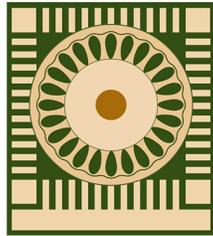


CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Tuesday, May 3, 2022

7:00 PM

Council Chamber and Virtual Platform (Zoom)

City Council

CITY COUNCIL MEETING

NOTICE: The City Council will hold a hybrid meeting in Council Chambers and virtually via Zoom.

How to observe the Meeting:

1. Comcast TV Channel 15
2. Live stream <https://hayward.legistar.com/Calendar.aspx>
3. YouTube Live stream: <https://www.youtube.com/user/cityofhayward>

How to submit written Public Comment:

1. Use eComment on the City's Meeting & Agenda Center webpage at: <https://hayward.legistar.com/Calendar.aspx>. eComments are directly sent to the iLegislate application used by City Council and City staff. Comments received before 3:00 p.m. the day of the meeting will be exported into a report, distributed to the City Council and staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda.

2. Send an email to List-Mayor-Council@hayward-ca.gov by 3:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the City Council and staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda. Documents received after 3:00 p.m. through the adjournment of the meeting will be included as part of the meeting record and published the following day.

How to provide live Public Comment during the City Council Meeting:

Click link below to join the meeting:

<https://hayward.zoom.us/j/86529095829?pwd=YUdGWESvTHpGeGwxa1FFK01HbGx4dz09>

Meeting ID: 865 2909 5829

Password: HCC5/3@7pm

or

Dial: +1 669 900 6833 or +1 346 248 7799 or 888 788 0099 (Toll Free)

Meeting ID: 865 2909 5829

Password: 4860376581

A Guide to attend virtual meetings is provided at this link: <https://bit.ly/3jmaUxa>

CALL TO ORDER: Mayor Halliday

Pledge of Allegiance: Council Member Zermeño

ROLL CALL

CLOSED SESSION ANNOUNCEMENT

PUBLIC COMMENTS

The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Information Items. The Council welcomes comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Council is prohibited by State law from discussing items not listed on the agenda, items will be taken under consideration and may be referred to staff.

CITY MANAGER'S COMMENTS

An oral report from the City Manager on upcoming activities, events, or other items of general interest to Council and the Public.

ACTION ITEMS

The Council will permit comment as each item is called for the Consent Calendar, Public Hearings, and Legislative Business. In the case of the Consent Calendar, a specific item will need to be pulled by a Council Member in order for the Council to discuss the item or to permit public comment on the item. Please notify the City Clerk any time before the Consent Calendar is voted on by Council if you wish to speak on a Consent Item.

CONSENT

1. [MIN 22-058](#) Approve the Special Joint City Council/Hayward Housing Authority Board Meeting Minutes of the City Council Meeting on April 19, 2022

 Attachments: [Attachment I Draft Minutes of 4/19/2022](#)

2. [CONS 22-245](#) Adopt a Resolution Endorsing the Alameda County Home Together 2026 Implementation Plan

 Attachments: [Attachment I Staff Report](#)
 [Attachment II Resolution](#)

3. [CONS 22-254](#) Adopt a Resolution Authorizing the City Manager to Enter into and Execute an Agreement with LWP Claims Solutions (“LWP”) for Administration of the City of Hayward’s Workers’ Compensation Claims Services

 Attachments: [Attachment I Staff Report](#)
 [Attachment II Resolution](#)

4. [CONS 22-257](#) Adopt a Resolution Accepting the Resignation of Mr. Michael Chand from the Keep Hayward Clean and Green Task Force, Effective Immediately
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Resolution](#)
 [Attachment III Resignation Letter](#)
5. [CONS 22-258](#) Adopt a Resolution Allowing the City Council and Appointed Commissions/Task Forces and Council Committees to Hold Continued Teleconferenced Public Meetings Pursuant to AB 361
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Resolution](#)
 [Attachment III Exhibit A to Resolution](#)
6. [CONS 22-262](#) Adopt a Resolution Approving the Plans and Specifications and Call for Bids for the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Resolution](#)
 [Attachment III Location Map](#)
7. [CONS 22-265](#) Adopt a Resolution Approving the Plans and Specifications and Calling for Bids for the Sewer Line Improvements Project, Project No. 07761
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Resolution](#)
 [Attachment III Location Map Sewer](#)
 [Attachment IV Hayward Sewer Cost Estimate](#)

8. [CONS 22-274](#) Adopt a Resolution Authorizing the City Manager to Enter Into an Agreement For Vegetation Management Services With Pacheco Landscape Management, For a Not to Exceed Amount of \$263,997 to Support The Hayward Fire Department's Creation of Defensible Space Project

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)
[Attachment III Request for Proposal and Services Agreement](#)
[Attachment IV Grant Award](#)

9. [CONS 22-279](#) Adopt a Resolution in Support of Locating a Trauma Center in Southern Alameda County at Washington Hospital's Morris Hyman Critical Care Pavilion

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)

WORK SESSION

Work Session items are non-action items. Although the Council may discuss or direct staff to follow up on these items, no formal action will be taken. Any formal action will be placed on the agenda at a subsequent meeting in the action sections of the agenda.

