is unlikely that many students hike up the steep slope up to Grandview Avenue. Besides, students have access to numerous similar vantage points on the campus itself from where views of the Bay Area are available to them. With respect to lights that could take away from scenic views, the University has made changes to reduce light and glow in this area. Furthermore, as discussed on page 2.0-23 in Volume II of the Draft EIR, the proposed Master Plan requires that light sources be down directed to prevent light spillover. In addition, screening trees would be planted along the eastern side of Pioneer Heights IV to screen the buildings and reduce light and glare. PH Phase IV Mitigation Measure AES-2a requires the University to make sure that light and glare along the project's eastern and northern façade is minimized.

Response to Comment I-2-2

The comment is noted.

Response to Comment I-2-3

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue,** for further discussion of the Grandview Avenue faculty and staff housing option.

From: hbruno1949@aol.com [mailto:hbruno1949@aol.com]
Sent: Friday, November 21, 2008 9:08 PM
To: Jim Zavagno
Cc: SBrunoCM@aol.com; nbruno@sheppardmullin.com; zackbruno@gmail.com; BBruno2@horizon.csueastbay.edu; BobbieSue@clearwire.net
Subject: Bruno Family on Campus Drive is Completely in Favor of CSUEB Master Plan, Including the Building of Five Parking Structures

Jim Zavagno, University Planner
California State University, East Bay
Facilities, Planning & Operations
25800 Carlos Bee Boulevard,
Hayward, California 94542-3022

Subject: Bruno Family on Campus Drive is Completely in Favor of CSUEB Master Plan, Including the Construction of Five Parking Structures

Dear Mr. Zavagno,

My name is Harry Bruno and my wife's name is Sherry Bruno. As a young married couple we bought a vacant lot at 25199 Campus Drive, Hayward in 1976 and immediately set out to construct a 3,000 square foot home on the lot. We have lived in that house continuously for 32 years and raised our three sons there. Our plans are to spend the rest of our lives in that particular home and then transfer the home's ownership to our 3 sons. We are located at Campus Drive's "T" intersection with Oakes Drive. Oakes Drive is the main arterial roadway through the Woodland Estates residential area of Hayward and terminates at Fairview Avenue in the high reaches of the Hayward Hills.

The reason I am going in to such detail on our home's location is because Campus Drive has always been a main thoroughfare for vehicular traffic traveling to and from the California State University, East Bay (CSUEB) campus. At 32 years, we are the longest residing family on Campus Drive in the history of Hayward. So if anyone is familiar with campus-related traffic along Campus Drive it has to be us. In addition to our home, my wife's father developed five other home lots along the 25100 block of Campus Drive beginning in 1970.

Of course, throughout our lives on Campus Drive we realized that CSUEB serves as our road's southern terminus and even provides the logical reason for the name of our street. We have always considered it a source of pride to have CSUEB as a neighbor. It's an honor that Hayward is blessed with a State University which provides an educated workforce in California, particularly in the San Francisco Bay Area. Living in the urban/suburban Bay Area I find it a source of community service to "be a good neighbor."

I read with interest your unbelievably comprehensive Campus Master Plan at http://www.aba.csueastbay.edu/FACPLAN/default.htm. I am excited to see that CSUEB plans to grow to 18,000 full-time equivalent (FTE) students. The next twenty years hold great promise for a vibrant, growing, CSUEB campus. 1

As a graduate of the University of California at Berkeley I know that traffic and parking seems to always be a "town and gown" issue. Your Master Plan's travel demand management policies and programs,

including building up to five parking structures, boldly outlines a future where automobile transportation is seamlessly integrated with significant planned growth in student enrollment and the development of additional student housing, academic facilities, and support buildings. As a member of a family living directly on a popular campus vehicular thoroughfare, I appreciate the care and concern you provide to traffic and parking details. I am very happy that your Master Plan is constructing up to five structured parking sites to accommodate the future need to increase 3,900 parking spaces. 1

If my family and I can be of any future service through our support of your exciting and comprehensive Master Plan, please feel free to call on us.

Yours truly,

Harry Bruno, Esq.
25199 Campus Drive, Hayward, CA 94542-1117
(510) 581-8701
HBruno1949@aol.com

Response to Comment Letter I-3

Response to Comment I-3-1

The comment is noted.

Letter No. I-4

From: Christo, Linda [mailto:lchristo@ebmud.com]
Sent: Thursday, December 11, 2008 10:08 AM
To: Jim Zavagno
Subject: Comment to "Neighbors concerned with traffic at CSUEB"

Hi Mr. Zavagno,
I have been a resident of Hayward for over 40 years and would like to respond to the article "Neighbors concerned with traffic at CSUEB" published in the Daily Review on December 11, 2008.

I am happy to see that CSUEB has a master plan to improve the campus and community for the students, however, I can not emphasis enough for the need to include public transportation as part of this plan. 1 As you draw more students to your campus and with the growth of City of Hayward, you can not avoid potential traffic problems. As the City proceeds with the federal funding to expand Mission Blvd./238 and the downtown Hayward Loop, this will impact the campus and community as well. 2 Currently, both my kids attend CSUEB (previously attended All Saints School and Moreau Catholic High School) and I have seen first hand the congestion of traffic on Second St. and Mission Blvd. Please work with the City of Hayward, the community and the students to come up with a solid plan that includes public transportation. 3

Thank you in advance.
Linda Christo

Response to Comment Letter I-4

Response to Comment I-4-1

Please see **Master Response 1**.

Response to Comment I-4-2

The Route 238 Corridor Improvement Project is accounted for in the traffic analysis in the Draft EIR. The comment notes there is existing traffic congestion on Second Street and on Mission Boulevard. The intersection levels of service for these roadways are evaluated in Section 4.12 in the Draft EIR. As concluded in the section, the contribution of traffic from the proposed project would not substantially affect the level of service at the intersection of Second Street and Campus Drive. Three intersections on Mission Boulevard would operate at unacceptable levels of service under future conditions, with implementation of the project. Please see **Master Response 1, TDM Program Definition**, for a discussion about reducing the proposed project's significant traffic impacts.

Response to Comment I-4-3

Please see **Master Response 1**.

Letter No. I-5

CALIFORNIA STATE UNIVERSITY EAST BAY

Wang Family Professor
College of Business and Economics
25800 Carlos Bee Boulevard, Hayward, CA 94542-3066
510.885.3289 • www.cbe.csueastbay.edu

December 17, 2008

To: California State University, East Bay
Facilities, Planning & Operations
25800 Carlos Bee Boulevard
Hayward, CA 94542-3022
Attention: Jim Zavagno, University Planner

The purpose of this letter is to convey my comments regarding the CSUEB Hayward Campus Master Plan (hereafter MP) and Draft EIR (hereafter EIR). As a new member of the CSUEB faculty, I read the MP and EIR with great interest. It is exciting to anticipate that during the next few decades some significant improvements to the campus will occur, and I look forward to participating in and witnessing the development of the campus and the realization of its long-range objectives. I was impressed by a number of aspects of the EIR, in particular its length, clarity of exposition, and recognition of some key environmental issues. 1

On balance, however, the EIR is inadequate. Before turning to its 3 major flaws, I note 2 broad weaknesses of the MP and EIR.

First, the current MP is fundamentally at odds with the original planning and design criteria from the campus master plan developed at the University's founding "that aim at preserving views of the bay and the hills", since it proposes new on-campus student and faculty housing projects that would block these views from a celebrated, named scenic vista on the border of campus.

Second, a broad weakness of the MP is its heavy focus on construction of residences for students and faculty on campus. The University opened an online campus in Fall 2008, and the MP's focus on expanding to 18,000 FTES by building many residences on campus fails to appreciate the increasingly important role that the new online campus will play in the University's future. Rather than adhering rigidly to a number (18,000) that was proposed in 1963, long before the possibility of an online campus was ever imagined, and trying to achieve that goal mainly by pouring construction money into new on-campus housing units for faculty and students, a more modern and forward-looking approach that recognizes the increasing importance of online instruction would instead focus the University's limited resources for construction on developing the campus's core instructional facilities and faculty resources (e.g. distance learning classrooms, faculty offices, etc.). At a broad level, much of the proposed construction is at odds with the direction in which the University should be (and is) moving. The EIR should be rewritten so that all of the current projections for on-campus resident enrollment are revised significantly downward to reflect the anticipated growth in online enrollments which will play a major role in achieving 18,000 FTES. 2

I now elaborate on 3 major flaws related to these broad concerns, offering these comments in the spirit of continuous improvement and the hope that they steer the planning in a more fruitful direction that will benefit the University, the environment, and the local community. 3

First and foremost, the EIR grossly understates the negative environmental impacts of Pioneer Heights IV (hereafter PHIV), and various alternatives to it are inadequately analyzed or unmentioned. This is due in part to a failure to research the significant negative environmental impacts of the existing Pioneer Heights Structures I, II, and III. 4

Second, the faculty/staff housing proposal is unsound, failing to achieve its stated objectives to the degree that superior alternatives would, and it should be abandoned. 5

Third, the EIR does not seriously address a transit alternative to the proposed parking structures. 6

I. Pioneer Heights Stage IV Student Housing Proposal (PHIV)

The EIR understates the environmental impacts of PHIV in areas such as aesthetics, noise, police protection, fire protection, regional parks, wildlife corridors, and overflow parking on bordering residential streets, to such a degree that the credibility of the entire PHIV analysis in the EIR is compromised. 7

A big problem here is that evidently no effort was invested in researching the considerable negative environmental impacts of the Pioneer Heights structures (I, II, and III) which are already in existence near the proposed site for Phase IV. This is puzzling. If the goal is to predict the environmental impacts of Phase IV, what better place to look than at the evidence from phases I, II, and III that are already in existence? 8

The EIR concludes in Volume II (section 2.5.1) that there are no significant and unavoidable impacts of PHIV. This claim is inaccurate in the cases of aesthetics and noise. Other negative effects (e.g. increased demands on police services, fire services, and traffic due to overflow parking on Grand View, Cotati, and surrounding streets) could potentially be mitigated, but presently those clear negative and significant impacts are either unmentioned or insufficiently acknowledged in the EIR. The points below elaborate on these and other concerns. Taken collectively, the evidence supports the superiority of all of the alternatives (including ones that were not mentioned) over the proposed plan. Of those alternatives, the worst is a reduced PHIV complex at the same site, though even this is clearly better than the proposed plan. The EIR should take the alternatives far more seriously, particularly in light of the considerable environmental impacts of PHIV that are currently understated (or unmentioned) in the EIR. 9

1. EIR Understates Negative Impacts to Aesthetics (e.g. Scenic Vistas)

The EIR notes on p. 4.1-9, "However, due to the site topography and the lower elevation at which this housing would be constructed, structures planned for this area would not obstruct views currently available from Grandview Avenue. Therefore, if only the next phases of Pioneer Heights student housing were to be built in this area, although the character of the fore- and middle ground would change, panoramic views of the Bay Area would still be available from Grandview Avenue. Therefore, the impact of Master Plan development on scenic vistas would be less than significant." I strongly disagree with this conclusion. Changing the fore and middleground fundamentally changes the visual character of a named scenic vista that begins with seemingly undeveloped rolling hills, transitioning into the City of Hayward, and ultimately the Bay. The fact that development "just" affects the fore and middleground does not make it less than significant. There is a good reason the street was named "*Grand View Avenue*" as opposed to "*Grand View With Exception of Fore and Middle Ground Avenue*." 10

Immediately after admitting the clear negative impacts of PHIV to the view from Grand View, which are evident from Figure 2.0-6, the EIR states: "Ground level views from homes along Grandview Avenue would not be affected because viewers at those locations would see limited portions of the proposed project due to elevation change (the project site is approximately 100 feet lower in elevation than Grandview Avenue homes." 11
How is it possible that street level views would be adversely affected, yet "ground level views from homes along Grandview Avenue" (literally spitting distance away from street level views) "would not be affected"? That simply makes no sense. The EIR further argues that "scenic views would still be available from other angles and vantage points along Grand View." The scenic vista spans the very northern end of Grand View all the way down to the curve into New Dobbel, and it is this uninterrupted span that creates the impressive vista. To be clear, there is a good reason the street was named "*Grand View Avenue*" as opposed to "*Grand View From Certain Angles and Vantage Points Avenue*." 12

The scenic vista would be significantly affected, not just from Grand View Avenue but from points at lower elevations in the City of Hayward. Views of seemingly undeveloped hillside and Eucalyptus groves that are currently visible from downtown Hayward would be replaced by multiple 75-foot buildings jutting out from the hills. The EIR should explicitly discuss impacts to views from the City of Hayward and how those views would be adversely impacted when looking up into the scenic Hayward Hills. 13

<u>Most importantly, the EIR should be corrected so that the effects of PHIV on scenic views are correctly labeled "significant and unavoidable."</u> 14

2. EIR Understates Increased Demands on Police Services 15

Police protection would apparently be reduced in the area bordering campus following PHIV, contrary to the impression created by the EIR. Grand View Avenue is part of the

City of Hayward's jurisdiction, yet all of the land on one side of the street is CSUEB campus, falling under the jurisdiction of the Campus Police, so police protection for this perimeter area is shared by both departments. The EIR states that after PHIV, the ***Campus police*** will maintain the same ratio of police officers to campus population. It is not stated that the same will be true of the ***Hayward Police***. Either the EIR should state that Hayward Police will maintain their ratio of officers to population in this area as a consequence of the increased population from PHIV, or the EIR should explicitly state that police protection would ***decrease*** in this area following PHIV. 15

Given that Hayward Police has jurisdiction on Grand View Avenue (and the EIR's claim that Campus Police patrol within a 1-mile radius of campus) there should, in principle, be double coverage on that street. In reality, the sighting of a police car from either department on Grand View Avenue is extremely rare. Given the shortage of regular police attention (from either department) on the street, it has become a haven for law-breaking youth who descend on the street late at night (and sometimes during the day) to smoke marijuana, have sex in parked cars, loiter, litter, and engage in theft and graffiti. Both departments face high demands on their resources, but clearly on the south-eastern border of campus (i.e. New Dobbel, Grand View, Cotati, etc.), the service levels are stretched quite thinly, so even a minor decrease in the ratio of police personnel to population in the area would be of serious concern. The EIR should either explicitly acknowledge that the service level would drop in the area, following PHIV, or convincingly make the case that the Hayward Police Department will increase its police personnel in the immediate vicinity to preserve the current (thin) levels of service. 16

3. EIR Ignores Recent Historical Facts Related to Safety Risks Incurred by Local Residents as a Direct Consequence of Pioneer Heights Student Housing Structures

A few months ago, a rash of incidents and thefts occurred on and around Grand View Avenue, and some residents were approached while in their homes by prospective burglars. On August 15, 2008, Laron Campbell, 18, of Oakland, was arrested on suspicion of 5 felonies – 2 counts of burglary, 2 counts of firearms possession and 1 count of grand theft auto, according to police. ***Police found a handgun and stolen property in his Pioneer Heights dorm room***, where he was living under a county-funded summer program aimed at helping ***high-risk youth*** transition to life after foster care. A week later, an unidentified 17-year-old Oakland youth was arrested on August 21 who, along with Campbell, was accused of burglarizing a home on nearby Pappas Place and using it as a base to commit other crimes, while its occupants were in Beijing for the Summer Olympics, Hayward Police Sgt. Steve Brown said. 17

These events raise fair questions about how carefully the University screens prospective residents of its Pioneer Heights student dorms and about the intended uses of the Pioneer Heights IV structures. Given the recent direct threats that have been posed to the local community by residents of the existing Pioneer Heights structures, and the fact that these structures were ***used recently as a repository for weapons and for***

goods stolen from the bordering neighborhoods, the EIR should comment on plans to reduce the likelihood of similar problems if Pioneer Heights IV is constructed, particularly given (see point #2 above) that police services will apparently be reduced, rather than increased, in the area, despite the serious crimes that occurred this summer and the pattern of criminal activity that occurs on a weekly basis on Grand View Avenue because of insufficient police presence on the street. The EIR is far too quick to argue that the demands on police services are "comparable" whether the increase in residents is 400 or 600. As the experience at PH this past summer revealed, even a single additional PH resident such as Laron Campbell can impose high costs on local neighborhoods. 17

4. EIR Understates Burdens on Hayward City Fire Department and Fire Safety Risks to Neighboring Communities

The EIR argues on p.4.11-5 (MP Impact PUB-1) that the MP would not require the construction of new or physically altered fire protection facilities. I am unconvinced. This may be true, but the case needs to be made far more carefully. On p. 4.11-6 the EIR notes the concerns raised by the Hayward Fire Department (HFD) in its letter commenting on the Notice of Preparation issued for the draft EIR. An issue of major importance was evidently not raised by the HFD, and that is probably because the HFD does not have complete information about the ***significant fire safety risks posed in the Hayward Hills as a direct consequence of the existing Pioneer Heights I, II, and III student dorms***. I have lived on Grand View Avenue for 7 months, and even in that short time, on multiple occasions I have seen groups of undergraduates from the PH dorms ascending the high grass-covered hill late at night, with fire (torches, flares, etc., presumably used for lighting). They go up there to drink alcohol and to enjoy the view, and as they become intoxicated they become louder and more disruptive. As mentioned, fire has on multiple occasions been clearly visible from my living room window. The same has been true of fireworks. This is a serious, major public safety issue that, as far as I know, the University has not addressed. Barbara Halliday, a member of the Hayward City Council, voiced her own personal knowledge about undergraduates using fireworks in the hills across from Grand View.[1] In the summer months, those grass and brush-covered hills are parched, and the hills and valley could be ablaze in a matter of minutes as a consequence of a drunken misstep by the Pioneer Heights residents who ascend those hills late at night for fire-lit booze fests. If the HFD were aware of the extent of these safety hazards (again, which are tied directly to the existing Pioneer Heights I, II, and III student dorms) then I strongly suspect that its "concerns related to vehicular access to new and existing campus buildings" would be cast much more broadly and would also pertain to the undeveloped hills. 18 19 20

Fact 1: Student residents of Pioneer Heights I, II, and III ascend the undeveloped hills on occasion to drink alcohol, and fire is sometimes visible from their partying sites. 21

[1] Public comments made at City Council meeting at 5:30pm, December 16, 2008, at Hayward City Hall.

Fact 2: If Pioneer Heights IV is built, this can be expected to happen a lot more often (just do the math – the student population in Pioneer Heights I, II, and III is now 1272, and this population would increase by 50% with the introduction of Pioneer Heights IV). 22

Facts 1 and 2 combined imply a significant increase in what is already a serious threat that derives directly from the existing Pioneer Heights structures.

Vehicular access issues for fire trucks throughout the entire undeveloped and partially-developed areas, and in particular the hills across the street from Grand View, need to be thoroughly addressed in the EIR. What exactly is the current HFD plan for handling a fire emergency in the undeveloped hills that has now become a major new risk because of the locations of PH I, II, and III? And how exactly will those plans be expanded to cope with the big increase in risks posed by a 50% increase in student population near the danger area? With the scant analysis currently provided, and with the focus only on vehicular access to building structures and not to undeveloped or partially developed hillside, it is impossible to conclude reasonably that the MP (and in particular PHIV) would not require the construction of new or physically altered and expanded fire protection facilities. A new and grave fire safety threat has been raised in the Hayward Hills due directly to the construction of the existing PH structures I, II and III. Adding phase IV would dramatically increase what is already an unacceptable risk level. Choosing a different site for PHIV (e.g. the parking lots bordering Hayward Boulevard) would eliminate this risk, a point that the EIR should explicitly acknowledge. 23

5. EIR Should State that its Proposals Conflict with the City of Hayward's General Plan

If CSUEB were not a state entity, then the proposals for faculty/staff housing and PHIV would directly violate "local land use regulations, including general plans and zoning", because they conflict with the City of Hayward's General Plan. The EIR should note this more explicitly. 24

On p. 4.3-21 and 4.3-22, the EIR notes that Policy 4 of the Conservation and Environmental Protection chapter of the City of Hayward General Plan requires that plans "Protect and enhance vegetative and wildlife habitat throughout the Hayward area." Proposed faculty/staff housing and new student housing on the undeveloped hills does not "protect and enhance vegetative and wildlife habitat" and in fact does exactly the opposite, and according to Appendix G of CEQA, this would yield a "significant impact" (see last bullet on p. 4.3-22) if CSUEB were not a state entity. MP impact BIO-5 and BIO-6 on p. 4.3-29 conflict directly with Hayward's Policy 4 on p. 4.3-21, and the conflict is only avoided because CSUEB is a state entity. This should be explicitly noted. 25

Furthermore, on the first paragraph on p. 4.3-30 the EIR states: "Since development associated with the implementation of the proposed Master Plan would only directly affect developed/landscaped areas in the central campus, would retain the undeveloped lands on campus in their current condition, and would not affect or encroach on any 26

watercourse, the proposed Master Plan is consistent with the policies and strategies outlined in the Conservation and Environmental Protection chapter of the City of Hayward General Plan (see Local Plans and Policies, above)." ***This statement is shockingly false.*** Exactly how is it that the proposed new PH structures and faculty/staff housing "would retain the undeveloped lands on campus in their current condition"? 26

6. EIR Ignores Effects of Development-Induced Litter on Aesthetics and Wildlife

CSUEB currently fails to maintain the grounds on some undeveloped areas of campus. A prime example is the large amount of litter that pollutes most of the University property along the curbsides of Grand View Avenue and New Dobbel and much of the undeveloped hillside below Grand View, resulting from these streets being used as free overflow University parking. This has negative impacts on aesthetics and potentially on wildlife that are unmentioned in the EIR and that should be discussed. With development and population growth comes the possibility of increased litter, and if the University cannot handle its litter problem now, it is hard to see how it will be managed following further construction sprawl, increased population, and expected increases in the use of neighboring streets as free overflow University parking. 27

On p. 4.3-31, commenting on habitat that a special status bird species can use after part of its habitat is potentially destroyed by the proposed development, the EIR refers to "surrounding grasslands that would not be affected by the proposed Master Plan". The claim that surrounding grasslands "would not be affected", when in fact expanding campus development has contributed to a litter problem that the University currently cannot or does not control, is hard to accept. The EIR should include an analysis of the likely increased impacts from litter due to the proposed development of new student housing in light of the fact that the University has been unable to cope with this problem following earlier stages of campus development, and the EIR should take care to connect this analysis directly to the following two issues: 28

i) projections about increased traffic on Grand View, Cotati, New Dobbel if faculty/staff housing is added on Grand View with access from Grand View, since increased traffic on those streets can be expected to produce more litter.

ii) projections for impacts to parking in local off-campus neighborhoods arising because of PHIV; students can be expected to increasingly access free parking on Grand View a literal stone's throw from PHIV, further contributing to the litter problem. 29

7. Downtown Hayward as alternative location for on-campus housing ruled out too quickly

It is stated that "…the reason that the proposed Master Plan calls for student housing on campus is to create a residential learning community that enhances student success, particularly during the freshman year." A "residential learning community" is left 30

7

undefined, and it is unclear why that cannot be achieved via offsite (though still local) dorms, particularly if some cheap transportation options are made available to shuttle students to campus. Off-campus housing arrangements are common in other institutions, even small liberal arts colleges with close-knit campus communities, and they do not detract from the sense of campus community. Whether some student beds are located within the boundaries of campus or a mile or two a way is irrelevant from the standpoint of creating a sense of campus community, residential learning communities, etc. 30

It was also stated that the alternative failed to meet the objective of creating a "university village" for students and faculty and "to foster a sense of community for both residents and commuters." It is quite unclear how investments in on-campus living structures for students and faculty/staff would create a sense of community for commuters. Please explain. 31

Throughout the EIR, the proposed benefits of on-campus housing are touted with phrases like "greatly improve the quality of the campus experience", "enhances student success", and "foster a sense of community", yet not a shred of evidence is ever offered for any of these suggested benefits, and there is no discussion of how these goals might be achieved via means other than construction of more on-campus living quarters. Furthermore, the claim that "the placement of housing and facilities off campus would not avoid or substantially lessen any significant impacts resulting from the proposed project" contradicts the EIR's own conclusion that construction of faculty/staff housing "would have a substantial adverse effect on a scenic vista from Grandview Avenue", causing it to classify this impact as significant and unavoidable even after mitigation! Pioneer Heights IV would also have an adverse effect on the same scenic vista. ***The great advantage of the alternative locations for student housing is that they avoid all of the high aesthetic costs and externalities of further developing the scenic and tranquil Hayward Hills.*** 32

8. Reduced Enrollment Capacity Alternative ruled out too quickly

The University could still achieve 18,000 FTES even with reduced on-campus enrollment capacity, due to the online campus, a point which should be acknowledged in the EIR. This is crucial because the issue of on-campus housing is irrelevant for online students. Growth through the online campus is also better for the environment than growth of the on-campus student population. Why is the University wedded to a "magic number" of 18,000 that was conceived in 1963, decades before anyone dreamed of the possibilities offered by an online campus? A smart development plan that recognizes the increasing importance of the online clientelle in the decades ahead would focus building efforts on distance learning facilities and faculty office space and not on student and faculty housing on campus. Why incur high fixed costs of construction of on-campus residences (with an enormous opportunity cost in the form of foregone construction of core instructional facilities), as well as incurring ongoing expenses and environmental impacts, when the alternative of pushing for 18,000 FTES via online instruction would have minimal environmental impact, zero commuting costs, zero additions to demands on 33

overstretched police, fire, utilities, etc., zero pollution, significantly lower monetary costs, and zero impact on views? 33

9. EIR Rules Out Alternative On-Campus Sites Too Quickly

Regarding an alternative on-campus location such as the two sites other than Grand View identified for faculty/staff housing, it is claimed on p. 2.0-71 that "The placement of PH Phase IV Project at these other potential locations would also not avoid or substantially lessen any environmental impacts resulting from the proposed project." This is simply not true. It would eliminate the degradation of the celebrated, named scenic vista and would also eliminate the noise concern resulting from the sprawl of undergraduate student housing just below Grand View. Alternative locations on campus (in particular locations designated for faculty housing at the 2 sites other than Grand View) would achieve all of the objectives, including providing on-campus housing for students, creating student neighborhoods on campus, providing a safe environment, and one that is supportive of the learning experience. There are clearly other viable options for on-campus student housing that have not been explored (e.g. replacing current parking areas along Hayward Boulevard with student residences and replacing the lost parking with parking structures located elsewhere; this site is easy to develop, has a big capacity, and would increase the attractiveness of the campus tremendously along Hayward Boulevard, with zero negative impacts on scenic vistas, significantly reduced fire safety risks, etc.) 34

10. EIR Rules Out Reduced Student Housing Alternative Too Quickly

The EIR states that "less than significant impacts" on the scenic vista would be slightly reduced under this alternative. As noted, the EIR's conclusion that the impact on the scenic vista is "less than significant" is wrong, and the reduced housing option offers a clear improvement over the proposed option with respect to aesthetics. The EIR refers to noise impacts from the reduced housing alternative as "comparable" to those of the proposed project, which is hard to fathom since the increase in students in the valley would be 400 rather than 600. Given the high noise externalities even a single rogue student can impose on local homeowners (e.g. noise pollution from music), the reduction from 600 to 400 students has a clear benefit. For similar reasons, the statement that impacts to police services would be "comparable" under the 2 cases is baffling. How can a 400-person increase yield the same burden on services as a 600-person increase? 35

11. EIR Rules Out No-Project Alternative Too Quickly

The no-project alternative is ruled out too quickly for a number of reasons. For example, the noise analysis in the no-project alternative is misleading because it ignores the noise impact that PH dorms (both existing and proposed) have on nearby residential streets and potentially on local wildlife such as Cooper Hawks and white-tailed kites. Other benefits of this alternative (e.g. fire safety) are also ignored. 36

12. EIR Understates Impacts of Parking Demands on Local Neighborhoods Off Campus

The EIR notes in Vol I, p. 3.0-18 that a target (to "help achieve carbon neutrality") is to "Reduce future parking supply from 0.49 spaces per FTE to 0.37 spaces per FTE". Restricting parking or raising its price simply dumps the University's parking problem on the residents of Hayward, since Grand View, New Dobbel, and surrounding streets will increasingly be treated as free overflow parking, particularly for students living right down the hill just a stone's throw away. Nothing could be easier to predict than that. 37

MP MM TRANS-1a on p. 4.12-45 includes the following provision: "Discourage on-campus residents from bringing cars to campus, and encourage the use of transit service(s) and the flexible rental car service (when instituted) for travel off campus." Although the provision does not specify what methods are intended for discouraging residents, almost surely they would all induce people to seek free parking just outside the campus perimeter, on streets like Grand View and New Dobbel. Any University methods (such as pricing policies) designed to discourage campus parking should be evaluated with extreme care, since the most likely result is not a solution to the parking problem but rather taking the University's parking problem and dumping it on the surrounding communities of the Hayward Hills. Such dumping is associated with a range of deleterious byproducts (e.g. an increase in noise, traffic, litter, crowding, and loitering on the streets on or near the campus perimeter). 38 This is addressed in MP MM TRANS-9, but I disagree that the two mitigation proposals on p. 4.12-58 would reduce the problem to "less than significant." The significance after mitigation of MP Impact TRANS-9 is understated. Grand View is already being used as a hang-out and free source of overflow campus parking even without Pioneer Heights IV, (and V and VI). 39

"Parking is not proposed as part of PH Phase IV Project and residents would utilize existing surface parking provided for the existing Pioneer Heights neighborhood and spaces in other nearby campus parking facilities." This sentence from p. 2.0-11 should be extended to include "and also overflow onto nearby residential streets, such as Grand View" given that, as mentioned, this is already happening and would surely increase. 40

13. EIR Understates Impacts to Regional Parks

MP Impact PUB-3, p. 2.0-34, EIR Vol I, is baffling: "Implementation of the proposed Master Plan is not expected to increase the use of neighborhood or regional parks …" An entrance to Garin Regional Park lies a stone's toss away from the grove of Eucalyptus trees slated to be cut down to erect PHIV, adding "600 beds" to currently vacant land, and it is hard to understand how placing 1200 new eyes and 1200 new feet at the very entrance of a regional park is "not expected to increase the use" of the park. Currently, the number of people residing in the vicinity of that entrance is negligible, consisting of only a handful of houses on the northern end of Grand View. Assuming 2 persons per household yields an estimated 10 residents living near that entrance to the park. This would increase to 610 with the construction of Pioneer Heights IV. How is a 6100% 41

increase in the residential population at the entrance of a regional park projected to yield no increase in the use of the park? The EIR should explicitly answer that question. 41

14. Single-number descriptors of noise cannot accurately characterize the noise environment.

On p. 4.9-4, EIR Vol I, it is stated that "When assessing community reaction to noise, there is an obvious need for a scale that averages varying noise exposures over time and that quantifies the result in terms of a single number descriptor." It is far from obvious to me that a "single number descriptor" is desirable. Rather, what is obvious is that there are countless ways in which a single number descriptor, averaging measurements over time, may be wildly inaccurate and misleading in characterizing the noise situation at any given location. Consider, for example, two locations, one of which is virtually silent over a given time interval, save for one or two massive explosions of deafening proportions, and a second of which is characterized by a relatively constant but low noise level. A single number descriptor based on averages over time may lead to a failure to distinguish adequately between these two very different noise environments. This needs work. 42

15. Single-Day Noise Analyses Could Be Highly Unrepresentative and Misleading

The calibration exercise for Grand View Avenue involved a single 24-hour measurement, described as "long-term". On p. 2.0-49, the EIR should note that the noise measures were taken only on a single day and might therefore be unrepresentative because noise measures can vary radically from day to day. This is less of a concern with traffic-based noise than with other student-generated noise, because even a single student can generate a significant amount of noise pollution, e.g. by blasting music. The EIR makes no mention of noise pollution from music (and sometimes microphones) even though it is an important source of disruptive PH-student-generated noise from the perspective of homeowners near the perimeter of campus, as discussed in the next point. 43

16. EIR Understates Noise impacts to local neighborhoods/wildlife from student dorms

MP Impact NOI-2, p. 2.0-30, EIR Vol I, understates the problem of noise on Grand View Avenue and surrounding streets resulting from student dorms (e.g. music, and sometimes microphones). On page 2.0-41, the noise impact is understated. 44

The noise analysis presented in the EIR does not recognize the fact that even a single rogue student can impose significant and sustained noise externalities on an entire local community, for example by blasting music. Even if the probability of such an event happening on any given day is infinitesimal for any given student, when aggregated over the number of students it becomes significant. Some simple calculations illustrate this. Assume that each student in PH has only a 1 in 100,000 chance of blasting music on any given day, meaning any given student would be expected to blast his or her music about one day every 274 *years*. Even with such a small chance that a given student will blast 45

music, since there are 1272 beds currently in PH there is nearly a 10% chance (more precisely 8.52%) that local homeowners will be subjected to blasting music in a given week. With the development of PHIV, adding 600 beds, this chance would increase to 12.28%. With the full implementation of the MP including all phases of PH student housing (totaling 3000 beds), this chance would more than double, increasing to nearly 20% (more precisely 18.94%). These numbers are all underestimated if "1 day every 274 years" underestimates the likelihood an undergraduate student will blast music. 45

I live on Grand View Avenue across the street from the PH dorms, and the most disruptive and unpleasant source of noise pollution I have witnessed from the nearby student dorms is blasting music, yet music is never mentioned throughout the EIR as a source of noise from student housing. From p. 4.9-20, "Daily noise generating activities on the campus would include student gatherings and conversations, athletic and recreational activities, social events, landscaping and maintenance activities, on-site traffic, and mechanical equipment noise … Even though additional student housing would be constructed on the campus in the vicinity of Grandview Avenue and noise in the vicinity of the new housing from heating, ventilation, and air conditioning (HVAC) equipment could increase, similar to existing conditions, noise levels associated with HVAC systems would be reduced to below the noise standard for residences at a distance of less than 50 feet from the source with the use of standard attenuation barriers." 46

The EIR should revise its noise analysis to acknowledge the negative effects of sporadic bursts of noise pollution caused by individual or small groups of students, for example by blasts of music. Furthermore, the EIR should take care to connect this analysis in a detailed and comprehensive fashion to potential negative impacts on wildlife. For example, on p. 4.3-24 the EIR mentions that the Cooper Hawk (and white-tailed kite) can be disturbed by loud noises, causing them to abandon their nests. This is mentioned in the context of mitigating noise from *construction*, but there is no mention of the noise that students would create (e.g. blasting music). The mitigation in MP MM BIO-1b is all very nice, but it does nothing to protect the birds from noise once the construction is erected and the microphones are plugged in, the radios are cranked up, and the valley is filled with thundering bass as sometimes happens with the existing PH structures. 47

I disagree with PH Phase IV impact NOI-1. The list of "daily noise generating activities" betrays a fundamental lack of understanding of the noise impacts imposed by the existing PH housing structures on neighboring residential communities. The first item mentioned in the EIR is "student gatherings and conversations", yet a more disruptive and important form of noise pollution directly related to the student housing (as it impacts the residents of Grand View Avenue from the existing PH housing structures) is loud music, and it goes unmentioned in the EIR. Furthermore, the claim that "There would be no on-site traffic as no parking is proposed as part of this project …" is highly misleading; the lack of proposed parking would surely result in students using Grand View Avenue as a source of free parking (as already happens even in the absence of PHIV) particularly since the street is just a few hundred feet away, right up the hill. Even though there is no 48 49

12

street access from Grand View proposed, there would without a doubt be an increase in student (free) parking on that street, with an associated increase in traffic and noise. 49

17. EIR Understates Cumulative Effects of Sprawl on Wildlife Habitat and Movement Corridors

The EIR defines "cumulative effects" on p.4.3-30: "Cumulative development includes past, present, and reasonably foreseeable development that could affect the same biological resources as the proposed Master Plan in such a way that a combined physical impact could occur." 50

The EIR states on p. 4.3-29, "The undeveloped lands bordering the central campus are also not favorable for wildlife movement given their proximity to development and areas of high human use and activity. Given the above, areas in which development may occur under the Master Plan are not part of a regional terrestrial wildlife movement corridor. Therefore, the implementation of the proposed Master Plan would not interfere substantially with the movement of wildlife and the associated impact would be less than significant."