10. [WS 22-012](#) Proposed Traffic Impact Fee and Nexus Study (Report from Public Works Director Ameri)

Attachments: [Attachment I Staff Report](#)
[Attachment II Nexus Study](#)
[Attachment III Draft TIF Ordinance](#)

PUBLIC HEARING

11. [PH 22-023](#) 603 A Street: Adopt a Resolution to Vacate a Public Utilities Easement at 603 A Street (Report from Public Works Director Ameri)

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)
[Attachment III Public Utilities Easement](#)
[Attachment IV Site Plan with PUE](#)
[Attachment V RES 22-077](#)

LEGISLATIVE BUSINESS

12. [LB 22-011](#) Strategic Roadmap Update: Adopt a Resolution Approving the Updated Strategic Roadmap for the FY2023 Budget (Report from City Manager McAdoo) Continued from April 26, 2022

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)
[Attachment III Strategic Roadmap for Adoption](#)
[Attachment IV Retreat Summary](#)

13. [LB 22-012](#) Stack Center Construction Update: Adoption of Resolutions Accepting a \$2,647,000 CalTrans Grant, and Authorizing the City Manager to Execute a Contract Amendment with RossDrulisCusenbery Architecture for Project Phasing, Not-to-Exceed \$377,800 (Report from City Manager McAdoo)

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution for Grant Acceptance](#)
[Attachment III Resolution for RDC Contract Amendment](#)
[Attachment IV Phase I Boundary and Renderings](#)

COUNCIL REPORTS AND ANNOUNCEMENTS

Council Members can provide oral reports on attendance at intergovernmental agency meetings, conferences, seminars, or other Council events to comply with AB 1234 requirements (reimbursable expenses for official activities).

COUNCIL REFERRALS

Council Members may bring forward a Council Referral Memorandum (Memo) on any topic to be considered by the entire Council. The intent of this Council Referrals section of the agenda is to provide an orderly means through which an individual Council Member can raise an issue for discussion and possible direction by the Council to the appropriate Council Appointed Officers for action by the applicable City staff.

ADJOURNMENT

NEXT SPECIAL MEETING, Saturday, May 14, 2022

PUBLIC COMMENT RULES

Any member of the public desiring to address the Council shall limit their remarks to three (3) minutes unless less or further time has been granted by the Presiding Officer or in accordance with the section under Public Hearings. The Presiding Officer has the discretion to shorten or lengthen the maximum time members may speak. Speakers will be asked for their name before speaking and are expected to honor the allotted time. Speaker Cards are available from the City Clerk at the meeting.

PLEASE TAKE NOTICE

That if you file a lawsuit challenging any final decision on any public hearing or legislative business item listed in this agenda, the issues in the lawsuit may be limited to the issues that were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing.

PLEASE TAKE FURTHER NOTICE

That the City Council adopted Resolution No. 87-181 C.S., which imposes the 90-day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.

****Materials related to an item on the agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, City Hall, 777 B Street, 4th Floor, Hayward, during normal business hours. An online version of this agenda and staff reports are available on the City's website. Written comments submitted to the Council in connection with agenda items will be posted on the City's website. All Council Meetings are broadcast simultaneously on the City website, Cable Channel 15 - KHRT, and YouTube. ****

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400 or cityclerk@hayward-ca.gov.

Assistance will be provided to those requiring language assistance. To ensure that interpreters are available at the meeting, interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400.



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: MIN 22-058

DATE: May 3, 2022

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Approve the Special Joint City Council/Hayward Housing Authority Board Meeting Minutes of the City Council Meeting on April 19, 2022

RECOMMENDATION

That the Council approves the Special Joint City Council/Hayward Housing Authority Board meeting minutes of April 19, 2022.

SUMMARY

The City Council and Hayward Housing Authority Board held a meeting on April 19, 2022.

ATTACHMENTS

Attachment I Draft Minutes of April 19, 2022



SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD MEETING

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

The Special Joint City Council/ Hayward Housing Authority Board meeting was called to order by Mayor/Chair Halliday at 7:03 p.m. The City Council will hold a hybrid which included in-person and teleconference participation by members of the City Council, staff and public.

Pledge of Allegiance: Council/HHA Member Salinas

ROLL CALL

Present:

Council Chamber: Council/HHA Members Lamnin, Zermeño, Salinas
Mayor/Chair Halliday

Virtual Platform (Zoom): Council/HHA Members Andrews, Wahab

Absent: Council/HHA Member Márquez

CLOSED SESSION ANNOUNCEMENT

The City Council convened in closed session on April 19, 2022, at 5:00 p.m., with Council Member Márquez absent regarding three items: (1) Conference with legal counsel pursuant to Government Code section 54956.9 concerning J.B. (Jamaine Barnes, Jr.) v. City of Hayward, U.S.D.C., N.D. CA, No. 3:20-cv-09245-jsc (SK); (2) conference with labor negotiators pursuant to Government Code section 54957.6 concerning Hayward Firefighters Association, Local 1909; and (3) conference with property negotiators pursuant to Government Code section 54956.8 concerning Caltrans Parcel Group 5, Maitland Drive, Bunker Hill Court, Bunker Hill Boulevard and Central Boulevard; APNs: 445-0250-041-01, 445-0260-084-03, 445-0260-018-04, 445-0270-054-02, 445-0250-060-00, 445-0250-059-01, 445-0260-109-04, 445-0260-018-03, 445-0260-109-03, 445-0260-002-00. City Attorney Lawson announced the City Council approved, with Council Member Salinas moving, Council Member Zermeño seconding and Council Member Márquez absent, settlement of Barnes v. City of Hayward, a pending lawsuit, in the amount of \$275,000. City Attorney Lawson indicated there was no reportable action related to Items 2 and 3. It was noted Item No. 3 was on the regular agenda for Council consideration and possible action. The closed session adjourned at 6:20 p.m.