The previous quote is misleading and understates the cumulative impacts of gradual sprawl of student and faculty housing at the southern end of campus on wildlife habitat and movement corridors. Gradual sprawl disguises the destruction of wildlife movement corridors, allowing all movement corridors to be eradicated as long as development expands systematically from its source. Gradual sprawl allows the claim that no wildlife corridors have been developed when, ironically, they all have. To see the point, consider a row of 4 adjacent squares of space, labeled (from left to right) A, B, C, and D. Suppose A, B, and C represent undeveloped wildlife habitat, and D is a developed campus. A proposal to develop area B (a wildlife movement corridor between A and C) could be criticized on the grounds that it would create fragmentation by splitting blocks A and C. But there is no concern with developing C, because C is not a wildlife corridor, as it is adjacent to the developed area D. And once C is developed, then there is no longer any concern with developing B (and ultimately A). The quote above claims that lands are not suitable for wildlife movement "given their proximity to development", neglecting the point that the development refers to the creeping sprawl of Pioneer Heights projects I, II, and III that were recently constructed. ***The EIR's discussion frequently refers to the undeveloped areas of campus being "disturbed", but they are only disturbed because of previous CSUEB development or pre-development activities***! 51

The EIR concludes on p. 4.3-31 that "a significant cumulative impact on sensitive biological resources … is not anticipated." In contrast, the evidence strongly points to a cumulative effect from the sprawl of university construction. 52

18. What Are the Maximum Heights of the PHIV Structures?

On p. 2.0-10 the EIR states that the PHIV structures "would reach a maximum height of 65 feet" of PHIV. Then on p. 2.0-19 it says "ranging from 45 to 75 feet in height." So which is it? And what is the height of the simulated construction in Figure 2.0-6? 53

19. Where did the 0.49 students per single family household projection come from on p. 4.11-9? I did not see documentation for that projection, and it strikes me as unrealistically low. 54

II. Faculty/Staff Housing Proposal Should Be Abandoned

This is an economically unsound, costly, poorly-targeted proposal that, ***as the MP itself admits, has posed significant problems when implemented in other universities***. Despite its serious flaws, it is motivated by two commendable objectives that could be better achieved via other, more direct, means. Two rationales are offered for the faculty/staff housing proposal. The first, stated throughout the EIR, is the desire to "strengthen the sense of campus community". The second, stated in the MP but curiously never mentioned in the EIR, is the ongoing challenge of recruiting faculty and staff, given the high local housing costs. 55

One problem with the first rationale is that construction of on-campus faculty/staff housing is neither necessary nor sufficient for strengthening the sense of campus community. Not a scintilla of evidence is offered that this is an effective means of achieving the stated objective, and it is likely that building houses on campus will not strengthen the sense of campus community and might well detract from it. Many faculty members who are most visible on campus commute long distances, while others living very nearby are rarely seen. There are better, more effective alternative approaches that would avoid the most significant environmental costs of the proposed plan, and that, unlike the proposed project, are ***targeted directly towards achieving the stated objective***. Not a single alternative method of strengthening the sense of campus community is discussed or mentioned in either the MP or the EIR. What is important for a sense of campus community is that faculty and students have meaningful, productive, and regular interactions; whether or not the faculty sleeps inside or outside the geographic perimeter of the campus is irrelevant. 56

The notion of "sense of community" has its roots in the social psychology literature, and focuses on the *experience* of community rather than its structure, formation, setting, or other features. This is one key sense in which the current proposal is misguided, since the notion of ***" sense of community" is not about co-location but rather about connectedness***. The proposal offers absolutely nothing to foster connectedness and is likely to have the opposite effect. The housing stock is necessarily in fixed supply, with a maximum of 220 units proposed. Either there is unused capacity (obviously a waste) or the structures would operate at full capacity, in which case it would not be possible to 57

offer every new recruit on-campus housing, which raises thorny questions. If there is unmet demand it would surely create resentment, envy, equity concerns, and would be exactly counter to the "sense of community" objective. Very importantly, the proposal also does nothing to include commuting faculty in the "sense of community", and in fact it would be a highly visible symbol quite to the contrary (i.e. the implicit, unavoidable message is "If you don't live here, you're not in our community.") The correct, inclusive approach, that also fully recognizes commuting faculty, is to focus resources on creating events and environments on campus that will make the faculty *want* to spend more time on campus, interacting with each other and with students. The rationale for using faculty/staff housing to create a sense of community should be dropped, since exactly the opposite effect can be anticipated. In the social psychology literature, McMillan and Chavis's (1986) influential theory is the most widely accepted definition of "sense of community", and one key component of their theory is that the community is defined by a boundary.[2] The boundary need not be geographic; it simply serves to distinguish between members and non-members. The sense of community that CSUEB creates must shape the boundary carefully and smartly so as to fully include distant commuters and also more local faculty not living on campus property. The proposal's rigid, singular focus on the physical boundaries of the campus is damaging and counterproductive if the goal is to create a vibrant sense of campus community; commuting and local faculty need to feel like they are fully part of the "campus" even if their beds do not lie within the formal confines of University property. 57

One problem with the second rationale is that ***there are better and more sophisticated ways to deal with the recruitment issue than to construct houses on campus***. The central question concerns the best way to expend resources to attract new faculty/staff, given the high local cost of living. One superior option that should be thoroughly analyzed in the EIR is a **local housing subsidy**. Offer new faculty a housing subsidy for locating relatively nearby, perhaps limited to the first 3 or 5 years or gradually phased out, designed to ease the transition into the high-cost housing market. It could be offered, for example, to faculty who locate in Hayward or Castro Valley. A great advantage (unlike the inflexible proposed policy) is that it offers new faculty a ***wide range of choices for local housing options***. The key is to encourage them to locate more locally, but the way to do this is to offer a rich, complete menu of choices of local housing options to accommodate the great diversity of preferences for housing styles, sizes, colors, prices, ages, schools, neighborhoods (some might want to live "locally" but not have a Pioneer Heights volleyball court in their front yard), etc. All of this choice can be achieved with a local housing subsidy, unlike the inflexible proposed policy. This a better way to spend University resources to achieve the recruitment objective. ***Under the proposed plan, new faculty who do not want to live on campus in the specific locations and specific housing structures that the University offers have absolutely no incentive to locate locally and might as well live across the bridge***. In contrast, a local housing 58

[2] McMillan, D.W., & Chavis, D.M. (1986). Sense of community: A definition and theory. *Journal of Community Psychology*, 14(1), 6-23.

subsidy, even of modest proportions, would be a powerful inducement to locate relatively close to campus. Rather than the University stabbing blindly in the dark, trying to guess what local housing structures and locations will appeal to new faculty/staff for decades to come, it should support these employees in making their own choices. If tastes for local housing options change over time, the local housing subsidy fully accommodates that, whereas a fixed stock of on-campus University housing cannot and will not. 58

Apart from its flexibility in allowing faculty a full menu of local choices, another great advantage of the housing subsidy is that (unlike the blunt proposed policy, in which once the housing structures are built they're built, and the University has to live with the consequences even if they prove to be suboptimal) it is flexible from the University's perspective, in that it is very easily modified and fine-tuned to adapt quickly to evolving University goals, budgetary constraints, etc. The subsidy can be made more generous or less, offered for more years or fewer, extended to existing faculty or not, expanded to include a wider radius or shrunk to focus on smaller ones, gradually phased out over a number of years or abruptly stopped, renewable or non-renewable, and so on. The incentive mechanism can be carefully fine tuned to achieve the desired behavior, and since the University's goals and needs might change over time, ***it is imperative that the system be flexible and easily modified*** (unlike 220 pre-existing housing structures that cannot be changed). Also unlike housing units, there is ***no problem of fixed supply with local housing subsidies****,* whereas the number of housing units offered to faculty/staff can never exceed the maximum of 220. Once a housing unit is filled it no longer serves as a recruiting mechanism, whereas local housing subsidies can continue to be offered. 59

Additionally, the housing subsidy avoids the significant upfront costs and the adverse environmental impacts of the proposed policy. As noted in MP Impact AES-1, the faculty/staff housing proposal at Grand View would have a "significant and unavoidable" negative impact on the scenic vista. Thus, if the proposal is approved, it would take away a valued, named natural resource from the Hayward public (there is a good reason the street was named "Grand View"), though a disproportionate share of that high cost would be borne by local homeowners, including some of the University's own faculty currently residing on the streets near the perimeter of campus. While the Grand View location is the worst of the three proposed sites, largely for this reason, the entire faculty/staff housing proposal is unsound and should be abandoned. 60

No demand analysis was offered to predict the desirability of the proposed faculty/staff housing to its projected consumers. As noted, the proposal fails miserably from the standpoint of offering a faculty with highly diverse preferences a full menu of attractive local housing options. Furthermore, the proposed sprawl of Pioneer Heights (PH) further reduces the sensibility of locating faculty/staff houses on Grand View. The existing PH structures have already degraded and devalued that street, and the newly proposed PHIV would do so even more. Local residents on Grand View Avenue (of which I am one) already feel the student dorms are too close to them and impose significant negative externalities and threats, yet the proposed new faculty/staff homes would be located even 61

closer to student housing, literally in the backyard of Pioneer Heights. Indeed, the faculty/staff houses themselves would degrade and devalue the street due to overcrowding, and all of these factors would further reduce the attractiveness of the on-campus housing option from the perspective of a prospective faculty member who faces the following career decision: "Choose to work at CSUEB and only get housing relief if I live in the backyard of an undergraduate dorm community, or choose to work at University X." Versus the alternative: "Choose University X where housing costs are lower, or go to CSUEB, where it's expensive but where the University is going to help us out financially if we live nearby, like in Castro Valley, where the schools are good and we like many of the neighborhoods and streets." 61

The faculty/staff on-campus housing proposal is costly, inflexible, and unattractive, so it is not at all surprising that it usually yields poor results when implemented in other universities. As acknowledged in the MP (but, curiously, not in the EIR) "***many universities have faced significant challenges in actually implementing this type of housing. The cost of construction and management issues can make it difficult to make these projects feasible***." Fortunately, CSUEB has not yet made the mistake of pouring financial resources into this ill-conceived project, so there is still the opportunity to target resources more directly and efficiently to achieve the dual objectives of faculty/staff recruiting and strengthening of the sense of campus community. 62

The "No faculty/staff housing" alternative is ruled out far too quickly in the EIR. This alternative is acknowledged on p. 5.0-4 to permit implementation of "most aspects of the Master Plan", yet in the very next sentence it is claimed that the alternative "would not meet most of the objectives of the proposed Master Plan." This jarring contradiction led me to go back and review the 6 stated objectives of the MP, listed on p. 5.0-2 (they are listed as 5 bulleted objectives because the second bullet combines 2 distinct objectives). Five of the 6 MP objectives could be achieved without faculty/staff housing. Furthermore, even the proposed plan would achieve only 5 of 6 objectives, since it fails to continue in the planning and design criteria from the original campus master plan ***"that aim at preserving views of the bay and the hills"***, by proposing new on-campus student and faculty housing projects that block these views in a way that is "significant and unavoidable" even after mitigation. In summary, CEQA requires that "Alternatives considered in the EIR should be feasible and should attain most of the basic project objectives", and for both the proposed plan and the alternative plan, 5 of the 6 objectives can be achieved. Note that the second bulleted objective should be separated into 2 distinct objectives (and the EIR sometimes refers to them as distinct, e.g. the first line of p. 5.0-19). A vibrant, on-campus community for students in no way hinges on students sleeping in the same geographic locations as faculty. 63

While abandoning the idea would be best, the reduced faculty/staff housing alternative is superior to the proposed project (i.e. less of a bad thing is better than more). The EIR rules out this alternative too quickly with the following statement: "By not developing faculty and staff housing at the Grandview Avenue site, this alternative would not 64

achieve the following key objective to the same extent as the proposed project which is to identify locations on campus for faculty and staff housing to strengthen the sense of campus community." My comments above illustrate what is wrong with this argument.

64

In short, on-campus faculty/staff housing at the Grand View site would amount to spending State money to take a named scenic vista away from the California public for the purpose of executing bad economic policy.

Some additional points:

1. MP Degrades Visual Quality and Character of Some Parts of Campus

MP Impact AES-3, p. 4.1-14, incorrectly states: "However, implementation of the proposed Master Plan would enhance, as opposed to degrade, the visual quality and character of the campus by implementing a more cohesive architecture, improving campus entry sequences, and enhancing open space and landscaping."

65

This conclusion may be true if attention is focused only on the developed part of campus. But the proposals to develop currently undeveloped portions along the perimeter (e.g. PHIV and faculty/staff housing) clearly degrade the visual quality and character of the site. A great aesthetic virtue of the CSUEB campus is the rolling undeveloped hills, and as new construction sprawls over them it clearly degrades the visual character along with destroying the panoramic views of the Bay Area that gave Grand View Avenue its name. Volume II of the EIR makes a feeble attempt to argue that the above quote (which applies only to the developed part of campus) applies to PHIV, arguing that the proposed project will have a similar color scheme and be adjacent to existing PH structures. This is a humorously unconvincing connection, and it is an exceedingly difficult case to make that cutting down a grove of Eucalyptus trees to erect 4 new buildings that will block the view of hills, trees, and the City of Hayward (as seen in Figure 2.0-6) "would enhance, as opposed to degrade, the visual quality and character of the campus."

2. EIR's Traffic Projections are Incomplete

The EIR's traffic analysis is restricted to intersections, and there needs to be an analysis of the traffic impacts of the proposed faculty/staff housing (with access via Grand View) on local streets, particularly narrow one-way streets such as Cotati, Grand View, and New Dobbel. On p. 4.12-46, it is stated that if faculty/staff homes are built on Grand View with access from Grand View that "Trips added by the development of this housing to the intersection of Hayward Boulevard and Civic Avenue were evaluated for their effect on intersection operations. The number of trips that would be added during the AM and PM peak hour would not affect the operation of this signalized intersection." The addition of 35-110 units with access from Grand View would create a significant increase in traffic on the Civic-Cotati-Grand-View-New-Dobbel loop. This is a concern, because most of those streets are one-way and narrow, and because the loop represents,

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for practical purposes, the only way in and out. MP impact TRANS-3 should not focus only on the intersection but should consider implications for narrow one-way streets like Cotati and New Dobbel where even modest increases in volume would produce significant and noticeable negative impacts. The loop contains some low-visibility sharp turns with significant pedestrian traffic, dog-walking, etc., and the probability of accidents would be greatly increased. 66

3. EIR's list on p. 6.0-1 and 6.0-2 is Incomplete 67

What about, for example, MP Impact AES-1, which was found to have a "significant and unavoidable" impact even after mitigation?

4. EIR Makes an Apparently Incorrect Claim About Access to Faculty/Staff Housing

Regarding the Grand View site, the EIR states on p. 3-21, "This site would be accessed most easily from Grandview Avenue and possibly from the existing student housing area." According to Google Earth, starting from the entrance to Pioneer Heights at Harder Road, the distance via the housing area to the proposed site is 0.27 miles. Via the proposed connector to Hayward Boulevard, the distance via Grand View to the site is 1.12 miles. Via the existing road, the distance is about 1.93 miles. The site would not be accessed most easily from Grand View Avenue. Access from below appears to be more direct, and the EIR should be corrected to note this. 68

5. Scenic Vista Includes the City of Hayward

The EIR sometimes describes the scenic vista as consisting of the City of Hayward and the Bay, though sometimes (e.g. 6th line of p. 4.1-10) only the Bay is mentioned. All references in the EIR to the scenic vista should always include the City of Hayward. 69

6. Grand View, not Grandview.

The MP and EIR incorrectly refer to Grandview instead of Grand View. The longstanding street sign at the intersection of Cotati and Grand View clearly displays the correct name, and all references in the MP and EIR should be changed to reflect that. 70

III. EIR Inadequate in its Evaluation of a Transit Alternative to Parking Structures

Five new parking structures are proposed to accommodate projected increases in enrollment and employment of faculty and staff. In contrast, there are no plans for any significant increase in transit, and the EIR mentions only "a bus/shuttle connection linking the downtown Hayward BART station to the campus." The EIR lacks description of a service able to meet the projected parking demand, either in terms of cost, equipment, service plan, ridership, or funding source. 71

Comparing the amount of space devoted and the depth of analysis in the EIR between the proposed parking structures versus a transit alternative, one is struck by the massive discrepancy. The EIR should take seriously a significant investment/increase in transit (e.g. a system that runs faster, more frequently, with a better route, and covering a greater fraction of the day and night) as an alternative to on-campus parking structures, as opposed to encouraging more traffic and on-campus parking by building new structures. The significant cost savings that would be reaped from dropping the proposal to erect five new parking structures could be put to use for major improvements in transit. A transit solution is the modern, environmentally-responsible approach to the problems of increasing congestion and parking shortages. CSUEB should become a leader by setting an example in the area of smart, efficient, long-term investments in transit. 72

Furthermore, the alternatives to PHIV and the faculty/staff on-campus housing proposals (that were either not analyzed or analyzed and ruled out prematurely in the EIR) should be re-analyzed in the context of a serious transit alternative to parking structures. Transit would increase the relative attractiveness of the alternatives to on-campus housing that were discussed (as well as others that should be added to the EIR). For example, a good transit alternative would increase the attractiveness of off-campus local student housing as an alternative to PHIV, and a local faculty/staff housing subsidy as an alternative to on-campus faculty/staff housing. 73

In closing, I wish to reiterate that there are some positive features of the EIR and to commend its authors for a considerable effort. Even when the proposals themselves are poor, their motivations are usually good. Combining this with the fact that there is still time to reverse direction on bad proposals, I am confident and optimistic that the planning and subsequent development will proceed in the optimal way, to the benefit of the University, the environment, and the local community. While the EIR is currently inadequate, it can be rendered adequate if it carefully and explicitly addresses each of the points raised in this letter. ***We owe it to our University to strive for nothing less than absolute excellence in planning and development***. I look forward to reading the revised plans, I appreciate your attention, and if I can be of assistance please let me know. 74

Sincerely,

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20

Response to Comment Letter I-5

Response to Comment I-5-1

The proposed Master Plan is not at odds with the University's "founding" planning principles which aimed at preserving views of the bay and the hills. The impacts of the proposed Pioneer Heights Phase IV housing project are discussed in the Draft EIR Volume II and that project would not block views of the Bay from Grandview Avenue. Visual simulations in Section 4.1 of Volume I show not only Pioneer Heights Phase IV but also other subsequent phases and as the simulations show, the Pioneer Heights housing would be below eye level and would not block views of the bay. With respect to Grandview Avenue faculty and staff housing option, the Draft EIR acknowledges that this housing would block views of the Bay from this street. Please also refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue**, which explains that the Master Plan includes this housing site as an option and that at this time or in the near future, there is very limited potential for this area to be developed with faculty and staff housing.

Response to Comment I-5-2

In the California State University, enrollment projections separate enrollment growth expected to occur in traditional classroom and laboratory space from enrollment that occurs away from the main campus such as student teaching, at a branch campus such as Concord, or online. The state-approved enrollment level for the Hayward campus is 18,000 FTE students, which is the basis for the physical Master Plan, instructional and support facilities, and housing. The University fully expects its online campus programs to expand dramatically. Some of these will serve new student demand, and others will serve traditional students who seek online courses to supplement traditional classes. However, the primary trend in instruction for traditional students is toward "hybrid" forms of teaching and learning whereby a class meets face-to-face for certain activities, including discussions, labs, and exams, and uses the Internet and other media as resources. Hybrid classes clearly need instructional space, and all forms of instruction, including face-to-face, hybrid, and online, require support space for technology, other equipment, faculty offices, and student services. With the expected growth in the college-bound population in the region, the Hayward campus academic plan calls for both online and traditional instruction. The proposed Master Plan focuses on meeting the demand "on the ground" as a complement to demand online.