PRESENTATIONS

Mayor Halliday read a proclamation declaring the week of April 24 to 30, 2022 as National Crime Victims' Rights Week in the City of Hayward. Ms. Maninder "Maddie" Bains, Victim/Witness Advocate with the Alameda County District Attorney's Office and the Victim/Witness Division of East County Hall of Justice accepted the proclamation and thanked the City Council for such recognition.

Mayor Halliday read a proclamation declaring April 2022 as Fair Housing Month in the City of Hayward. Ms. Tina Hand, Local Government Relations Committee member with Bay East

Association of Realtors accepted the proclamation and thanked the City Council on behalf of her organization. Ms. Tanya Corona, Housing Counselor with ECHO Housing accepted the proclamation and thanked the City Council for such recognition.

Mayor Halliday announced the City of Hayward's Annual Student Earth Day Poster and Writing Contest Awards presentation, noted 2022 marked the 39th year of Hayward's celebration of Earth Day, and added the City would be hosting its annual Citywide Clean-up Day on April 23rd at Weekes Park. Mayor Halliday noted 464 entries had been received from 37 Hayward schools, and thanked staff from Environmental Services and the judges from the Hayward Arts Council who evaluated and selected the winners. Council Member Zermeño, also a member of the City Council Sustainability Committee, announced the winners of the Earth Day Poster and Writing Contest for grades kindergarten through high school. Second place winners received a \$150 gift corticate and first place winners received a \$200 gift certificate. Council Member Zermeño also gave recognition to teachers of essay and poster winners. Each teacher with a first-place poster or writing winner received a \$100 gift certificate and for second place a \$75 gift certificate. Mayor Halliday drew names for two bonus prizes of \$200 each. All students, teachers, and families were congratulated for their participation.

PUBLIC COMMENTS

There were none.

CITY MANAGER'S COMMENTS

There were none.

CONSENT

1. Approve the City Council Minutes of the City Council Meeting on April 5, 2022 **MIN 22-044**

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried unanimously, to approve the minutes of the City Council meeting on April 5, 2022.

2. Adopt Resolutions Approving an Extension of the Citywide Community Workforce Agreement with the Building and Construction Trades Council of Alameda County to December 6, 2022, and Authorizing the City Manager to Execute an Amendment to the Agreement with Workforce Integrity and Training Solutions for Labor Compliance Coordination Services by \$100,000 for a Total Not-to-Exceed Amount of \$172,000 **CONS 22-202**

Staff report submitted by Director of Public Works Ameri, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolutions.



**SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD
MEETING**

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-080, "Resolution Approving an Extension of the Citywide Community Workforce Agreement with the Building and Construction Trades Council of Alameda County to December 6, 2022"

Resolution 22-081, "Resolution Authorizing the City Manager to Execute an Amendment to the Agreement with Workforce Integrity and Training Solutions for Labor Compliance Coordination Services by \$100,000 for a Not-to-Exceed Amount of \$172,000 Related to the Citywide Community Workforce Agreement"

3. Adopt a Resolution Authorizing the City Manager to Execute an Amendment to the Agreement with Mobile Modular (Formerly Design Space Modular) to Extend Rental of Modular Structures by an Additional 9-Months at a Cost of \$53,500 for a Not-to-Exceed Amount of \$228,500 for the Temporary Fire Station 6 **CONS 22-204**

Staff report submitted by Director of Public Works Ameri, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-082, "Resolution Authorizing the City Manager to Execute an Amendment to the Agreement with Mobile Modular (Formerly Design Space Modular) to Extend Rental of Modular Structures by an Additional 9 Months at a Cost of \$53,500 for a Not-to-Exceed Amount of \$228,500 for the Temporary Fire Station 6"

4. Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Kittelson & Associates, Inc., for Transportation Planning Services for Development of the City of Hayward's Local Road Safety Plan, Project 05738, in an Amount Not-To-Exceed \$90,000 **CONS 22-205**

Staff report submitted by Director of Public Works Ameri, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-083, "Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Kittelson & Associates, Inc., for Transportation Planning Services for the Local Road Safety Plan, Project 05738, in an Amount Not-to-Exceed \$90,000"

5. Adopt a Resolution Authorizing the City Manager to Execute an Agreement with Day Wireless Systems for Conversion of the Station Alerting System for all Fire Stations to Make All Systems Compatible with the System at the New Fire Station 6/Fire Training Center, in an Amount Not-To-Exceed \$300,000 **CONS 22-206**

Staff report submitted by Fire Chief Contreras and Director of Public Works Ameri, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-084, "Resolution Authorizing the City Manager to Execute an Agreement with Day Wireless Systems for Conversion of all Fire Station Alerting Systems to Make Them Compatible with the New Alerting System at the Fire Station 6/Fire Training Center in an Amount Not-to-Exceed \$300,000"



SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD MEETING

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

-
6. Adopt Resolutions Authorizing the City Manager/Housing Authority Executive Director to Execute a Second Amendment to the Disposition, Development, and Loan Agreement with Habitat for Humanity East Bay to Extend the Development Schedule for the Property Located at 123-197 A Street (A & Walnut/Sequoia Grove) **CONS 22-207**

Staff report submitted by Assistant City Manager Ott, dated April 19, 2022, was filed.

It was moved by Council/HHA Member Salinas, seconded by Council/HHA Member Zermeño, and carried by the following roll call vote, to adopt the resolutions.