With respect to the comment regarding the University's proposal to build more student housing on the campus, as discussed on page 4.10-7 in Volume I of the Draft EIR, on-campus housing is needed for non-local students that would move to the area to attend the University and to allow more students to live on campus for an enhanced learning experience. Based on the county of origin data for enrolled students, about 2,130 students would be new to the Bay Area. The proposed Master Plan would provide

an additional 3,700 student beds by 2030, and all of the 2,130 non-local students could be accommodated on campus and the study area communities would not experience an increase in population from Hayward campus students moving into available housing. In fact, because the proposed Master Plan includes more housing than there would be relocating non-local students, it would be reasonable to assume that at buildout, some of the students already living in the Bay Area at the time of enrollment would move on campus into available housing. Thus, with the provision of the planned housing, the impact of the growth in enrollment would not only be offset but the existing impact of the campus students on off-campus housing would be reduced.

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue** for a discussion of why on-campus faculty and staff housing is evaluated in the Master Plan and EIR.

Response to Comment I-5-3

The comment is noted.

Response to Comment I-5-4

The University disagrees with this comment. The Draft EIR adequately evaluates the impacts of the proposed Pioneer Heights Phase IV and discusses a reasonable range of alternatives as required by CEQA. The structures listed in this comment are existing student housing facilities and are not future projects. Light, glare, and noise from existing student housing were identified as issues by the neighbors during the scoping for the Pioneer Heights Phase IV project. In view of these comments, special attention was given in the Draft EIR to the potential noise, light, and glare impacts of Pioneer Heights Phase IV project. Please see Draft EIR Volume II pages 2.0-50 through -53 for an analysis of noise impacts of this project, and pages 2.0-19 through -24 for an analysis of visual impacts. Mitigation measures are proposed to reduce light and glare impacts of the proposed development.

Response to Comment I-5-5

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-6

Please refer to **Master Response 1** for a discussion on transit alternatives.

Response to Comment I-5-7

The Draft EIR evaluates and discloses the potential environmental impacts of Pioneer Heights Phase IV project with respect to each of the areas listed in the comment. Due to its location at a greater distance

and at a lower elevation from Grandview Avenue, the proposed project would not result in significant noise and visual impacts. Similarly, the additional demand for fire and police services as a result of the housing project would not result in the need for the University or the City to develop new police or fire facilities that could result in environmental impacts. There are no wildlife corridors present on the project site that could be affected by the project's development.

The comment states that the construction of Pioneer Heights Phase IV project would result in overflow parking on bordering residential streets. Pioneer Heights Phase IV would be accessible by vehicles via an existing access road with a driveway on Harder Road. This road currently ends at the parking lot near the Pioneer Height Phase IV project site. This road does not connect to any residential street including Grandview Avenue and Cotati, which are the residential streets near the site. Besides, the Phase IV project site is at least 900 feet away and 100 feet lower in elevation than Grandview Avenue. Therefore, Pioneer Heights Phase IV project would not result in overflow parking on adjacent streets.

Response to Comment I-5-8

Please see **Responses to Comments I-5-4** and **I-5-7,** above.

Response to Comment I-5-9

The Draft EIR adequately evaluates the impacts of the proposed Pioneer Heights Phase IV project and does not understate impacts as the comment states. As shown in Table 2.0-1 (in Volume II), the project's impacts related to light and glare, biological resources, cultural resources, hydrology, construction noise and pedestrian safety would be significant. However, mitigation measures are available that would reduce these impacts to a less-than-significant level. The EIR presents a discussion of a reasonable range of alternatives as required by CEQA that would avoid or reduce the project's significant impacts.

Response to Comment I-5-10

The Draft EIR concludes that although the development of Pioneer Heights Phase IV project would change the fore and middle ground in one portion of the vast view that is available from Grandview Avenue, panoramic views in all other directions would still be available. Furthermore, as Figure 2.0-6 shows, the new buildings would not extend much above the existing tree line in that portion of the panoramic view, and viewers looking in the direction of the new housing would still be able to see the Bay in the background. It should be noted that the scenic vistas from this street derive their value from the panoramic uninterrupted views of the Bay Area. Because uninterrupted views of the Bay Area would still be available and the proposed housing project would not substantially block the scenic vistas, the impact was determined to be less than significant.

Response to Comment I-5-11

The visual simulation provided in Volume II of the Draft EIR shows a viewpoint from the southwest side of Grandview Avenue. Homes on this street are located on the east side of the roadway. The two-lane roadway is approximately 24 feet in width. Furthermore, the street ascends moving from north to south. As a result, homes located on the east side of the roadway, especially homes at the northern end of the roadway would not have a view of the proposed Pioneer Heights Phase IV buildings due to the change in topography. Since less of the valley would be visible from the east side of the roadway, the project site would be less visible to residents of homes on the east side of the street. Furthermore, once landscaping around the proposed project has matured, the buildings would be less visible to residents on Grandview Avenue.

Response to Comment I-5-12

As Figure 2.0-6 in the Draft EIR shows, panoramic views would still be available from Grandview Avenue.

Response to Comment I-5-13

Please refer to **Response to Comment LA-2-1**.

Response to Comment I-5-14

Please see **Responses to Comments I-5-11** and **I-5-12** above which reiterate reasons why the impact on scenic vistas from the development of Pioneer Heights Phase IV project would be less than significant.

Response to Comment I-5-15

Please see **Response to Comment LA-2-15**. On page 4.11-7 in the Draft EIR, MP Impact PUB-2 states that campus police would maintain similar service ratios of police officers to campus population and would continue to provide adequate law enforcement services to the campus as the Master Plan is implemented. So as the campus population grows, the Campus Police Department (Campus PD) would expand with additional officers to maintain existing service ratios. Furthermore, the Campus PD and Hayward PD would continue to operate under the existing mutual aid agreement. This would result in continued collaboration in providing adequate law enforcement services on and around the Hayward campus, including police service for Pioneer Heights Phase IV project.

Response to Comment I-5-16

As discussed in **Response to Comment I-5-15**, the Campus PD and Hayward PD operate under an existing MOU, which results in a collaboration in providing adequate law enforcement services on and

around the Hayward campus, including Grandview Avenue. Grandview Avenue is a public roadway, and it would be speculative to assume that all persons or vehicles on that roadway are associated with the CSUEB Hayward campus.

Response to Comment I-5-17

The Draft EIR discusses the effect of the proposed housing project in terms of the demand for police services and whether the provision of police services to the project would require the construction of new police facilities that could result in environmental impacts. The issues discussed in this comment are outside the scope of this EIR as these are not environmental impacts of the proposed project. Disturbances and crimes committed by young people of college age are often attributed to a University without any evidence that the individuals involved are actually enrolled at the institution.

Response to Comment I-5-18

Please refer to **Response to Comment LA-2-12** with respect to measures included in the project design and planning to minimize risk from wildland fire. To further minimize fire risk in the Pioneer Heights area, the University will provide information to residents of Pioneer Heights on a periodic basis about fire safety and consequences of engaging in activities that could result in a wildland fire; and the Campus Police will conduct increased patrolling of the Pioneer Heights area during the high fire danger season.

Response to Comment I-5-19

Please refer to **Responses to Comments LA-2-12** and **I-5-18**, above.

Response to Comment I-5-20

Please refer to **Responses to Comments LA-2-18** and **I-5-18**, above.

Response to Comment I-5-21

Please refer to **Responses to Comments LA-2-18** and **I-5-18**, above.

Response to Comment I-5-22

Please refer to **Responses to Comments LA-2-18** and **I-5-18**, above.

Response to Comment I-5-23

Please refer to **Response to Comment LA-2-12** with respect to measures included in the project design and planning to minimize risk from wildland fire, and see **Response to Comment LA-2-16** regarding fire

access. Alternate sites for the location of Pioneer Heights Phase IV were considered but not carried forth for detailed evaluation because other sites on the campus are planned for other uses.

Response to Comment I-5-24

As discussion on page 4.8-5 in the Draft EIR, as a state entity, CSUEB is not subject to municipal land use enactments, such as the City of Hayward General Plan and the Hayward Municipal Code. There are no other state or regional land use plans applicable to the project site. The Hayward campus maintains cooperative relations with local governments regarding planning and land use issues to assure that mutual interests are addressed.

Response to Comment I-5-25

Please see **Response to Comment I-5-24,** above. The Draft EIR conclusion with respect to MP Impact BIO-5 is correct and would not be found to be a significant impact under any circumstances because there are no adopted habitat conservation plan or a natural community conservation plan that is applicable to the area of the campus or lands surrounding it.

Response to Comment I-5-26

The vast majority of development associated with Master Plan implementation would directly affect the already developed/landscaped central campus. Only a few relatively small areas of disturbed grassland and scrub habitats that border the developed areas would additionally be developed. The Draft EIR noted that the grassland and scrub habitats in these relatively small areas are in a disturbed condition. The area planned for the subsequent phases of Pioneer Heights student housing is already disturbed by other uses or graded in conjunction with existing housing in the area. The sloping hillside that marks the potential site of faculty and staff housing west of Grandview Avenue has been graded and stabilized. By keeping the development contained largely within already developed areas, and by placing the vast acreage of land in the southern portion of the campus under an open space designation, the proposed Master Plan is consistent with the policies and strategies outlined in the Conservation and Environmental Protection chapter of the City of Hayward General Plan.

Response to Comment I-5-27

Please see **Response to Comment I-5-16,** above. It would be speculative to assume that all persons that litter Grandview Avenue are students, faculty, staff, or affiliates of the campus or that all the vehicles that are parked there are affiliated with the campus. This is a public roadway that is available to residents of the City of Hayward that offers an impressive scenic vista that the public can enjoy. As pointed out by another commenter (**Comment Letter I-11**), the scenic views from this roadway are enjoyed by not only

the residents of Grandview Avenue and persons associated with CSUEB Hayward campus, but by members of the public. Also note that while the University will continue to conduct litter pickup within the area along Grandview Avenue under its jurisdiction, it is not responsible for litter pickup on city streets.

Please also see MP Impact TRANS-9, which notes that if parking supply is not managed to meet demand, overflow parking on neighboring streets could occur and includes mitigation measures that would address the impact and reduce it to a less-than-significant level.

Response to Comment I-5-28

Please see Figure 4.3-1, which shows the vast areas in the southern and southwestern portion of the campus that is under annual grassland and oak-woodland that would not be developed under the proposed Master Plan. This area is approximately 130 acres. If litter is the concern, please see **Response to Comment I-5-27** above. Although litter could degrade habitat, to the extent that there is a litter problem, it is limited to the "valley" adjacent to Grandview Avenue and does not extend to the south or the west of the hills that delineate the western edge of this valley.

Response to Comment I-5-29

The new parking demand generated by Pioneer Heights Phase IV would be served by parking vacancies in Lots C, C1, and other lots on campus, and eventually by the new parking supply provided by the Harder Road Parking Structure, if and when constructed. The University does not intend to rely on off-campus streets to serve Pioneer Heights Phase IV parking demand. MP Mitigation Measure TRANS-9b contains tools to eliminate this problem if it develops and if Grandview Avenue residents support their application (such as a residential parking permit program).

Response to Comment I-5-30

It is not reasonable to assume that the sense of campus community would not be affected if the housing is developed a mile or two away. As explained in the Draft Master Plan, because the campus currently has a high proportion of commuters, it is challenged to provide a critical mass of facilities and activities that create a sense of community for both residents and commuters. As the number of students living on the campus increases, more support services including dining facilities, student activity facilities and recreation facilities would become financially feasible on the campus. In the past decade CSU campuses have been expanding student housing on campus in response to demand as well as to research that shows that living on campus, particularly during the freshman year, strengthens students' study behavior, retention, and overall engagement in learning. Student housing off site is generally not owned or managed by the University and residents do not benefit from either the support programs that campus

residential life programs offer, nor the supervision provided. For the University to provide student housing off campus, it would have to acquire or lease property, which would increase the cost of construction significantly, and it would have to staff an operation that is not contiguous, resulting in increased operating costs.

Response to Comment I-5-31

See **Response to Comment I-5-30,** above.

Response to Comment I-5-32

See **Response to Comment I-5-30,** above, with respect to on-campus housing versus construction of the required housing at an off-site (i.e., downtown Hayward) location. Also see **Master Response 4** with respect to faculty and staff housing on the campus, especially along Grandview Avenue. See **Response to Comments I-5-10** and **-11** regarding the effect of Pioneer Heights Phase IV project on scenic vistas.

Response to Comment I-5-33

Please see **Response to Comment I-5-2,** above. Because 18,000 FTES is the enrollment level for on-campus students, an on-campus student-housing target of 5,000 FTES is appropriate.

Response to Comment I-5-34

The two faculty and staff housing sites other than the Grandview Avenue site are a total of 4.5 acres in area, split in a parcel of 2.5 acres on Carlos Bee Boulevard and a 2-acre parcel on Hayward Boulevard and Campus Drive. While these parcels could provide some of the housing planned for the Pioneer Heights area, these parcels would be inadequate for the entire number of housing units planned for this area and would result in a highly fragmented student housing operation. With respect to the use of the parking lots along Hayward Boulevard for construction of student housing, the Hayward Campus Master Plan steering committee thoroughly explored this option before selecting to expand housing in the Pioneer Heights area. The analysis concluded that student housing needed to be concentrated in two areas (Pioneer Heights and adjacent to Warren Hall) in order to sustain the kinds of support services required including dining facilities open seven days a week. Moreover, if student housing were to be built on sites designated for parking, the sites designated for student housing would have to be designated for parking, including placement of parking structures in the Pioneer Heights area, which would be a less desirable land use configuration than proposed in the Master Plan.

Response to Comment I-5-35

Please see **Responses to Comments I-5-10** and **I-5-11** above regarding the visual impact of the proposed Pioneer Heights Phase IV project. The reason why the Draft EIR states that the visual impact of the reduced Pioneer Heights Phase IV housing project would be slightly reduced is because at the distance that the proposed structures would be from viewers on Grandview Avenue (at least 900 feet away and 105 feet below the elevation of the viewer), the difference in elevation between the project's four to six stories and the alternative's four stories would not be that noticeable. Similarly, the reduction in noise with the fewer housing units and fewer students would not be appreciable, again because of the distance between the noise source and the receptors on Grandview Avenue. With respect to public services such as police and fire, the reason that the Draft EIR notes that the impact would be comparable is because under both the proposed project and the reduced alternative, the demand for police and fire services will not require the construction of new police or fire stations and therefore neither the project nor the alternative would result in environmental impacts associated with the construction of new governmental facilities to serve the project.

Response to Comment I-5-36

The comment does not reference any page numbers and therefore it is not clear whether the comment is referring to the analysis of the No Project Alternative in Volume I or the No Project Alternative (i.e., No Pioneer Heights Phase IV project) in Volume II. Based on the comment, the University assumes the comment is referring to the No Project alternative discussed in Volume II for the Pioneer Heights Phase IV project.

The potential noise impacts of all future Pioneer Heights housing, in conjunction with existing conditions, was considered in determining the significance of the Master Plan's noise impacts, as well as the noise impacts from the development of just Pioneer Heights Phase IV project. The existing Pioneer Heights student housing is constructed, occupied and in operation and thus those buildings are part of existing conditions. Consistent with the provisions of the *State CEQA Guidelines,* the EIR includes the existing housing as part of the baseline existing conditions. An analysis of potential operational noise impacts can be found in PH Phase IV Impact NOI-1 (Volume II). The analysis determined that the additional housing in this area would generate additional noise but the noise levels would not rise above 60 dB(A) Day-Night Average Sound Level (L_{dn}) in exterior areas and this noise would drop off with distance so that it would be even lower at the homes on Grandview Avenue. As discussed on page 4.9-10 in Volume I, based on a long-term measurement conducted at a distance of 50 feet from Pioneer Heights Phase I, the ambient day-night average noise level at the nearest Grandview Avenue homes is calculated to be 45 dB(A) L_{dn}. Both the state and the City consider community noise levels below 60 dB CNEL or L_{dn} as

normally acceptable for single-family residential areas. The existing noise levels along Grandview Avenue, even with the development of Pioneer Heights Phase I, II, and III, are substantially below levels considered normally acceptable for the residential uses in the area. Pioneer Heights Phase IV student housing project would be lower down in the valley and more distant from the Grandview Avenue homes. Therefore, the EIR concluded that the project would not result in a substantial permanent increase in ambient noise levels above levels existing without the project. The No Project alternative would avoid this less than significant impact of the proposed project. Also given the estimated noise levels, the project's effects on wildlife would be less than significant.

The discussion on page 2.0-77 under the subheading Hazards and Hazardous Materials has been revised to state that the No Project Alternative would avoid the proposed project's less-than-significant impact related to wildland fires. See **Section 2.0** in this document.

Response to Comment I-5-37

The reduction in parking provision per FTE is part of an array of programs designed to improve alternative mode use for commuting. As stated in the Master Plan and the Draft EIR Transportation and Traffic Chapter (see MP Impact TRANS-9 and associated discussion, and MP Mitigation Measure TRANS-9a and 9b), the University's goal is to reduce parking provision rates without shifting campus parking demand to adjacent neighborhoods. Please also see **Master Responses 1** and **3**.

Response to Comment I-5-38

Please see **Response to Comment I-5-37** and **Master Responses 1** and **3**. The University is committed to avoiding parking spillover through careful management of both parking supply and demand, and real improvements to transit service and other programs to promote and support the use of alternative modes for commuting.

Response to Comment I-5-39

As discussed in the Draft EIR, MP Mitigation Measure TRANS-9a and 9b will reduce any potential parking spillover to a less-than-significant level. The monitoring and parking management described in MP Mitigation Measure TRANS-9a will ensure that the University is aware of the parking supply/demand ratio on an ongoing basis, and the tools described in MP Mitigation Measure TRANS-9b have been shown to be successful in other campus and downtown neighborhoods at eliminating parking spillover from adjacent large trip generators.

Response to Comment I-5-40

See **Response to Comment I-5-29,** above.

Response to Comment I-5-41

As discussed in the Draft EIR, implementation of the proposed Master Plan would not result in impacts to parks or other recreational facilities. As discussed in Section 4.11, implementation of the proposed Master Plan is not expected to increase the use of neighborhood or regional parks or other recreational facilities in the project area; require the construction or expansion of recreational facilities that might have an adverse effect on the environment; or otherwise adversely affect existing recreational opportunities.

Use of off-campus recreational resources by the additional students and potential resident faculty and staff would be nominal because on-campus facilities would adequately support the campus population. Use of off-campus recreational resources by campus-related new population living in the wider Bay Area would also be nominal because the campus-related population would make a very small fraction of the population in each community (see Section 4.10, Population and Housin**g**). Therefore, project impacts on recreational resources in the region would be less than significant.

The construction of Pioneer Heights Phase IV project would add about 600 residents to the campus. Due to the campus' proximity to the Garin Regional Park, it is to be expected that some of these students would use the regional park facilities. However, it would be speculative and excessive for the University to assume that all 600 resident students would use the park facilities. The comment suggests that the northern portion of the park is currently used only by the residents of Grandview Avenue. This appears to be in conflict with other comments in this comment letter that campus-related persons currently extensively use Grandview Avenue to park and litter. If the latter were the case, the existing use of the northern entrance by campus-related population would be greater than the stated use by 10 persons. Setting this anecdotal data aside, even if it were to be assumed that the use of the northern entrance would go up as more students reside in Pioneer Heights student housing, because regional parks draw users from a regional service area and the number of users added by the project would be a small fraction of the total users using the park facilities, there would not be a significant impact on the regional park facilities as a result of the proposed student housing project.

Response to Comment I-5-42

Section 4.9 in Volume I of the Draft EIR provides an explanation of noise descriptors. As described in the section, the Community Noise Equivalent Level (CNEL) is an average A-weighted sound level measured over a 24-hour period that is adjusted to account for increased sensitivity of humans to noise levels during evening and nighttime hours. A CNEL is calculated by taking a long term measurement at a given location and adding in a "penalty" of 5 decibels to the noise levels measured to be occurring at the location during the evening from 7:00 PM to 10:00 PM, and a 10 decibel penalty to noise levels occurring

during the nighttime hours between 10:00 PM and 7:00 AM. Therefore, the CNEL scale is considered conservative in comparison to other scales described in the section.

The comment is right that a single descriptor such as a CNEL or L_{dn} can hide fluctuations in noise levels that are associated with loud noise events such as noise produced by aircraft overflights, especially near airports, or noise from construction equipment operated near a sensitive receptor, or by sudden bursts of noise that may be produced by stereo systems. Therefore, the University concurs that under existing conditions, Grandview Avenue homes near the existing housing because of their proximity (275 feet from the nearest student housing and at an elevation of approximately 55 feet above the student housing) likely experience sporadic loud noise events associated with the use of stereos by the students.

MP Impact NOI-2 notes that student activities would result in temporary increases in noise levels in the campus vicinity. Student activities include use of music equipment. Average noise level of loud stereo music is about 75 decibels from the source, which would be considered substantial if the existing housing were located adjacent to the source of noise. However, noise from the proposed student housing units would be attenuated by both the distance and elevation before reaching the closest single-family residents on Grandview Avenue. The proposed Pioneer Heights Phase IV project would develop student housing in an area that is located substantially further away from the single-family homes on Grandview Avenue than the existing student housing. The closest proposed student housing in this phase would be located about 900 feet away from the homes on Grandview Avenue, compared to 275 feet for the existing student housing and would be about 105 feet below the elevation of the nearest homes on Grandview Avenue. All other future phases of the Pioneer Heights student housing would also be located between 275 and 800 feet from the nearest homes and at elevations lower than the current housing. Therefore, this additional housing would not result in noise levels that would be greater than under existing conditions and for most of the new housing, the noise levels generated would be lower and the sporadic increases in noise levels due to use of stereo systems by the students at the nearest off-site noise-sensitive receptors would be less than the levels experienced at the present time. Also note that noise attenuation would be provided by buildings located between the receptors and the noise sources and therefore, noise from all parts of the housing complex would not equally affect the receptors on Grandview Avenue. Furthermore, in response to complaints related to light and glare from existing Pioneer Heights housing, the Draft EIR includes a mitigation measure (PH Phase IV Mitigation Measure AES-2a) that requires that light and glare from the northern and eastern façade of Pioneer Heights Phase IV project be minimized by careful design of the new buildings. This measure will likely result in the development of fewer windows and doors on these aspects of the new buildings, which would further minimize noise emanating from the new structures in the direction of Grandview Avenue homes. Landscaping along the eastern portion of the new housing (also required by the Draft EIR mitigation measure) would also serve to screen and

somewhat reduce noise. As and when subsequent phases of housing in the area are proposed for development, they would be subject to environmental review and additional mitigation measures would be imposed on those projects as necessary to address visual and noise impacts.

Finally, persistent noise levels that exceed ambient noise levels by 6 decibels would be considered a public nuisance under the City of Hayward's Public Nuisance Ordinance. Residents of Grandview Avenue can lodge complaints with the University or the City with respect to the noise produced by music systems. The University would continue to respond to any such complaints.

Response to Comment I-5-43

Please refer to **Response to Comment I-5-42**. Although only one long-term measurement was made near the existing student housing, it is considered representative because it was taken when the school was in session and on a Thursday, which represents a typical day for a school.

Response to Comment I-5-44

Please refer to **Response to Comment I-5-42.**

Response to Comment I-5-45

Please refer to **Response to Comment I-5-42**. The University agrees that the probability that loud noise events as a result of music played by students living in Pioneer Heights student housing would increase as additional units are built in this area; however, for reasons presented above (distance and elevation of new units compared to existing ones, shielding provided by intervening buildings, and design of buildings to minimize door and window openings oriented towards Grandview Avenue), the subsequent phases of housing development would have a reduced potential to expose Grandview Avenue residents to loud noise events such as music played by students.

Response to Comment I-5-46

Please refer to **Response to Comment I-5-42**.

Response to Comment I-5-47

Loud noise events, such as noise from stereo systems, could affect nesting birds. However, there are few trees in the vicinity of the area where future student housing would be constructed in the Pioneer Heights area. Furthermore, because better quality nesting habitat is available in drainages and other undeveloped lands to the southwest of the campus, should nesting birds be bothered by loud noises, they would not

establish nests near the campus's student housing and would use the better quality nesting habitat in nearby areas.

Response to Comment I-5-48

Please refer to **Response to Comment I-5-7,** above.

Response to Comment I-5-49

Please see **Responses to Comments I-5-39** and **I-5-42,** above.

Response to Comment I-5-50

The comment is noted. See **Response to Comments I-5-51** and **I-5-52**, below.

Response to Comment I-5-51

As discussed in the Draft EIR (page 4.3-15), the undeveloped portions of the campus, particularly the drainages and associated oak woodlands that extend onto the southeastern portion of the property, are expected to be used by a variety of wildlife species for movement given their connectivity to undeveloped lands to the east. In general, wildlife species favor drainages and associated woodlands as movement corridors given the cover and connectivity they often provide, as opposed to open grassland habitats. The Pioneer Heights projects recently constructed, as well as the currently proposed Pioneer Heights IV project, do encroach on wildlife habitat. However, these projects do not encroach on features generally associated with wildlife movement habitats, or on sensitive or rare habitat types. Additionally, the presence of the developed central campus area and nearby residential developments (which were present prior to the construction of the Pioneer Heights project) were existing barriers to wildlife movement to the northeast and northwest and detracted from the quality of adjacent habitats.

As discussed in the Draft EIR (page 4.3-4), the vast majority of the undeveloped land surrounding the central campus is dominated by non-native, annual grass species and other herbaceous vegetation characteristic of areas that have been altered by grazing or other disturbances. While it is acknowledged that the surrounding grasslands are not in an undisturbed condition, their use or potential use by both common and special-status wildlife species is discussed in the Draft EIR.

Response to Comment I-5-52

As discussed in the Draft EIR (page 4.3-27), development associated with Master Plan implementation would directly affect the already developed/landscaped central campus and relatively small areas of disturbed grassland and scrub habitats that border developed areas. Given the disturbed condition of the

grassland and scrub habitats, the occurrence of special-status plant species is unlikely (although pursuant to mitigation measures listed above, preconstruction surveys for rare plants are required within these areas). Also, no creeks, wetlands, riparian areas, or other resources potentially under the jurisdiction of the US Army Corps of Engineers and/or the California Department of Fish and Game are present directly within the locations of building sites and other infrastructure improvements associated with the implementation of the proposed Master Plan. As a precaution, measures have been included (MP Mitigation Measures BIO-2 and BIO-3) to address potential impacts to nearby riparian and jurisdictional resources; however, substantial impacts to these resources are not anticipated given that they are not located within the depicted disturbance boundary of the proposed Master Plan. While several special status bird species (i.e., burrowing owl, Cooper's hawk, and white tailed kite) could nest in areas affected by the proposed Master Plan, these species would forage over the surrounding grasslands that would not be affected by the implementation of the Master Plan. Additionally, the woodlands, scattered oak trees, and grasslands in the eastern and southern portions of the campus (which would remain undeveloped and buffered from development) provide more typical nesting habitat for these species (excluding burrowing owl). Given the above, the implementation of the Master Plan would not have a cumulative impact on sensitive biological resources. Also see **Response to Comment I-5-51**, above.

Response to Comment I-5-53

The maximum building elevation of 65 feet given on page 2.0-10 is correct. The Pioneer Heights Phase IV housing will vary from four to six stories and the building elevations would vary from 45 to 65 feet. The text on page 2.0-19 is in error and has been revised. See **Section 2.0** in this document.

Response to Comment I-5-54

The student generation rate of 0.49 student per single-family dwelling unit was taken from the City of Hayward General Plan EIR dated 2006. That document notes the following: "As a result of this demographic change, the average student yield per household had increased to 0.70 for single family households and 0.34 for multiple family households. However, a survey of recent projects constructed in Hayward showed a student yield of 0.49 students per single-family residence, and 0.17 students per multi-family residence."

Response to Comment I-5-55

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-56

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-57

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-58

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-59

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-60

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-61

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-62

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue.**

Response to Comment I-5-63

The Draft EIR presents reasons why the No Faculty/Staff Housing Alternative was not carried forth for detailed evaluation which include not only the alternative's failure to meet one of the objectives of the proposed Master Plan but also because it would result in more commute trips than the proposed project, resulting in more rather than lesser environmental impacts such as traffic, and traffic-related air quality and noise which would affect a wider area and a larger population than the proposed faculty and staff housing on the campus. CEQA requires an EIR to evaluate alternatives that would reduce some or all of the project's significant environmental impacts. Please note that the Draft EIR carried forth a Reduced Faculty/Staff Housing Alternative which would eliminate the envisioned faculty and staff housing along Grandview Avenue and thereby reduce the significant and unavoidable visual impact of the proposed Master Plan.

Response to Comment I-5-64

See **Response to Comment I-5-63,** above. The Draft EIR does not rule out any alternatives. It merely presents the impacts of the alternative compared to those of the proposed Master Plan development to determine whether the alternative would increase or reduce the project's impacts. It also presents the ability of the alternative to meet the objectives of the proposed project. All of this information will be

considered by the CSU Board of Trustees in deciding whether or not to approve the Master Plan as proposed or to adopt one of the alternatives, including a Reduced Faculty/Staff Housing Alternative.

Response to Comment I-5-65

Please see **Responses to Comments I-5-10** and **I-5-11,** above.

Response to Comment I-5-66

The Draft EIR Transportation and Traffic Chapter's analysis of the Master Plan, which includes three potential sites for faculty/staff housing, is performed for the entire Master Plan at a "program level." For this reason, the traffic evaluation related to the potential Grandview Avenue site focuses only on the very small traffic volume that would be added to the primary intersection in the area, Hayward Boulevard/Civic Avenue. As stated in Section 3.0, Volume I, in the Draft EIR, and in **Master Response 4, Faculty and Staff Housing on Grandview Avenue**, the University is not proposing a residential project at the Grandview Avenue site at this time, and if and when such a project were proposed, a project-level environmental review would be prepared that evaluates the neighborhood traffic effects at a higher level of detail. Such an evaluation would include the effect of the project's traffic volumes on the various neighborhood streets mentioned in the comment.

Response to Comment I-5-67

Text on page 6.0-1 of the Draft EIR has been revised to include the significant unavoidable visual impact that would occur if faculty and staff housing is built along the west side of Grandview Avenue. See **Section 2.0.**

Response to Comment I-5-68

The Draft EIR notes that access to faculty and staff housing could be via either route, although a new road would need to be constructed if the access were to be provided through the Pioneer Heights area. If and when a faculty housing project is proposed in this area, the University will evaluate the provision of access in detail.

Response to Comment I-5-69

The comment is noted. The University agrees that vistas include not just the Bay but also the developed portions of the city below the campus.

Response to Comment I-5-70

According to a street map on the City of Hayward's website, the name of the street is Grandview Avenue. Therefore, no changes to the text of the EIR regarding this street name are required.

Response to Comment I-5-71

The University does plan for increased transit service and other programs to promote and encourage alternative mode use. The Master Plan contains a description of these potential programs. Please see **Master Response 1, TDM Program Definition**, for a more complete description of the improvements proposed, and for amended wording of MP Mitigation Measure TRANS-1b, which requires the preparation of an Alternative Modes and Parking Planning Study which will provide the University with the operational and funding details necessary to plan for parking improvements, parking permit price increases, transit service improvements, and other alternative mode programs.

Response to Comment I-5-72

It is the University's goal to limit parking demand to the maximum extent possible, both through incentives such as better transit service, provision of reduced-cost or free transit passes, etc, and through disincentives such as increased parking permit prices. However, as described in **Master Response 3**, it is not feasible to plan to serve a doubling in the campus population with the current parking supply, which in fact will shrink as new academic and residential buildings are constructed. Therefore, the University must carefully manage both parking supply and demand as the campus grows, while at the same time increasing transit services and other alternative mode programs.

Response to Comment I-5-73

As discussed in Section 5.4.1 of the Draft EIR, locating the proposed housing to Downtown Hayward would not be feasible, meet project objectives, or reduce environmental impacts for the proposed project. More frequent and direct transit service to the Downtown Hayward BART station would make housing options in that area more attractive to University faculty, staff and students. Furthermore, the alternative would result in an increase in the number of vehicle trips due to additional travel between the campus and off-campus uses which would result in increases in traffic impacts in comparison to the project.

Response to Comment I-5-74

The comment is noted.

Letter No. I-6

Dec 23, 2008

California State University, East Bay
Facilities, Planning & Operations
25800 Carlos Bee Boulevard
Hayward, CA 94542-3022
Attention: Jim Zavagno, University Planner

Re: Cal State East Bay Master Plan and EIR Comments

As a resident of Grand View Ave and a member of the OHHA Board, the following comments are submitted in response to the draft EIR and Master Plan for the campus.

I do support many of the features of the master plan, including the new entrance, walking promodes for students, and a master plan for the building and landscaping of the campus. 1

Areas of concern for the current EIR; not enough resources or alternatives to single occupancy cars. Just more parking. The campus has to look at more frequent and cost effective solutions to get students out of cars, especially part time students, and to use buses and bart. Building multi-story parking garages with higher cost parking will shift people to park in the neighborhood streets. 2

Not sure why campuses always have to grow to draw more students. When the campus was first designed for 18,000FTE, the foothill fwy was going to be built. Now that the freeway is not going to be built, growing the campus for a large number of students seems out of date for delivering education in the 21st century. The master plan should have additional attention to how to educate students using remote learning technology and/or small remote campuses closer to where students live, as is done today in Oakland and Concord. 3

The campus is planning to build out the pioneer heights to house 3000 students, with the current EIR and master plan. No mention in the EIR for additional noise caused by these additional students, supporting vehicles or weekly maintenance (like garbage trucks) is taken in account with impact to the surrounding area, including Grand View. The 3 new phases now built has already had impact in the local area in regards to noise, light, crime and sight lines from existing homes. 4 The current EIR and master plan should be modified to reduce the number of students planned below this existing neighborhood with a shift to other locations within the campus grounds, including the second student housing area near warner hall, or instead of flat parking lots boarding Hayward blvd, residential halls built on top of 1 or 2 story parking levels. 5

If additional housing in the valley for Pioneer Heights less tall buildings that conform to the existing housing and style should be considered. New 6-8 story buildings that can be seen from Grand View, or below the campus in changing sight lines will lhave impact on views and quality of life for the Hayward area. 6

No discussion in the current EIR or master plan on additional police enforcement for the 3,000-7,000 additional on campus students the campus is planning for. This issue is of great concern to the local neighborhood. 7

As to facility housing, 3 sites are identified in the master plan, Grand View, Campus, and below the campus near Cal Trans property. As the EIR points out building facility housing on Grand View would severely impact views, existing home values and quality of life for the existing residents. As a named vista, Grand View, and in concert with importance of the views throughout the master plan, Facility housing should not be considered for this area. Other reasons to consider this, Facility housing at other Universities does not work fiscally or blend in to the existing neighborhoods. And having facility housing so close to student housing does not make sense. 8

Facility housing should not be built instead subsidies or loans to facility should be utilized to integrate facility in to the existing neighborhoods. 9

Thank you for considering these issues for the EIR and master plan,

Ron Lewis

27254 Grand View

Hayward, CA, 94542

Sailingman40@gmail.com

Response to Comment Letter I-6

Response to Comment I-6-1

The comment is noted.

Response to Comment I-6-2

Please see **Master Responses 1** and **3**, and **Response to Comment I-5-71**.

Response to Comment I-6-3

Please see **Response to Comment I-5-2** for more information on enrollment growth and why on-line instruction cannot substitute classroom teaching. Please note that the decision by the University to adopt an enrollment target of 18,000 FTES was not based in any way to the construction of the foothill freeway.

Response to Comment I-6-4

Light, glare, and noise from existing student housing were identified as issues by the neighbors during the scoping for the Pioneer Heights Phase IV project. In view of these comments, special attention was given in the Draft EIR to the potential noise, light, and glare impacts of not just Pioneer Heights Phase IV project in Volume II but the impacts of all housing in the Pioneer Heights area. Section 4.9 of the Draft EIR analyzes potential noise impacts of the proposed Master Plan, including the noise impacts from the development of additional housing in the Pioneer Heights area.

For impacts on scenic vistas, see **Response to Comment I-5-10** with regard to Pioneer Heights Phase IV project, and Section 4.1 in Volume I. The buildout of the subsequent phases of the Pioneer heights student housing would not result in an obstruction of the scenic views available from Grandview Avenue.

There is no evidence provided in the comment as to why crime in the area would be related to the presence of students in nearby student housing.

Response to Comment I-6-5

The University has established a target to house up to 5,000 students on campus. That target cannot be achieved unless all areas identified for student housing in the proposed Master Plan are developed. The development of additional housing units in the Pioneer Heights area is essential to meet this target.

Response to Comment I-6-6

The Draft EIR analyzed the potential impacts to scenic vistas in Volume I and concluded that development of subsequent phases of the Pioneer Heights project would have a less-than-significant

impact on scenic vistas because the buildings would not extend above the ridgeline of the hill on the other side of the valley and therefore the same expansive views of the Bay Area would be available as they are at the present time.

Response to Comment I-6-7

A full discussion of law enforcement services can be found in Section 4.11 of the Draft EIR. On page 4.11-7, impacts to police services as a result of additional students are analyzed. Impacts to law enforcement from the proposed Master Plan were found to be less than significant.

Response to Comment I-6-8

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue**.

Response to Comment I-6-9

Please refer to **Master Response 4, Faculty and Staff Housing on Grandview Avenue**.