AYES: COUNCIL/HHA MEMBERS Andrews, Lamnin, Salinas,
Wahab, Zermeño
MAYOR/CHAIR Halliday
NOES: None
ABSENT: COUNCIL/HHA MEMBER Márquez
ABSTAIN: None

Resolution 22-085, "Resolution Authorizing the City Manager to Negotiate and Execute an Affordable Housing Cooperation Agreement Between the Housing Authority of the City of Hayward and the City of Hayward"

Hayward Housing Authority Resolution 22-01, "Resolution Authorizing the Executive Director to Negotiate and Execute an Affordable Housing Cooperation Agreement Between the Housing Authority of the City of Hayward and the City of Hayward"

Hayward Housing Authority Resolution 22-02, "Resolution of the Housing Authority of the City of Hayward Authorizing Execution of a Second Amendment to the Disposition, Development, and Loan Agreement for the a & Walnut/Sequoia Grove Habitat for Humanity Housing Development"

7. Adopt a Resolution Authorizing the City Manager to Execute an Agreement with the Alameda County Health Care Services Agency for Fiscal Year 2022 Through 2023 and to Accept and Appropriate Between \$350,000 and \$450,000 in Reimbursement for Medical Administrative Activity Services Provided by the City of Hayward **CONS 22-209**

Staff report submitted by Police Chief Chaplin, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-086, “Resolution Authorizing the City Manager to Execute a Fiscal Year 2022 Through 2023 Agreement with the Alameda County Health Care Services Agency to Accept and Appropriate Between \$ 350,000 and \$450,000 in Monetary Reimbursement for Medi-Cal Administrative Activity Services Provided by the City of Hayward”

8. Adopt a Resolution Authorizing the City Manager to Apply as Joint Applicant with EAH, Inc for the California State Department of Housing and Community Development California Housing Accelerator Program **CONS 22-211**

Staff report submitted by Housing Division Manager Morales and Assistant City Manager Ott, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-087, “Resolution Authorizing the City Manager to: 1) Apply for an Award from the California Housing Accelerator Program from the California State Department of Housing and Community Housing Accelerator Program; 2) Enter into a Standard Agreement with the California State Department of Housing and Community Development California Housing Accelerator Program; and 3) Accept an Amount Not to Exceed \$50 Million to Support the Pimentel Place Development for 57 Units of Affordable Housing”



SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD MEETING

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

-
9. Adopt a Resolution Authorizing the City Manager to Execute an Agreement with Advocates for Human Potential, Inc. to Accept \$389,260 in Grant Funding for the Behavioral Health Justice Intervention Services Project and Appropriate the Funds to the Federal Grants Special Revenue Fund for the Hayward Evaluation and Response Teams Program **CONS 22-214**

Staff report submitted by Assistant City Manager Ott, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-088, "Resolution Authorizing the City Manager to Execute an Agreement with Advocates for Human Potential Inc. to Accept \$389,260 in Grant Funding for the Behavioral Health Justice Intervention Services Project and Appropriate the Funding to the Federal Grants Special Revenue Fund"

10. Adopt a Resolution Authorizing the City Manager to Execute an Amendment to the Existing Professional Services Agreement with Federal Engineering to Expand the Scope of Work to Include Research Related to the Hayward Evaluation and Response Team Program and to Increase the Contract Amount by \$47,800, Not-To-Exceed \$112,722 **CONS 22-215**

Staff report submitted by Management Analyst Gallagher, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-089, "Resolution Authorizing the City Manager to Execute an Amendment to the Existing Professional Services Agreement with Federal Engineering to Expand the Scope of Work to Include Research Related to the Hayward Evaluation and Response Teams Program and to Increase the Contract Amount by \$47,800, Not-to-Exceed \$112,722"

11. Adopt a Resolution Authorizing the City Manager to Negotiate and Execute a Vegetation Management Contract for Specific City Owned and Maintained Properties with Joe's Landscape and Concrete for a Total Not-to-Exceed Amount of \$315,000 **CONS 22-219**

Staff report submitted by Maintenance Services Director Rullman, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-090, "Resolution Authorizing the City Manager to Negotiate and Execute a Vegetation and Rubbish Management Contract for Specific City Owned and Maintained Properties with Joe's Landscape and Concrete for a Total Not-to-Exceed Amount of \$315,000"

12. Adopt a Resolution Approving Plans and Specifications and Calling for Bids for a Trash Capture Device Installation on Cotter Way, Project No. 07675 **CONS 22-220**

Staff report submitted by Public Works Director Ameri, dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None



SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD MEETING

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBu0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

Resolution 22-091, "Resolution Approving Plans and Specifications and Calling for Bids for a Trash Capture Device Installation on Cotter Way, Project No. 07675"

13. Adopt a Resolution to Execute a Side Letter Agreement Amending the Memoranda of Understanding between the City of Hayward Local IAFF 1909 to Adjust the 56-Hour Work Schedule **CONS 22-249**

Staff report submitted by Fire Chief Contreras dated April 19, 2022, was filed.

It was moved by Council Member Salinas, seconded by Council Member Zermeño, and carried by the following roll call vote, to adopt the resolution.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez
ABSTAIN: None

Resolution 22-092, "Resolution to Execute a Side Letter Agreement Amending the Memoranda of Understanding Between the City of Hayward Local IAFF 1909 to Adjust the 56-Hour Work Schedule"

PUBLIC HEARING

14. Sale and Development of Parcel Group 5, Bunker Hill: Proposed Development of a New Residential Subdivision with 74 New Single-Family Homes and Eighteen Accessory Dwelling Units and Related Site Improvements Requiring: (1) Introduction of an Ordinance Approving the Zone Change to Planned Development District, as well as Adoption of a Resolution Approving the Vesting Tentative Tract Map (8637), Application No. 202003054; and (2) Adoption of a Resolution Approving the Government Code Section 52201 Summary Report for the Project, and Authorizing the City Manager to Negotiate and Execute a Disposition and Development Agreement with Trumark Properties, LLC for Transfer of Specified City Owned Properties, Consistent with Prior California Environmental Quality Act (CEQA) Determinations **PH 22-021**

Staff report submitted by Assistant City Manager/ Development Services Director Ott, dated April 19, 2021, was filed.