From: peter reimer [mailto:peterreimer@sbcglobal.net]
Sent: Tuesday, December 09, 2008 8:04 PM
To: Jim Zavagno
Subject: CSUEB Master Plan Forum, Tuesday, December 9, 2008 - Public Comments

I request that this letter be entered into the public comments of the final campus master plan

ONE: **Specific**: The University, a central of arrivals and departures, should model "Transporation Demand Management". This, for the same reasons that universities are modeling solar power and other environmental measures. "TDM" will reduce many private and social costs of private vehicle operation and eliminate/reduce parking garage construction on campus. What better example of on-campus and of extension higher education! 1

TWO: **General**: California State University in Hayward continues to put the cart before the horse in its 50th year. The University is asking too much, expecting too much of campus master plans. Academic planning should be in front to academically distinguish Cal State in Hayward from its nearest and strongest competitors, SFSU and SJSU, each with deep roots in the East Bay. And to distinguish it from its 19 other CSU competitors.

Sadly, Cal State's highest officers' past actions disrespect the: 1) host community, 2) community colleges, 3) students

1) **Contrast** the private meetings leading to the campus name change, 2003-2005, with the invitation to the public to participate in this master plan. **The preponderance of the evidence** indicates that the University administration intentionally privileged private groups of potential donors which INORDINATELY influenced name-change and intentionally excluded the public and its elected representatives. **Contrast** this with the mature response of the SJSU administration to a proposal to re-name SJSU. 2

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Most CSU's are named after their host community. All ten UCs are. CSU in Hayward stands out for dropping the name of HAYWARD, a city of 140,000.
How many CSU host cities are as populous? Compare their vital "numbers", "indices", "statistics". a) What are the CSU's system-wide criteria for designation as a regional university? b) What system-wide criteria imposed discarding a local name, imposing a regional name on this campus only? c) What criteria that did not equally apply to other CSUs? d) Is CSU in Hayward the only regional CSU in the judgement of the 22 other CSU presidents and faculties?

Three public agencies, the City of HAYWARD, the HAYWARD Area Recreation District, the HAYWARD Unified School District, bear the name of Hayward. How many CSU host communities have three public agencies that bear the same place name?

Its regional name poorly serves Cal State in Hayward as an identifier and as a locator. a) area code? b) city? c) county? d) post office? e) unincoporated area? f) zip code? ALL BLANKS! HAYWARD must be named to locate CSU in Hayward.

2) It is attempting to use a branch campus to invade the attendance area of a community college district for lower division students. An attempt, that if

successful, will bring twenty-two CSUs and ten UCs in its wake to do the same for their branch campuses California-wide. The consequences will devastate
the California Community Colleges. *More expensive CSU lower-division classes replacing less expensive community college lower-division classes?*

3) Beginning fall 2008, it is imposing a student fee to fund athletic scholarships **without** an Associated Students vote, **without** a student referendum. This
demeans students as students, citizens, earners and payers of higher education expenses.

THE MAJOR CHALLENGE of all planning at Cal State in Hayward should be to distinguish Cal State from SFSU and SJSU, its oldest and closest CSU
competitors, and the 19 other CSUs[excluding Maritime Academy] - 1) **distinct** majors and minors, 2) **distinct** interdisciplinary studies, 3) **distinct** pedagogy, 4) **distinct** faculty governance, 5) **distinct** student governance and 6) **distinct** community outreach - to name six.

Will CSU in Hayward

1) Enroll and hold Alameda County and Contra Costa County high school and community college graduates **as well as** SFSU and SJSU, **as well as** 19 other CSUs
enroll and hold the graduates of their respective service areas?

3) Research how current students rank it as a first, second ...twenty third choice among all CSUs? Research the comparative rankings for each CSU? Compare?

4) Research how current enrollment is inflated due to "overflow" from other CSUs that have closed enrollment.

5) Research the best estimates for enrollment here **as all other** CSUs increase their enrollment capacities.

6) Research the historical occupancy rates, quarter by quarter, of each of the three phases of Pioneer Heights student housing: 1st, 198X?, 2nd - 2006?, 3rd. 2008?

7) Overbuild student residences as others have overbuilt commercial and residential properties? (Just years ago it installed stadium-lighting for a professional
soccer team that played there one season)

and make the right decisions - academic and physical.

Student Residences and Dining Hall

In its 48th year, fall 2006, Cal State opened new residence halls. In its 50th. year, fall 2008, additional halls and its first central dining hall. Name another
CSU so tardy to build residence halls and a central dining hall proportional to its full-time enrollment.

I have attended several *Public Comment* forums at Cal State in the student union and in the new business building. I left each with the impression that senior university officers and
consultants had withheld information vital to informed public comment.

Peter D. Reimer, Hayward
peterreimer@sbcglobal.net

2

Response to Comment Letter I-7

Response to Comment I-7-1

Please refer to **Master Response 1, TDM Program Definition**.

Response to Comment I-7-2

The comment does not pertain to the environmental impacts from the adoption and implementation of the proposed Master Plan or the two specific development projects. No response is required.

From: new csuhayward [mailto:new_csuhayward@live.com]
Sent: Tuesday, December 09, 2008 7:42 PM
To: Jim Zavagno
Subject: Letter to the Editors - Cal State's exceptional double fault in Hayward

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I request that this letter be entered into the public comments of the final campus master plan.
CSUEB Campus Master Plan Forum, Tuesday, 12/9/08

Published in **THE PIONEER,** C.S.U. EAST BAY, Thursday, Sept. 25, 2008

Letter to the Editors.

The new CSU in Hayward(1957) worked little to be exceptional where it was creative and smart to be exceptional. At fifty-one, CSU in Hayward is working hard to be exceptional where it is questionable and foolhardy to be exceptional.

The new Cal State worked little to be CREATIVE AND SMART

1) It did NOT distinguish itself from then 58 year-old San Francicso State(1899) and then 95 year-old San Jose State(1862), each with deep roots in Alameda and
Contra Costa counties, *IN ORDER*
a) to hold and enroll most CSU-bound Alameda and Contra Costa county students, b) to attract CSU-bound San Francisco and Santa Clara county students,
c) to attract CSU-bound students throughout California - *BY OFFERING* distinctive majors and minors, distinctive professor-student, teaching-learning
and evaluation, distinctive faculty governance, distinctive student governance. It did *NONE* of these. {Younger UC Santa Cruz and much younger CSU Monterey Bay each distinguished themselves from other UCs and CSUs.} Cal State did not learn from them.
2) Even as SFSU and SJSU were building on-campus student housing, the new Cal State did *NOT.* An off-campus, private residence hall, variously called "Carlos Bee Hall"/ "International House", was the *ONLY* student housing available for the first 25-30 years. The administration of each CSU determines on-campus student
housing, not the Chancellor's office. CSU in Hayward chose to be a commuter school for its first 25-30 years.

Cal State built its first on-campus student housing 25-30 years after its founding. This meant *NO* student life and community on campus for 25-30 years. Pioneer Heights(Phase I) opened in the mid-1980s *WITHOUT* a central cafeteria/dining hall. Pioneer Heights(Phase II) opened fall 2006.
Again, *NO* central cafeteria/dining hall.
All these CSUs - *1) CSU Bakersfield(1965), 2) CSU Channel Islands(2002), 3) CSU Dominguez Hills(1965), 4) CSU Monterey Bay(1991), 5) CSU San Marcos(1990), 6) Sonoma State U(1961), and 7) CSU Stanislaus(1960), -* ***younger than*** *CSU in Hayward* **-** had *on-campus student housing sooner than CSU in Hayward.*

1

At fifty, Cal State is working hard to be QUESTIONABLE AND FOOLHARDY

1) It dropped its host city's name(2005). 17 of 23 CSUs are named for the city and/or county of the main campus. 2 for an unincorporated county area, 1 has a county-bay name, 2 have pseudo regional names, 1 has no place name. All 10 UCs are named for the city and/or county of the main campus. Where is CSUEB? You must say HAYWARD.
2) It seeks to enroll lower division students on its Concord Branch campus in direct competition with

Contra Costa County Community College. This would be a first in California! 22 other CSUs and 10 UCs would immediately move to enroll lower division students on their branch campuses. California Community Colleges as we know them would disappear!
3) It seeks to move to NCAA Division II athletics using mostly student fee increases(2008, 2009, 2010) to fund athletic scholarships(The students never voted!). California law prohibits the use of public monies for athletic scholarships at UCs and CSUs. It should also prohibit the use of student fee monies to fund athletic scholarships. 1

NAME another new CSU so near two established CSUs that has 1)
so squandered its community(Hayward) patrimony and 2) so neglected the fundamentals of competition and growth. Now its risks alienating its students and violating the UC, CSU, Community College enrollment pact. It is time to *drop* "East Bay", *drop* enrolling lower division students on the Concord branch campus, *drop* a move to Division II using mostly student fee increases to fund athletic scholarships. And, restore HAYWARD to California State University, Hayward.

I request your responses.

Peter D. Reimer,
Hayward, CA 94542
new_csuhayward@live.com

Response to Comment Letter I-8

Response to Comment I-8-1

The comment does not pertain to the environmental impacts from the adoption and implementation of the proposed Master Plan or the two specific development projects. No response is required.

From: student based [mailto:sfbas@live.com]
Sent: Tuesday, December 09, 2008 7:51 PM
To: Jim Zavagno
Subject: Letter to the Editors: Student Fee Based Athletic Scholarships

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I request that this letter be entered into the public comments of the final campus master plan
CSUEB Campus Master Plan Forum, 12/9/08

Published in **THE PIONEER,** C.S.U. East Bay, October 16, 2008

CSUEB students, you are paying increased student fees in 2008 to fund a move to Div. II athletics, California Collegiate Athletic Association, CCAA,

(10 CSUs named below and UCSD). Most of this increase will fund "student fee based" athletic scholarships.This fee will increase again in 2009. It will increase again in

2010. Q: Did your registration packet give you this information? Q: Did your Fall Quarter student fees receipt separately show how much your are paying for another

student's athletic scholarship? YOU MUST KNOW - 1) your elected Associated Student govenment was *EX*cluded from the deliberations leading to the fee increase, 2)

CSUEB students were NOT allowed to vote on the fee increase. The CSUEB administration substituted "alternative consulation" for both. That is "alternative

consultation as in "NO vote". Neither the Federal government nor the California State government have taken away your vote or your representative's vote. Q: Should

any CSU administration take it away on campus? Q: What number was CSUEB on your list of CSUs to attend?

1

California law prohibits the use of public monies for athletic scholarships. You are enrolled at a public university. Q: Should your student fees to a public university

be paying for anyone's athletic scholarship? You are expected to stay in school and graduate in four years. Q: Who, among athletes, is most likely to stay in school,

stay eligible to play, and graduate in four years on your "student fee based" CSUEB athletic scholarship: 1) a student admitted to UCSD without an athletic scholarship?

2) a student admitted in full-standing to one of the 10 CSUs with/without an athletic scholarship? 3) a student admitted to a Div.I school, a CSU, a UC. without an athletic

scholarship?

FIRST, Div II start-up questions for CSUEB's President: 1) Are the student fee increases for athletic scholarships deposited in a specific account for that use

only? 2) Concurrently, beginning this fall quarter 2008, are a) public and b) private monies being received and deposited into specific Div II accounts? 3) Re:

public monies - which expenditures are permitted? which prohibited)? SECOND, for each of the 11 CCAA member schools: 1) How are funds - private,

public, student fees - being raised? How are funds - private, public, student fees - being spent? Ask for: 1) absolute dollar and percentage dollar figures 2) for all Div. II

expenses 3) for just Div II athletic scholarships.

Our Armed Forces members, mostly high school graduates, risk their lives daily in Afgahnistan and Iraq to bring the right to vote and representative government.

to those countries. Who would think that a CSU administration would take away the vote on campus of university students, the vote of their elected student

representative's vote here at home.

1

Should your taxes, your parents' taxes "bail out" Wall St.? Should your student fees "bail in" athletic scholarships at CSUEB? Bail out or bail in - your best

"get out of jail free card" is your vote and your representative's vote in your community, your state, in the United States, and YES! at CSUEB.

Here are the persons and groups who have a voice in the amount of your CSU fees will be and how they will be spent. EACH has a website

1) The Governor - (916) 445-4105
2) Post Secondary Education Commission, (916) 445-1000
3) State Senate - Standing Committee, Education - (916) 651-4105
4) Assembly - Standing Committee, Higher Education, (916) 319-2004
5) Ellen Corbett, State Senator, 10th. District, 577-2310
6) Mary Hayashi, Assemblywoman, 18th. District, 583-8818
7) CSU Chancellor, Long Beach - (562) 951-4800
8) CSUEB President - (510) 885-3877
SEPARATE
California Collegiate Athletic Association, CCAA, Walnut Creek - (925) 472-8299
[eleven members schools, 10 CSUs(Chico, Dominguez Hills, Humboldt, Los Angeles, Monterey Bay, Pomona, San Bernandino, San Francisco, Sonoma, Stanislaus) and UC San Diego]. CSUEB aspires to full-standing in CCAA.

Please reply to sfbas@live.com

Peter D. Reimer
Hayward

Response to Comment Letter I-9

Response to Comment I-9-1

The comment does not pertain to the environmental impacts from the adoption and implementation of the proposed Master Plan or the two specific development projects. No response is required.

I wanted to share a portion of an email I sent to Chris Brown. I urge you to give this careful consideration.

Pertaining to the parking structure, if you build it you will simply encourage people to continue driving. This is in no one's interest. The consequences of climate change are likely to be much more severe than is so far widely recognized. To cite one example of many, it's been estimated that real estate losses in California will run into the trillions. Add to that massive costs for infrastructure changes due to flooding and increase in sea level plus the need to create a new state water system due to the decline in snow pack, the increase in rain fall and the advance of saltwater into the delta and you will see that the costs will run into many trillions. Now measure that against the current state budget crisis that results form a shortfall of less than 50 billion. And there are a number of other major problems in addition to those I've mentioned. This is why reduction of carbon emissions is a very pressing priority and why this is not a time to construct a new parking garage. Currently few students use mass transit. This will change if it's given the importance that it deserves. 1

David Rosen

Response to Comment Letter I-10

Response to Comment I-10-1

The comment states that the proposed parking structure will only serve to encourage additional single-occupancy vehicle trips resulting in additional emissions of greenhouse gas and global climate change impacts. The proposed Master Plan contains numerous measures that will reduce single occupancy vehicle trips and associated greenhouse gas emissions. Additional information regarding the project design features, incentives, and mitigation measures that will reduce single occupancy may be found in Section 4.12, Transportation and Traffic, of the Draft EIR. Please also see **Master Response 1, TDM Program Definition.**

December 23, 2008

Jim Zavagno
Facilities Planning and Operations
25800 Carlos Bee Blvd.
Hayward, CA 94542

Dear Mr. Zavagno,

Comments regarding Cal State East Bay Hayward Draft Environmental Impact Report

Thank you for the opportunity to comment on the proposed plan. I am A California licensed Real Estate Broker in business locally for over 20 years. and the owner of Grandview Realty in Hayward. I am also a Real Estate developer. I am an Environmental Consultant serving on the City of Hayward's Keep Hayward Clean and Green Task Force. I serve on the Board of Directors for the Hayward Area Planning Association and The Old Highland Homeowners Association. I reside on Grand View Avenue adjacent to the Campus.

The report states that:

(CSUEB) has prepared an update to the CSUEB Hayward Campus Master Plan, a comprehensive document that evaluates existing conditions and updates all aspects of future campus development and land use to accommodate the previously approved enrollment level of 18,000 Full-Time Equivalent (FTE) students (FTES) (25,000 total students)(3.0-1).

At the time of the "previously approved enrollment level," a freeway extension was planned, adjoining the University, to service this enrollment level. The plans for the extension have since been canceled. There does not currently exist infrastructure to facilitate the planned increase in traffic associated with the project. The University should reexamine its "enrollment level" based upon this change in circumstance from the original plan. 1

Should CSUEB still seek this level of enrollment without the freeway extension, further emphasis would be required to deliver the enrollment goals without the commensurate gridlock that could degrade the environment.

Public transit, online learning or relocation of CSUEB resources within transit corridors could satisfy the present enrollment goal. BART tracks run approximately ½ mile from CSUEB at Harder Road. Presently there is not an associated station at this location. There is a plan to add a station at this location. The plan has received extensive 2

community, student, and faculty support. CSUEB could facilitate this new "University BART Station" by working with the City of Hayward, the transportation authority and me. 2

The elevation of BART is approximately 550 feet lower than the campus. Any parking structure that CSUEB plans should be at this lower level, with clean shuttles to traverse the hill. This will limit vehicle emissions and campus traffic, and have the potential to facilitate the development of a BART station to serve CSUEB and mitigate traffic congestion. Construction expenses based upon level topography, as opposed to the hillside location of CSUEB, will require significantly less funds, as well as minimize the visual impact of parking structure(s) on the scenic vistas, and promote transit. 3

The land adjoining CSUEB, presently owned by Caltrans, will be available for sale at some point in the near future. The proceeds from the sale of this land are to fund transportation projects. This land could be of great benefit to the campus for housing, parking and/or academic use. The University may gain this benefit by satisfying the Caltrans mandate to fund transportation projects. The construction of a parking garage by the BART tracks near campus may satisfy Caltrans goals and allow CSUEB to leverage this parking garage into a new BART station, and significant additional land for the campus. This is a feasible and superior alternative to the planned parking garage. 4

The route from Hayward Boulevard to Mission Boulevard via the new primary campus entry and East Loop Road would be available to non-campus traffic, but would be designed as a slower route than Hayward Boulevard and Carlos Bee Boulevard, which are designated as major arterials.
3.0-27

The University enjoys a potential mitigation for the increased traffic caused by its development by adding a more direct connection(s) from East Loop to Hayward Boulevard that would facilitate through traffic. This could ease traffic at Mission Boulevard, Carlos Bee and other intersections by reestablishing Harder as an effective route to the Hayward hills. This could be accomplished at the East edge of the Campus, offset from the new planned main entrance. People presently use Harder and CSUEB property for access to the Hayward hills and likely they will continue to do so. An additional access from Harder to Hayward Boulevard can therefore minimize present traffic on West Loop Road, etc. 5

Consideration should also be given to creating an entrance at Campus Drive and Hayward Boulevard. This could mitigate traffic on Hayward Boulevard and Carlos Bee Boulevard. 6

The plan states:

> Implementation of the majority of the Master Plan would not adversely affect scenic vistas in the Hayward Hills. The heights of all new structures would be consistent with existing building heights on the campus. The majority of new structures on the campus would be placed within existing developed areas with potential locations for faculty/staff housing proposed along the periphery of the developed campus. None of the proposed campus buildings would obstruct views of the City

of Hayward or San Francisco Bay from adjacent residential neighborhoods. (4.1-9)

This is incorrect; scenic vistas or view-sheds exist in the planning area that potentially could be affected by new development or intensification of uses associated with implementation of the plan. Additionally, new construction or development could detract from the community character of the city.