Assistant City Manager Ott announced the report and introduced Acting Principal Planner Schmidt who provided a synopsis of the staff report including the background for Route 238 Corridor Lands Development project; the proposed project; architectural site plan; architectural sample elevations; pedestrian, bicycle, and vehicular connectivity; Foothill trail; affordable housing plan; zone change; CEQA; and Planning Commission recommendation.

Acting Principal Planner Schmidt noted staff received additional public comments from the Friends of the San Lorenzo Creek (FSLC) after publication of the staff report and outlined the main points of the correspondence and the responses provided which included the proximity of the proposed development to the riparian corridors, California Native plantings, removal of trash and debris in riparian areas, storm drain design and maintenance, repair of existing old storm drain pipes in the creek bed, replacement of an old road that washed out in the area, repair of holes in the creek bed, access to the creek for trail connections, and invasive ivy growing in the riparian areas.

Transportation Planner Chang spoke about traffic calming and transportation demand management measures for the project.

Assistant City Manager Ott provided an overview of the Disposition and Development Agreement.

Discussion ensued among members of the City Council and City staff regarding: there was no sidewalk along a southern section of Central Boulevard; speed limits for public streets being established by State regulations and options for privately owned streets were more flexible; inclusion of a measure to prevent making an illegal left turn from Bunker Hill to Carlos Bee Boulevard or an illegal U-turn on Carlos Bee Boulevard and limitations with a median on Carlos Bee Boulevard; flashing beacon lights; safer pedestrian connectivity opportunity at the signalized intersection near Overlook Drive; and communications with Friends of the San Lorenzo Creek.

Ms. Pamela Salas Nieting, Director of Community Development and Mr. Garrett Hinds, Director of Architecture with the project applicant Trumark Homes, provided an overview of the project including: partnership with the community which incorporated a dog friendly park, removal of parking space, and consideration of new trees onsite and offsite; design fundamentals (Climate Action Plan, environmental sustainability, and resilience); site plan evolution which created pedestrian, bicycle, vehicular and trail access connectivity; and architecture rendering of proposed homes by design and affordable housing programming.

Mayor Halliday opened the public hearing at 9:17 p.m.

Community members thanked Trumark Homes for the partnership and addressing community concerns and thanked City staff for keeping the community informed throughout the development process.



**SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD
MEETING**

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

Ms. Mary Anne Higgs, Hayward resident who also lives adjacent to Parcel 5, spoke in favor of the proposed project because it met City requirements and also requests from the community; she stressed how collaborative Trumark had been with the community.

Ms. Debbie Frederick, Bunker Hill resident, noted the representation of homes was more of warehouses, pointed out that Item 26 under Landscape (Attachment III, Exhibit 1a, page 4) captured the wrong tree belonging to the wrong lot, and added that current traffic conditions were unsafe, and motorists would take shortcuts through her neighborhood down Westview to get to Mission Boulevard.

Mr. Thomas Birt, Bunker Hill Court resident, expressed support for the project, noted Trumark had adjusted a house to address view concerns, and urged Council's approval.

Ms. Bernadette Birt, Parcel 5 resident, thanked the Hayward Police Department for responding to calls related to safety concerns in the parcel area, and urged Council to endorse the proposed project.

Mr. Bruce King, with Friends of the San Lorenzo Creek (FSLC), thanked staff for addressing questions from FSLC; and expressed concern for the creeks by sharing pictures of creeks filled with debris and sediment, an outfall from a water treatment system which goes to the edge of the riparian canopy creating a problem of watering the invasive ivy on the hillside, and broken drainpipes that were in disrepair.

Ms. R. Parr, Hayward resident, stated the flat roof design was not suitable to climate change and would be problematic during periods of heavy rain, shared traffic concerns and suggested the road should be pushed out to Harder Road, noted traffic from Hayward Boulevard and Campus Drive go down to residential neighborhoods in the flat lands which creates traffic challenges, and urged Council to reconsider the project.

Mr. Steven Dunbar, Bike East Bay representative, noted sidewalk infrastructure was more important than additional parking, stated he would send an email to address concerns regarding traffic calming, access to the bike trails, crosswalks, stair rails for bike access to the bike racks, and further extension of the Hayward Hills Trail. He also noted that Assembly Bill 43 modified State law regarding lowering speed limits under certain circumstances.

Mayor Halliday closed the public hearing at 9:38 p.m.

Council Member Zermeño thanked Mr. Bruce King for his comment related to the creeks and suggested also engaging Caltrans, noted the proposed project included more positive attributes such as the collaboration between the developer and the community, the architecture of the homes, and uniqueness of the project. Negative characteristics included

removing too many trees, lack of pedestrian connectivity between the lower and upper parts of the development, additional parking spaces instead of a sidewalk, and getting pedestrians across Carlos Bee Boulevard safely without a traffic light at Carlos Bee Boulevard.

Assistant City Manager Ott stated the proximity to already existing streetlights did not make it possible to have a traffic light on Carlos Bee Boulevard but would work with staff and the developer to consider safety improvements in the area.