The proposed plan could have a substantial adverse effect on a scenic vista, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, significantly degrade the existing visual character or quality of the site and its surroundings, and create a new source of substantial light or glare which would adversely affect day and nighttime views in the area

7

The aesthetics section discloses "Grandview Avenue, located to the east of the existing Pioneer Heights student housing neighborhood, provides panoramic views of the Bay Area" (4.1-9).

The DEIR omits discussion of views *from* the Bay area . This one sided perspective does not "demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action" (People ex rel. Department of Public Works v. Bosio, 47 Cal. App. 3d 495).

The document further states incorrectly that: "No scenic resources such as trees, rock outcroppings or historic buildings, are located on the campus" (4.1-5)

Volume 2 makes a significant departure from volume one and CEQA guidelines (Appendix G) by changing the term "trees" to "special trees":

"As discussed in Section 4.1, Volume 1, no designated state scenic highways are located within the project vicinity. Furthermore, no scenic resources such as *special trees*, rock outcroppings or historic buildings, are located on the site" (2.0-18) (emphasis added).

8

No basis is given for this departure, but it certainly would seem to serve the project's following stated requirement while conflicting with the City of Hayward's tree preservation ordinance: "The project would be located partially within an existing eucalyptus grove, requiring removal of all or most of the eucalyptus trees" (2.0-10).

"[Would the project] conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?" (CEQA Appendix G).

It would appear that CEQA considers all trees to be "special", not just the ones that are not in the path of development. The trees that the plan removes are significant to wildlife and the scenic vista visible from much of the Bay Area.

FIGURE 2.0-6 demonstrates that the project will be visible from much of the East Bay, yet no demonstration of the visual effect from below is offered. Pioneer Heights, Faculty housing and the parking structure propose to protrude from the miles of otherwise natural

9

hillside, which will be visible from much of the region. This would be a significant negative effect. This will also be inconsistent with the City of Hayward's "Hillside Design Guidelines". The report states: "…views of the Hayward campus from areas south and southwest of campus are limited" (4.1-6 CSU East Bay Hayward Campus Master Plan Draft EIR). The statement ignores that the views are also presently limited by the trees that are slated for removal.

The document, including FIGURE 3.0-3 (Surrounding Land Uses), fails to adequately identify the adjoining land as regional park land. The 20-mile system of trails within Garin and Dry Creek Pioneer Regional Parks comprise of 4,763 acres of historic parkland occupying the ridge line for miles south of the project. Famed in the 1880s, Dry Creek Cottage was a popular summer home of Edith, Mildred, and Jeanette Meyers, three sisters who were very involved in local charities and fundraisers during the early and mid 1900s. 9

The protrusion of the multi story buildings, including student or faculty housing and the parking garage, will significantly degrade the undeveloped ridgeline from above (Grandview Avenue) and below (the Bay Area). This inadequacy and others described herein undermines:

> (a) Basic Purposes of CEQA. The basic purposes of CEQA are to:
> (1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.
> (2) Identify the ways that environmental damage can be avoided or significantly reduced (CEQA Guideline 15002)

The plan ignores that Grandview Avenue is a designated scenic vista. It is recognized regionally and on any map of Hayward. The scenic vista is enjoyed daily by members of the public, well beyond the just Grandview residents, including CSUEB students and faculty. The student Housing and potential Faculty housing at this location will "…have a substantial adverse effect on a scenic vista" and "…substantially degrade the existing visual character or quality of the site and its surroundings" (CEQA Appendix G). 10

The neighborhood is experiencing increased noise from the existing new student housing that was completed without environmental review. The document should explain how this occurred. Adding additional housing in the area will create "…a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project" (CEQA Appendix G). 11

Consideration should be given to the effects from this plan on the local real estate market. Any increase in value for CSUEB by developing along Grandview Avenue will be proportional to the decrease in value for the existing homes on Grandview Avenue. The local real estate market is supported by faculty and student occupancy. Withdrawing this occupancy through increased housing development on campus could compromise local property values. 12

The document ignores the rock outcroppings at the site of the proposed student housing (below Grandview Avenue) which have been identified and protected by CSUEB in prior 13

development schemes.

The site description and satellite views ignore the recent parking lot development and significant grading completed before this environmental review. This work would appear to serve to eliminate biological resources existing at the location, although the rock outcroppings were preserved. The report should indicate that this work did occur and identify any prior biological assessments. The University should restore these areas to their previous, undeveloped condition and "exposed dirt," as described in the following excerpt.

13

"The project site is currently undeveloped with an existing grove of eucalyptus trees. The site is used as a ropes course and teaching area and contains several trailers, climbing equipment in trees, and log benches. With the exception of the eucalyptus trees, vegetation on the site is sparse and the vast majority of the site contains *exposed dirt*. The project site is surrounded by hilling terrain, with the slopes covered with seasonal grasses and a few scattered trees" 2.0-18 (emphasis added).

As a resident on Grand View Avenue a wildlife corridor is quite evident. Hawks are seen on virtually a daily basis. Deer, Foxes, Bats, and owls are frequently seen.
The "undeveloped" area of the CSUEB, including the trees slated for removal, form an important link in this wildlife corridor, joining the tip of the regional park system with the creek beneath CSUEB and the next wooded ravine. The corridor is obvious in FIGURE 4.3-1 (On-Site Plant Communities) circling the southeast side of CSUEB, yet it is unidentified on the legend. Wildlife uses this corridor for access to food, water and for mating opportunities. Animals rely on access to the creek next to the campus for water. The present plan will interfere with this access. Therefore the following statement that are not "favorable ignores the fact that they are highly utilized as the only link in this corridor.

14

The undeveloped lands bordering the central campus, including the
potential faculty/staff housing locations, are also not favorable for wildlife movement given their proximity to development and areas of high human use and activity.
4.3-29

The presently planned project would "…interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites" (CEQA Appendix G).

Burrowing owls have been reported on the site and I believe documented by the University previously. The site is riddled with small animal holes except where paved or graded by the University, just prior to this DEIR.

15

Burrowing owl (burrow sites)
... Suitable small mammal
(e.g., ground squirrel) burrows appear to be absent or scarce within these areas. However, should suitable burrow habitat occur or be created, the species could occur as a nesting or

wintering species within the grassland development areas
4.3-10

15

The undeveloped area appears to contain serpentine soil.

The plan should consider exposing to daylight the area of the creek currently beneath the parking areas to reconnect CSUEB to its natural environment, add a truly green feature, encourage wildlife, and connect existing trails systems at both ends of the CSUEB for humans and animals. This would "…create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations" (21000 GEQA Legislative intent). 16

Additionally:

> "The Legislature further finds and declares that it is the policy of the state to:
>
> > (a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
> > (b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise" (21001 CEQA Additional legislative intent).

A feasible and superior alternative to developing the presently undeveloped area is to develop housing along Hayward Boulevard. This would mitigate most, if not all, of the environmental consequences of development and be consistent with the medium density development on Hayward Boulevard. It would also place the housing in closer proximity for walking around campus and enhance the University's presence on Hayward Boulevard 17

The Environmental Impact Report should consider that CSUEB enjoys a wonderful opportunity to integrate its site into its curriculum. Future landscaping could be the equivalent of Berkeley's Botanical Gardens. 18

The plan should consider the very real concern that an earthquake on the nearby Hayward fault or other disaster could isolate the campus for an extended period of time. Food and water reserves should be retained. Campus energy production should be configured to continue to function in the incidence of grid power loss. 19

Towards sustainability the plan should consider incorporating vegetable gardens and fruit trees. 20

The plan should consider designating the land along Grandview Avenue as a permanent open space and wildlife corridor. Other areas identified as open space should denote the permanence of the designation. 21

The plan should also consider the reforestation of the steep ridge to the southwest of the 22

campus to mitigate some of the air quality impacts of the project. Irrigation could consist of reused water from the campus. 22

The City of Hayward recently adopted a "Green Building Ordinance." Consideration should be given to meeting or exceeding the goals of this ordinance in campus development. 23

"A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment" (CEQA).

Thank you for this opportunity to comment on the report. It is my hope that the Campus develop in a manner consistent with CEQA guidelines and the best interest of all involved.

Sincerely,

Rob Simpson
California Licensed Real Estate Broker
Environmental Consultant
27126 Grandview Avenue
Hayward CA. 94542
510-909-1800
Rob@redwoodrob.com

Response to Comment Letter I-11

Response to Comment I-11-1

The enrollment level previously approved by the CSU Board of Trustees for this campus was not in any way related to or influenced by the freeway that was previously proposed in the area. Enrollment levels are determined by the CSU based on state demographics, projected growth in students graduating from high school, economic conditions, and a host of such variables.

The University is aware of the need to reduce the traffic impacts associated with the growth in campus population. The proposed Master Plan includes the Travel Demand Management Plan and the Draft EIR includes a mitigation measure to ensure that this plan is developed and implemented. Also see **Master Response 1, TDM Program Definition**.

Response to Comment I-11-2

The University is not aware of any BART plans for a new station at Harder Road. The costs and benefits of providing a third station in Hayward, relative to the other capital projects and extensions that BART is planning, would likely to make this a low priority for BART.

Response to Comment I-11-3

The University does not own land in the areas referred to, and thus cannot responsibly plan future infrastructure in these locations.

Response to Comment I-11-4

The University has no plans to purchase the Caltrans property at this time. However, the potential development of faculty and staff housing off of Carlos Bee on campus land adjacent to Caltrans property would be consistent with the City of Hayward's land use plan for this area. Please see also **Response to Comment I-11-3**.

Response to Comment I-11-5

While the direct arterial connection suggested in the comment would benefit those driving between Mission Boulevard and the Hayward Hills, it would create a traffic barrier between the campus' residential and academic core areas, negatively affecting the campus community.

Response to Comment I-11-6

The topography between West Loop Road and the intersection of Campus Drive/Hayward Boulevard, and the close spacing of West Loop Road and Hayward Boulevard, make the construction of a vehicle entrance to the campus at that location infeasible.

Response to Comment I-11-7

The Draft EIR provides an analysis of the potential impacts of the proposed Master Plan development on scenic vistas, scenic resources, visual character and light and glare, and concludes that the proposed Master Plan development would affect scenic vistas from the area of Grandview Avenue. Please refer to **Response to Comment LA-2-1** above regarding new visual simulations prepared from vantage points within the City of Hayward. As that response shows, although views of the campus from vantage points close to the campus would change, from more distant locations within the City, the change in the views of the hills in the area of the campus would not be prominent and the reduction in the height of Warren Hall would reduce an existing visual impact.

Response to Comment I-11-8

The use of the term "special trees" is not a departure from the CEQA checklist standard of significance. The term is used in Volume II merely to indicate that the trees on the Pioneer Heights Phase IV project site are not unique or special in any way and therefore do not represent a scenic resource. The majority of the trees are eucalyptus, a non-native, highly flammable tree species that is not desirable in an urban-wildland interface area. Please note that eucalyptus trees are not considered desirable under the City's Urban Wildland Interface Guidelines and therefore, removal of these trees would not conflict with any local policies or ordinances that the City may have for tree protection. The CSU is the only agency with land use jurisdiction over projects proposed on campuses within the CSU system. The University is generally exempted by the federal and state constitutions from compliance with local laws and regulations, including general plans and zoning.

Response to Comment I-11-9

Please refer to **Response to Comment LA-2-1** above regarding views of the campus from vantage points in the City of Hayward. It is true that some of the proposed buildings in the western and southwestern portion of the campus would be visible from locations in the city, as well as other parts of the Bay Area. However, from more distant locations, the views of the campus would be similar to views of the Hayward Hills both to the north of the campus and to the south of the campus. Hillside and ridgeline development (both historic and recent) is clearly visible throughout the Hayward Hills. Please note that with the exception of some of the trees that screen the Pioneer Heights Phase IV project site that may be

removed to construct the proposed buildings, the other trees on the western slopes of the campus would not be removed as they are outside the footprint of future development. These trees and new landscaping that would be installed with each building project would continue to screen the lower portions of the new buildings that would be built in the western portion of the campus.

Figure 3.0-3, Surrounding Land Uses, does not extend far enough south to include the East Bay Regional Park District (EBRPD) lands. CSUEB lands extend further south than shown in this graphic and EBRPD lands (Garin Regional Park) lie south of the campus' southern limit. The District's Garin Regional Park is discussed on page 4.11-4 in Section 4.11, Public Services (Volume I). That section of the EIR addresses public services, including parks and recreational facilities.

Response to Comment I-11-10

Grandview Avenue is not a designated scenic vista. That roadway is not designated by any agency, including the City of Hayward, as a scenic route. The City's General Plan does not designate Grandview Avenue as a scenic roadway. It may be known to the residents of Hayward as a scenic vista point and the scenic vistas are likely enjoyed not just by the local residents and potentially by CSUEB students and employees but also by the members of the general public. The Draft EIR acknowledges that construction of faculty and staff housing along the west side of Grandview Avenue would have a significant and unavoidable visual impact on a scenic vista.

Response to Comment I-11-11

The potential noise impacts of the Pioneer Heights housing, in conjunction with existing conditions, was considered in determining the significance of the Master Plan's impacts to noise. The existing Pioneer Heights student housing is constructed, occupied and in operation and thus those buildings are part of existing conditions. Consistent with the provisions of the *State CEQA Guidelines*, the EIR includes the existing housing as part of the baseline existing conditions. An analysis of potential noise impacts can be found in Section 4.9 of the Draft EIR. The analysis determined that the additional housing in this area would generate additional noise but the noise levels would not rise above 60 dB(A) L_{dn} in exterior areas and this noise would drop off with distance so that it would be even lower at the homes on Grandview Avenue. As discussed on page 4.9-10 in Volume I, based on a long term measurement conducted at a distance of 50 feet from Pioneer Heights Phase I, the ambient day-night average noise level at the nearest Grandview Avenue homes is calculated to be 45dB(A) L_{dn}. Both the state and the City consider community noise levels below 60 dB CNEL or L_{dn} as normally acceptable for single-family residential areas. The existing noise levels along Grandview Avenue, even with the development of Pioneer Heights Phase I, II, and III, are substantially below levels considered normally acceptable for the residential uses in the area. Subsequent phases of Pioneer Heights student housing would be lower down in the valley

and more distant from the Grandview Avenue homes and would therefore not result in a substantial permanent increase in ambient noise levels above levels existing without the project.

Response to Comment I-11-12

Effects on property values are not under the purview of CEQA as there are no direct or indirect effects on the environment from these issues (*State CEQA Guidelines* Section 15064).

Response to Comment I-11-13

The Pioneer Heights Phase IV project site does not contain rock outcroppings. The site is located partially within a grove of eucalyptus trees and is currently used as a ropes course and teaching area. The site also contains several trailers and is bisected by an access road as well as being adjacent to an area used for construction staging. The site of the housing project does not contain the parking lot, which is why the parking lot is not described as part of the project site description. No ground-disturbing activity (other than the use of the ropes course) has occurred at the site of Pioneer Heights Phase IV project. No construction activity related to Pioneer Heights Phase IV project has occurred at this time and will not be undertaken on the project's site until the environmental review process is completed and the project is approved for construction.

Response to Comment I-11-14

Figure 4.3-1 shows the plant communities on the CSUEB Hayward Campus lands as well as on adjoining lands. As the legend explains, unmarked areas (areas with no shading/hatching) are annual grasslands. On page 4.3-4, the EIR notes that the annual grasslands on the undeveloped portions of the campus provide foraging habitat for numerous common bird species as well as mammals and reptiles. Because of the large expanses of such habitat available in the southern portion of the campus and on adjoining lands, the area also provides foraging habitat for raptors, including hawks. Therefore, it is understandable that the commenter would have observed common wildlife in the area.

As discussed in the Draft EIR (page 4.3-15), wildlife corridors are described as pathways or habitat linkages that connect <u>discrete</u> areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or manmade obstacles such as urbanization. The undeveloped portions of the CSUEB property, particularly the drainages and associated oak woodlands that extend onto the southeastern portion of the property, are expected to be used by a variety of wildlife species for movement given their connectivity to undeveloped lands to the east.

The developed/landscaped central campus supports a high level of human use and activity, which is not favorable for wildlife movement. The undeveloped lands bordering the central campus, including the

potential faculty housing locations, are also not favorable for wildlife movement given their proximity to development and areas of high human use and activity. As shown in Figure 4.3-1, the few areas that are designated for development but are currently undeveloped include the area to the south of the existing Pioneer Heights student housing. The site of the Pioneer Heights Phase IV project is not part of an established wildlife movement corridor as it does not connect to any undeveloped area to the north. Given the above, areas in which development may occur under the Master Plan are not part of a regional wildlife movement corridor. Therefore, the implementation of the proposed Master Plan would not interfere substantially with the movement of wildlife and the associated impact would be less than significant.

For clarification, there is a distinction between habitat used by wildlife for foraging and/or nesting and habitat providing an established wildlife movement corridor. As discussed in the Draft EIR (page 4.3-4), and as observed by the commenter, the annual grasslands in the undeveloped portions of the CSUEB property provide foraging habitat for numerous wildlife species, including raptors. However, for the reasons discussed above, the use of the habitat by foraging wildlife is different from the use of the habitat as an established wildlife movement corridor.

Response to Comment I-11-15

The Draft EIR identifies the burrowing owl as a species with a potential to occur on the project site. Although the species it was not observed during general surveys conducted for the Draft EIR, the species could establish in the area prior to development in the grassland portions of the campus development area. The Draft EIR identifies the potential for Master Plan development to affect the species and includes mitigation measures (MP Mitigation Measures BIO-1b and 1c) to reduce the impact to this species to a less-than-significant level.

No serpentine rock outcrops or soils (which are associated with special-status plant species) were identified during the field surveys. However, non-serpentine rock outcrops are present within portions of the undeveloped lands proposed for development, and these areas may provide potential habitat for special-status plant species given associated thin soils or other microhabitat conditions. Therefore, as required by MP Mitigation Measure BIO-1a, appropriately timed surveys for locally occurring special-status plant species shall be conducted prior to the commencement of construction activities within grassland and mixed scrub habitats. Should any special-status plant species be documented, appropriate avoidance or compensatory measures would be implemented.

Response to Comment I-11-16

The suggestion to daylight the creek that is culverted under the campus parking lots is noted by the University and will be evaluated in the future in conjunction with projects proposed in that portion of the campus.

Response to Comment I-11-17

There is currently one site, located off of Hayward Boulevard and Campus Drive that is identified in the proposed Master Plan as a potential faculty- and staff-housing site. Other campus areas along Hayward Boulevard are identified for parking. Please also see **Master Response 4** regarding faculty and staff housing on Grandview Avenue and the uncertainty with respect to when, if, and how faculty and staff housing would be developed on the campus.