Council Member Zermeño made a motion to move staff's recommendation with proposed improvements.

Council Member Salinas seconded the motion.

Council Member Salinas stated the project was a two-year process with Trumark Homes and the neighborhood engaged throughout the process; noted traffic coming down Hayward Boulevard, crossing Mission Boulevard, and into Orchard was horrendous and urged staff to rethink the roundabout; encouraged staff to explore Assembly Bill 43 for any flexibility it may provide to help reduce speed; acknowledged the concern with debris in the creeks noting that would get addressed; and was pleased with the renderings and Accessory Dwelling Units (ADUs) of the project which would enhance the parcel.

Council Member Andrews appreciated Trumark Homes' outreach to the community; received reassurance from Mr. Garrett Hinds the flat roofs did not present a problem with water intrusion as rain could be collected into barrels similar to composite roofs; acknowledged roof decks would be an amenity to some residents; urged the developer to continue to incorporate designs matching surrounding neighborhoods to create a cohesive community; requested that staff provide an update on AB 43 and its possible impact to current and future projects; shared the concern with removal of trees but was glad that the trees proposed to be removed would be replaced with new ones; confirmed with the developer that Ms. Frederick's concern would be addressed by revisiting the London Plain tree on Lot 14 to determine the feasibility for preserving it; and was pleased with the inclusion of 18 ADUs.

Council Member Wahab expressed support for the rooftop design element; emphasized traffic concerns with increased speeding, the slope of the roadway and urged staff to increase safety precautions through signage; was reassured by staff that environmental concerns raised by Mr. King about the creek and traffic impacts to prioritize safety would be addressed by City staff and the developer; noted the proposed site should be as walkable as possible; commended staff for working with developer and the community; asked staff to highlight the affordable housing component of the project; was of the opinion that ADUs should be restricted to affordability; suggested the management agent partner with CSUEB to provide a housing option to students or teachers; and was glad the city was striving to create something different with each development.



**SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD
MEETING**

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

Council Member Lamnin applauded the development for being thoughtful highlighting the sureties within the Disposition and Development Agreement; was pleased with the engagement and collaboration with the community, the developer and staff; asked to consider a painted staircase as a way to include public art; suggested to add land acknowledgement related to the Muwekma Ohlone Tribe to informational signs or placards; asked to explore a smoother transition to the pathway; appreciated the project was built by design to include a low-income housing option through ADUs; suggested that the Homeowners' Association could work with Pioneers for Hope at CSUEB for housing placement; suggested that new residents at the project development site could become members of FSLC; mentioned that paid in-lieu fees should be prioritized for ownership projects and review the City's policy; and asked that the amendments provided by staff be included in the motion.

Council Members Zermeño and Salinas confirmed they were amenable to accepting staff's amendments: 1) amend Attachment IV, first paragraph on Page 4, by changing the word "eight" to "eighteen" in reference to the number of ADUs; and 2) amend Attachment V, Section III – Cost of Agreement - on Page 3, by deleting the last sentence, "The City has not incurred any demolition costs."

Mayor Halliday echoed the comments of her colleagues about the area and its development; appreciated the collaboration among the developer, community and staff; thanked the individuals who halted the construction of the Foothill project; noted that more money should be placed into making homes greener and more sustainable; noted that flat surfaces could be improved with textures that soften up the appearance of buildings; suggested lobbying the State legislature to add more communities like Hayward to the list of the bill that would allow the use of speed cameras; commented the ADUs in the proposed project were useful ways to provide needed housing; and concurred with the suggestions to improve the project.

It was moved by Council Member Zermeño, seconded by Council Member Salinas, and carried by the following roll call vote, to introduce the ordinance and adopt the resolutions with two amendments.

AYES:	COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño MAYOR Halliday
NOES:	None
ABSENT:	COUNCIL MEMBER Márquez
ABSTAIN:	None

Introduction of Ordinance 22-, “An Ordinance Amending Chapter 10, Article 1 (Zoning Ordinance) of the Hayward Municipal Code Rezoning Certain Property to Planned Development District in Connection with Zone Change, Vesting Tentative Map and Disposition and Development Agreement Application No. 202003054 for Parcel Group 5 Bunker Hill Development by Trumark Properties LLC”

Resolution 22-093, “Resolution Approving Zone Change and Vesting Tentative Map (Tract 8637) for Development of Parcel Group 5, Bunker Hill Boulevard Subject and Related Environmental Analysis for Trumark Homes, LLC/City of Hayward (Applicant/Owners)”

Resolution 22-094, “Resolution Approving Government Code Section 52201 Summary Report for the Project; Authorizing the City Manager to Negotiate and Execute a Disposition and Development Agreement with Trumark Properties LLC for Transfer of Specified City Owned Properties and for the Development of Housing and Making Specified Findings in Association Therewith Consistent with Prior California Environmental Quality Act Determinations”

15. Rockaway Lane Width Realignment: Public Hearing Pursuant to Article 4, Chapter 10 of the Hayward Municipal Code, and Introduction of an Ordinance to Amend the Precise Plan Line for Rockaway Lane from “A” Street to Russell Way, Reducing the Right-of-Way Width Requirement from 68 feet to 56 feet; Applicant/Owner: William Frankel, 22422 Rockaway LLC, Application No. 202105041 **PH 22-022**

Staff report submitted by Director of Public Works Ameri, dated April 19, 2021, was filed.

Public Works Director Ameri announced the staff report and introduced Development Services Engineer Wikstrom who provided a synopsis of the staff report.

Mayor Halliday opened the public hearing at 10:40 p.m.

Mr. Bruce King, Friends of San Lorenzo Creek representative, asked if the Rockaway Lane width realignment would result in future placement of multi-story building further away from the riparian conservation easement and replacement of riparian corridor trees and shrubs.

Development Services Engineer Wikstrom stated that instead of a 20-foot dedication, there would be an 8-foot dedication, which would provide the developer with an additional 12 feet for the building footprint, added the developer had been advised the creek preservation is a critical aspect of the development and the extra space granted the opportunity to respect the creek on the eastern side of the property.



SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY BOARD MEETING

777 B Street, Hayward, CA 94541

Council Chamber and Virtual Platform (Zoom)

<https://hayward.zoom.us/j/89252957539?pwd=OTB4R1JiNWtSejFCWjNBU0tvTk90QT09>

Tuesday, April 19, 2022, 7:00 p.m.

Mayor Halliday requested that staff be mindful of creek preservation when the plan is submitted to the City.

Mayor Halliday closed the public hearing at 10:45 p.m.

It was moved by Council Member Salinas, seconded by Council Member Lamnin, and carried by the following roll call vote, to introduce the ordinance.

AYES: COUNCIL MEMBERS Andrews, Lamnin, Salinas, Wahab, Zermeño
MAYOR Halliday
NOES: None
ABSENT: COUNCIL MEMBER Márquez,
ABSTAIN: None

Introduction of Ordinance 22-, "An Ordinance of the City of Hayward, California Amending Article 4, Chapter 10 of the Hayward Municipal Code by Amending Section 10-4.56 Related to Precise Plan Lines for Rockaway Lane from "A" Street to Russell Way"

INFORMATIONAL ITEMS

16. CalPERS Pension Unfunded Accrued Liability (UAL) Update and Analysis of Restructuring Concepts RPT 22-043

Staff report submitted by Director of Finance Claussen, dated April 19, 2022, was filed.

City Manager McAdoo noted the item was general written information for Council and the public.

Mayor Halliday stated that the recommendation of the Budget and Finance Committee was for staff to continue evaluating the item and to bring it back through the Committee and then to Council if discussion or action was needed. Hearing no concerns from the City Council, City Manager McAdoo stated that staff would continue researching and would keep Council apprised of progress.

COUNCIL REPORTS AND ANNOUNCEMENTS

Council Member Andrews and City Manager McAdoo announced the City of Hayward, Hayward Unified School District and Hayward Area Recreation and Park District will jointly

hold a virtual Community Town Hall meeting on April 24, 2022, from 5:30pm to 7:00 p.m., regarding supporting and keeping safe Hayward children and youth, and a follow-up discussion would be agendized for the May 12, 2022, Hayward Local Agencies Committee meeting.

Council Member Salinas announced the Hayward Promise Neighborhood, Alameda County Public Health Department, and the City of Hayward will be conducting onsite vaccinations targeting children at Chisholm Court near Glassbrook Elementary School on April 20, 2022, from 1:00 p.m. to 4:00 p.m. and the Maintenance Department will do street clean-up on Chisholm Court and Schafer Road area.

Council Member Zermeño announced the Annual Citywide Clean-Up event on April 23, 2022, at Weekes Park.

COUNCIL REFERRALS

There were none.

ADJOURNMENT

Mayor/Chair Halliday adjourned the special meeting at 10:55 p.m.

APPROVED

Barbara Halliday
Mayor, City of Hayward
Chair, Hayward Housing Authority Board

ATTEST:

Miriam Lens
City Clerk, City of Hayward
Secretary, Hayward Housing Authority Board



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-245

DATE: April 26, 2022

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Adopt a Resolution Endorsing the Alameda County Home Together 2026 Implementation Plan

RECOMMENDATION

That the Council adopts a resolution (Attachment II) endorsing the Alameda County Home Together 2026 Implementation Plan.

SUMMARY

The Alameda County Home Together 2026 Implementation Plan (Plan) is a community-wide plan for Alameda County, which lays out the goals and strategies needed to dramatically reduce homelessness by 2026 and combat racial disparities in homelessness through fully centering equity. The Plan covers a five-year time frame, beginning January 2022 and ending December 2026.

Over the past decade, Alameda County and its cities have seen dramatic increases in homelessness, including a staggering 222% increase in unsheltered homelessness. On any given night, over 8,000 people experience homelessness in Alameda County, a number that grows to 15,000 over the course of the year.

Over the next five years across Alameda County, more than 24,000 additional housing exits are needed to reach a point at which the numbers of people who become homeless in a year and the numbers who leave homelessness in that time are in balance. These 24,000 interventions include everything from short-term prevention to permanent subsidies and housing with services, depending on the needs of the households. The total cost of increasing the shelter and housing inventory over the coming five years to fully meet the need would be \$2.5 billion.

The Plan recommends specific action steps in four categories:

- 1) Prevent Homelessness for Alameda County Residents
- 2) Connect People to Shelter and Needed Resources
- 3) Increase Housing Solutions

File #: CONS 22-245

4) Strengthen Coordination, Communication and Capacity

In order to receive future funding made available through Alameda County, the City of Hayward must endorse the Home Together 2026 Implementation Plan.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution



DATE: April 26, 2022
TO: Mayor and City Council
FROM: City Manager
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Over the past decade, Alameda County and its cities have seen dramatic increases in homelessness, including a staggering 222% increase in unsheltered homelessness. On any given night, over 8,000 people experience homelessness in Alameda County, a number that grows to 15,000 over the course of the year.