Response to Comment I-11-18

The comment is noted. Please note that several acres of land in the southern portion of the campus has been designated functional open space in the proposed Master Plan which will not be developed and will continue to be used by the Campus as a living laboratory to study the ecology of the Hayward Hills.

Response to Comment I-11-19

The campus can be accessed via two routes leading from Mission Boulevard and one route (Campus Drive) from the north. In the event that access via the routes leading from Mission Boulevard became unavailable due to fault rupture, the northern route would be used to leave the area. The University does have in place a plan to provide shelter as well as (limited) food and water in the event of an emergency. The campus is provided electricity by Arizona Public Service Corporation via the PG&E distribution system. Currently the campus has three main electrical feeds off the grids that provide some redundancy. In addition, all major buildings and critical systems have back-up generators. The campus also has one of the largest photovoltaic power generation systems in California. Therefore, in the event that an electrical outage occurs as a result of a major earthquake on the Hayward fault, the University will be able to continue to operate critical systems.

Response to Comment I-11-20

The comment is noted.

Response to Comment I-11-21

The comment is noted.

Response to Comment I-11-22

The comment states that the proposed project should consider the reforestation of the steep ridge located to the southwest of the campus to mitigate the air quality impacts. The comment also states that reused water from the campus could be used for irrigation. The University will consider these suggestions during the implementation of the Master Plan.

Response to Comment I-11-23

The University, as a state entity, is exempt from local laws and ordinances. In 2005, the CSU adopted a revised policy on energy conservation that calls for maintaining current practices of energy conservation and further reducing energy consumption by another 15 percent, reducing requirements from the electricity grid by increasing self-generation to 50 MW, and increasing the purchase of renewable energy to 20 percent from the current 15 percent. The key elements of the new policy are:

- **Energy Conservation**: The CSU will seek to reduce consumption by an additional 15 percent from 2003–04 levels by the 2009/2010 fiscal year.
- **Energy Independence**: The CSU will seek to double its self-generated energy supply over the next decade. It will pursue cost effective projects utilizing technologies such as solar, wind, and biomass (wood, plant, organic waste), as well as clean cogeneration plants. The availability of utility subsidies for renewable energy as well as the volatility of energy prices are recognized challenges to achieving this goal. The CSU will increase its cogeneration capacity from 24 MW to 40 MW by 2014.
- **Renewable Energy**: The CSU will seek to meet or exceed the state goal of receiving 20 percent of its electricity needs from renewable sources by 2010. In 2005, the CSU procured 15 percent of its electricity needs from Green-e certified renewable sources.

The CSU is expanding the sustainability component of the policy placing renewed focus on sustainable design, making buildings more energy efficient and more efficient in the use of natural resources. Again, the CSU aims to exceed the energy efficiency requirements set forth by the state for new and renovated buildings.

Furthermore, the proposed CSUEB Hayward Master Plan has a sustainability element that establishes a goal to achieve 30 percent energy savings over current consumption rates by 2030 in existing buildings and to design new buildings to achieve 50 percent energy savings compared to a typical campus building.

From: Joy Rowan [mailto:joy@joyfulgreetings.com]
Sent: Wednesday, December 31, 2008 4:17 PM
To: Jim Zavagno
Cc: lhernandez@calstate.edu; publicaffairs@calstate.edu
Subject: Comments on Draft EIR for Cal State East Bay Campus Master Plan

Dear Mr. Zavagno,

Supporting increased car access to the CSUEB campus by adding parking structures instead of increasing transit access to the campus is a bad idea.

It communicates to the public that CSUEB is out of touch with the national and global realities of fossil fuel dependence, air pollution, and global climate change. 1

It is imperative that you re-examine your plan of adding 5000 parking spaces in the form of parking structures as part of the CSEUB Master Plan. In planning to add those spaces rather than make an equal or greater commitment to ***improved transit access*** for the campus, you are building increased fuel demand and air pollution into the future of your campus, the surrounding neighborhoods, and every part of the Bay Area from which students travel to the campus. The impact extends to the national security problem of fossil fuel dependency, and to the global problem of climate change. 2

You have a huge opportunity to either mitigate or exacerbate one of the Bay Area's biggest environmental problems.

The two websites below speak of Cal State's commitment to sustainability.

http://www.calstate.edu/cpdc/sustainability/

http://www.calstate.edu/PA/greensheet/index.html

The future of our own Cal State campus should be an example of CSU's sustainability goals and should figure prominently in green news stories. In planning its future, you have the means to do just that.

Please let me know whether you intend to keep the emphasis of CSUEB on increased car trips or to change your focus toward real, conscionable, environmentally sustainable transportation solutions.

Sincerely,
Joy Rowan
Hayward resident
paper cc: Cal State Board of Trustees & CSUEB Pres. Qayoumi

Response to Comment Letter I-12

Response to Comment I-12-1

Please refer to **Response to Comment I-10-1**.

Response to Comment I-12-2

The University does plan for increased transit service and other programs to promote and encourage alternative mode use. The Master Plan contains a description of these potential programs. Please see **Master Response 1, TDM Program Definition**, for a more complete description of the improvements proposed, and for amended wording of MP Mitigation Measure TRANS-1b, which requires the preparation of an Alternative Modes and Parking Planning Study which will provide the university with the operational and funding details necessary to plan for parking improvements, parking permit price increases, transit service improvements, and other alternative mode programs.

CSU East Bay Hayward Master Plan EIR Public Hearing Comments

November 18, 2008

Sherman Lewis

This is not a comment on the EIR. I'll be submitting my comments in writing.

David Madson

All of these mitigation measures are excellent. Why is the campus waiting to do this - the fact that the campus is not doing them already. Some are easy to do. For example, the commuter check program, every other employer offers except us. I applied for this a few months ago, I got a lot of different responses. This is an example of things that are easy to remedy.

The shuttle service has been decreased between this year and last year. There were people turned away from the shuttle in the morning - this isn't good publicity for the university. 1

The university says they are subsidizing people to take public transportation in the shuttle. But we are subsidizing people to park, because it is cheaper to drive.

Probably about 250 people take the shuttle in the morning, that's about 250 parking spots that are opened up.

You might offer van pools, consider reinstating the Castro Valley BART shuttle because there's a disincentive to take BART an extra stop, then wait for the shuttle.

Is there a willingness to actually commit to the sustainability ideas? The new dining commons have washable dishes and flatware. Why isn't this being implemented in other parts of the campus? Why isn't there more recycling now? What is the commitment of the campus to implement the sustainability ideas? 2

[The CSU should] increase opportunities for employees to telecommute. If employees telecommuted on different days, on staggered days, this would offset parking demand. 3

Ed Brightman

On the significant unavoidable impact on Harder Road, what are the details and how can it [the impact] be mitigated? 4

Jennifer Eagan

Any talk about increased and improved BART shuttle service to the campus? The last trip for the free shuttle in the morning is too early for service and the AC Transit route 92 is cost prohibitive for some students. Increased free shuttle service would create more incentives for students to use public transit. 5

Susan Correia

What is the timing of the Harder Road parking structure and the new Campus Entrance? What is the date of the new Campus Entrance construction? 6

B. Goldman

Any plans for building roundabouts for locations on the campus where there is high traffic, instead of traffic signals and lights? 7

Ronn Patton

Impact that additional students on infrastructure such as food services and locations for commencement ceremonies that are already in high demand. 8

CSU East Bay Hayward Master Plan EIR Public Hearing Comments

December 9, 2008

Audrey LePell

One of the reasons that Cal State doesn't have a highway just west of it, just below of us here, is because of our organization, along with another organization called CAPA. We sued the state of California and [the Alameda County Transportation Authority] ACTA, and the California Transportation Authority, for reasons that are very simple. The judge found that the citizens were lied to by the state of California and by ACTA, and so there would be no freeway, so transportation is an area I've been interested in since 1986. But also I'm interested in the process that leads to transportation. 9

So, by comment laws, thanks to Sherman, (there was no article telling us about this meeting), that the EIR would be available. So the process is something that I pay attention to. I'm concerned that everyone here in Hayward and in the state is paying for and should be part of the process.

Transportation issues are something that should be encouraged in the mass transit sense, and that is to encourage bus transit and bay area rapid transit, opening up the Harder road that should have been open years ago. (It used to be years ago) there are other ways to get here. 10

My main concern, in talking to Sherman Lewis, is the idea of encouraging 500 more parking spaces meaning 500 more cars in the streets of Hayward, and what is the City's response? 11 I don't know what it is because I didn't know there was a meeting until tonight. I wish there were more meetings in the near future. I wish there were more public notice. 12

[From Speaker Card] No notice in "The Daily Review" about this December 9th meeting. Was the public invited to participate?

Rob Simpson

I don't see the considerations from the City of Hayward – changing the ridgeline in the City. The pioneer heights and faculty housing would be highly visible from the City of Hayward. The Pioneer Heights of 5 or 6 stories would be comparable height to the existing administrative building because it would be higher in elevation, in a location that's otherwise not disturbed. 13

So the intention is to take out the habitat that's there, the redwood trees that's there, and starting the development process, or continuing the development process. You've already begun the development process by paving the area and preparing the areas before the EIR process, so biological concerns will be covered up this time. But I think there's a lot of opportunity for things that could better integrate the 14

campus with the community. The plan is a bit myopic that we're not looking so much offsite at the impact to the community. I'm also a real estate broker. Addition of faculty and student housing will affect the real estate market in the community. Our real estate market is dependent on the rentals; is dependent on faculty housing. It's cheaper to buy foreclosed houses than build faculty housing on site. That would be a more economical option. 14 15

When we look at the parking structure and look at the adjacent Caltrans property that's about to be available, there is an opportunity to move this parking structure to a new BART station at Harder and Mission Blvd. at the Kmart lot. A new BART station would be a better benefit to the university community than adding this onsite parking structure. You could make a deal with the City and Caltrans that you receive the Caltrans property for use as a BART station, in exchange Caltrans gets a parking garage at the Harder location. So you have a transaction where you end up with more property for housing or academic use, or parking, and you'll end up with a new BART station, and you've leveraged your new parking structure to something much greater than adding additional traffic. 16

To create a shuttle stop from this BART station would be a shorter shot than your existing shuttle and will better connect you the community.

I there's other opportunities to mitigate greenhouse gases by reinforcing that the ridge down, the face of the ridge on the south of the campus that nothing to be done with this side of the campus. All of the landscaping here could be a learning opportunity for demonstration or experimental gardens. If you look at Humboldt, they have a forestry program, of you look at coastal university, they'll have programs to do with that. If you introduce programs that are site specific, the urban garden interface, suburban garden location, you'll extend your reach. 17

Onsite student housing does not necessarily reduce trips. Students who live on campus still need to leave campus for any number of reasons in a day. They'll still drive to their jobs, still need to shop, they'll still have vehicle trips. They're just starting from here not coming from somewhere else. So, student and faculty housing would not necessarily equate to better learning experience, or less vehicle trips reduce trips from the site. 18

The City of Hayward has hillside design guidelines which are supposed to be impacting ridgelines and are supposed to protect vistas from the rest of Hayward. And because the plan didn't study the vistas from Hayward, the public has been precluded this opportunity to see the simulations of what this view is going to look like from the City. So I would like to ask that you extend the public participation deadline so that you can demonstrate what this will look like from the City of Hayward 19

I believe that development of student and faculty housing will affect the wildlife corridors which there are undeveloped canyons on the hillsides of the undeveloped area of the university, where we can see from Heron Park, to our valleys, parks, to the creek that runs behind the university. These are all utilized by what wildlife is left in this location. 20

The affects of the existing student housing: Today, the university came to clean up garbage on Grandview Avenue. Grandview is where students and others come and dump garbage. They picked up 15 bags of garbage on our street – which is the first time they picked up garbage since the summer. It's already being used as a parking lot for the university. We're already getting dumped with garbage, we have a lot more noise and visual impacts from the existing new pioneer heights. 21 22 23

The idea of opening the campus up on Hayward Blvd. is a great idea. Acknowledge more that it has the potential to mitigate some of the traffic in some areas if you acknowledge that this allows a better route from Mission Blvd. up Harder into the Hills. But has the potential to if you minimize traffic on Mission Blvd. up from Carlos Bee Blvd. if you don't try to create dead ends. If you acknowledge that it's a cut-through, and with that you can probably access some of this transportation money that's coming out of the Caltrans property and create more access to Hayward Blvd. There's opportunity to outside funding to create a grade separation at Pioneer Heights. 24

Susan Opp

The use of main campus area and non-use of the green areas on the campus. For the last 20 years we used areas south of the campus for our teaching and I appreciate that you worked hard to maintain that as an open area – those are areas where for biological purposes we have native plants and animals; those are very important. I'm pleased that the campus maintained that. 25

We're pleased that your work was brought to the executive committee and academic senate to comment on, and that you've maintained the wild areas as wild areas and the campus as a campus

Audrey LePell

I was on the planning commission for Alameda County for nine and half and also on years. Hayward has a great tradition of gardening. In fact, San Lorenzo used to be called the garden spot, also provided fruits and vegetables after the San Francisco Earthquake, and that's why you have all of those landings along the shoreline. In tradition with that, this would make a great place for a examples of garden. There used to be an example of a touch and stow garden one on the way to the theater. It was where people could actually touch and smell the plants. It would seem to me that this would make a great focal area for CSUEB. You could use that, like Mr. Simpson talked about the Coastal Area, as a focal area for the master plan. Just a thought. 26

Response to Public Hearing (PH) Comments

Response to Comment PH-1

Please see **Master Responses 1** and **2**.

Response to Comment PH-2

As discussed on page 3.0-16 in the Draft EIR, the Master Plan contains a Sustainable Campus Framework section that outlines a comprehensive approach with goals, strategies, targets, and benefits in sustainability focus areas such as energy, waste, and water. A summary of these features can be found on page 3.0-17, in Table 3.0-1, Sustainable Campus Framework Summary, in the Draft EIR. By adopting the proposed Master Plan, the University will be committed to implement programs that will allow it to meet the sustainability goals identified in the Master Plan. The Draft EIR also includes mitigation measures which require the University to implement several programs that would reduce on-campus water use and reduce single occupant vehicle trips.

Response to Comment PH-3

Please see **Master Response 2, Peak Hour Vehicle Trip Reduction and Parking Demand Reduction Due to Travel Demand Management Programs**.

Response to Comment PH-4

A significant and unavoidable traffic impact was found on Harder Road. The impact on Harder Road is discussed under MP Impact TRANS-1. Mitigation measures MP Mitigation Measure TRANS-1a and TRANS-1b would reduce the impact, but not to a less-than-significant level.

Response to Comment PH-5

Please see **Master Response 1, TDM Program Definition**.

Response to Comment PH-6

The Harder Road Parking Structure project is discussed in Volume II of the Draft EIR. The construction schedule is noted on page 3.0-13 of Volume II. Project construction of the Harder Road Parking Structure is anticipated to take up to 2 years. The parking garage is expected to be operational in 2011.

As discussed on page 4.12-24, the proposed Master Plan includes a potential new entrance (third entrance) from the east on Hayward Boulevard. Since building the third entrance depends in part on the City of Hayward's participation and approval of the design of the new intersection, there is no specific construction schedule at this time. The Draft EIR was prepared based on a horizon year of 2030 and the Master Plan would be implemented gradually over the next 22 years, including the potential new entrance to the campus.

Response to Comment PH-7

A discussion of the Access, Circulation, and Parking Framework of the Master Plan can be found on page 3.0-27 of the Draft EIR. At this time, there are no plans to build roundabouts on the campus.

Response to Comment PH-8

The comment does not relate to the analysis in the EIR. Please refer to the proposed Master Plan that outlines future campus development to accommodate planned enrollment growth.

Response to Comment PH-9

The comment is noted.

Response to Comment PH-10

Please see **Master Response 1**.

Response to Comment PH-11

Please see **Master Response 2**.

Response to Comment PH-12

A public notice announcing the availability of the Draft EIR and information about the public hearing was published in the Public Notices section of The Daily Review, November 9, 2008. The announcement stated: "*The University will conduct a public meeting to receive oral comments on the Draft EIR on December 9, 2008 from 7:00 pm to 9:30 pm on the California State University, East Bay Hayward Campus in the New University Union, Multi-purpose Room B*."

Response to Comment PH-13

Please refer to **Response to Comment LA-2-1** above regarding changes to views of the campus from vantage points within the City of Hayward.

Response to Comment PH-14

As discussed on page 2.0-32 of Volume II of the Draft EIR, the Pioneer Heights Phase IV project site is located adjacent to and partially within a eucalyptus grove. The site is in a disturbed condition and is bisected by an access road and is adjacent (to the south) of an area that has been graded and is currently used as a construction staging area. The Pioneer Heights Phase IV project site is currently used as a ropes course and teaching area and contains several trailers, climbing equipment in trees, and log benches. The site is currently disturbed and the impacts to biological resources based on existing conditions of the project site are discussed in Volume II of the Draft EIR.

Response to Comment PH-15

Effects on property values are not under the purview of CEQA as there is no direct or indirect effect on the environment from these issues (*State CEQA Guidelines* Section 15064).

Response to Comment PH-16

Please see **Responses to Comments I-11-2, -3**, and **-4**.

Response to Comment PH-17

Comment suggesting planting of trees in the southern portion of the campus to facilitate carbon sequestration and to reduce climate change impact is noted. The suggestion that the University establish suburban gardens is also noted.

Response to Comment PH-18

Traffic studies of student on-campus student housing have shown that peak commute hour trip generation is substantially lower than that of a standard apartment, and it also tends to be on the off-peak direction, so that trips associated with student housing do not add to the AM peak hour inbound and PM peak hour outbound congestion. The trip generation of one student bed is lower than the trip generation of one commuting student, as shown in Draft EIR Table 4.12-7. Such housing does generate additional mid-day trips, but these also tend to be fewer than a typical apartment would generate, and would occur when traffic congestion is substantially lighter than during the commute hours.

Response to Comment PH-19

Please refer to **Response to Comment LA-2-1** above regarding new visual simulations prepared from vantage points within the City of Hayward. That response explains why the changes to the views of the campus from places within the City of Hayward would not represent a substantial adverse visual impact. Therefore, the University will not be extending the public comment period for the EIR.

Response to Comment PH-20

Please see **Response to Comment I-5-51** above.

Response to Comment PH-21

There is no evidence that the litter on Grandview Avenue is caused by CSU students. The slope between the student housing and Grandview Avenue is fairly steep and it is unlikely that students would climb that slope to dump garbage on that street.

Response to Comment PH-22

Please see **Master Response 4**.

Response to Comment PH-23

Please see **Response to Comment I-5-8**.

Response to Comment PH-24

Please see **Responses to Comments I-11-5** and **I-11-6.**

Response to Comment PH-25

The comment is noted.

Response to Comment PH-26

The comment is noted.