Over the next five years across Alameda County, more than 24,000 additional housing exits are needed to reach a point at which the numbers of people who become homeless in a year and the numbers who leave homelessness in that time are in balance. These 24,000 interventions include everything from short-term prevention to permanent subsidies and housing with services, depending on the needs of the households. The total cost of increasing the shelter and housing inventory over the coming five years to fully meet the need would be \$2.5 billion.

The Plan recommends specific action steps in four categories:

- 1) Prevent Homelessness for Alameda County Residents
- 2) Connect People to Shelter and Needed Resources
- 3) Increase Housing Solutions
- 4) Strengthen Coordination, Communication and Capacity

In order to receive future funding made available through Alameda County, the City of Hayward must endorse the Home Together 2026 Implementation Plan.

BACKGROUND

Over the past decade, Alameda County and its cities have seen dramatic increases in homelessness, including a staggering 222% increase in unsheltered homelessness. On any given night over 8,000 people experience homelessness in Alameda County, a number that grows to 15,000 over the course of the year. These numbers have likely increased after the devastating economic impacts of the COVID-19 pandemic. More than 90% of homeless households in Alameda County are adults without minor children, including nearly 10% who are between the ages of 18 and 24.¹

In Hayward, as of January 2019, approximately 487 people were experiencing homelessness each night, with three out of four of those individuals sleeping outside. This represents a 23% increase in the number of individuals experiencing homelessness since 2017 and it is likely an underrepresentation. Results from the January 2022 Point in Time will be available in summer 2022.

This Plan is a community-wide plan for Alameda County, which lays out the goals and strategies needed to dramatically reduce homelessness by 2026 and combat racial disparities in homelessness through fully centering equity. This Plan builds on a variety of processes and planning that has occurred during the last two years, including:

- The racial equity analysis and system modeling process that is detailed in the January 2020 Centering Racial Equity in Homeless System Design (CRE) report;²
- Racial Equity Action Lab (convened by the Bay Area Regional Health Inequities Initiative) that centered lived expertise input and process recommendations on implementing CRE; and
- The Home Together Plan adopted by the Alameda County Board of Supervisors in August of 2020.³

DISCUSSION

The Plan is a community-wide plan to outline the goals, strategies and investments needed to dramatically reduce Homelessness by 2026 and reverse racial disparities in homelessness through fully centering equity. The Plan's overarching goals and time frame align with Vision 2026, Alameda County's comprehensive effort to set a course for the next decade that anticipates community challenges and maximizes our ability to meet residents' needs in a rapidly changing world. One of the primary objectives of Vision 2026 is to "ensure the

¹ Home Together 2026 Draft Community Plan https://homelessness.acgov.org/homelessness-assets/docs/reports/Home%20Together%20Community%20Plan_updated%204.6.22.pdf

² Centering Racial Equity in Homeless System Design <https://everyonehome.org/centering-racial-equity/>

³ Home Together Plan <https://homelessness.acgov.org/homelessness-assets/docs/Home-Together-Plan.pdf>

availability of diverse and affordable housing for all residents with the goal of eliminating homelessness in Alameda County.”

Home Together 2026 builds upon many sources and efforts, particularly the 2020 CRE report prepared by community partners and informed by system modeling, extensive interviews, and focus groups with persons of color who have experienced homelessness. The CRE process modeled what an optimal system to respond to all homelessness and reduce racial disparities would look like and what gaps need to be filled. Home Together 2026 is also responsive to requirements laid out in the California Comeback Plan to draw down key State housing and health funding. It is informed by and consistent with other local and regional efforts, including the All Home Regional Action Plan, as well as Plan Bay Area 2050.

The homeless population does not reflect the demographics of the County. Dramatic racial disparities exist in Alameda County as in the nation as a whole, in which African Americans experience homelessness at more than four times their representation in the population (47% vs. 11%) and Native Americans, multiracial people, and Hawaiian Native/Pacific Islanders are all vastly overrepresented in homelessness, among those newly homeless, and in the rates at which they return to homelessness even after getting into housing.

Overall, more than 24,000 additional housing exits are needed over five years to reach a point at which the numbers of people who become homeless in a year and the numbers who leave homelessness in that time are in balance. These 24,000 interventions include everything from short-term prevention to permanent subsidies and housing with services, depending on the needs of the households.

Using the systems modeling in the Plan, the total cost to fully meet these needs, and significantly reduce homelessness, is \$2.5 billion over 5 years. With this level of investment, there is a hope that for every new household that experiences homelessness, there is a resource path to get them out of homelessness and into housing within an average of 90 days. These investments include:

- **Prevention of Homelessness: \$388 million** to add resources to rapidly rehouse those who have recently fallen into homelessness and do not need significant supportive services, and to target homeless prevention assistance to those who are most likely to wind up on the streets. This includes rapid rehousing and shallow (more limited) subsidies within the housing response system. This does not include the one-time development cost for new buildings, but covers operations and services and the subsidies to help people rent existing housing. Prevention also addresses racial disparities and prevents disproportionate returns to homelessness.
- **Connect People to Shelter and Needed Resources: \$430 million** to add new shelter beds (non-congregant), removing barriers to existing beds (allowing pets or removing curfews, for example), and providing more needed access for those with serious mental illness and substance use through the creation of

more treatment programs for unsheltered, sheltered and those in supportive housing programs.

- **Increase Dedicated Housing Solutions: \$1.68 billion** for new permanent housing units earmarked for homeless and increased spending to subsidize our existing housing units.

To reach these goals while decreasing racial disparities, the Plan recommends specific action steps in four categories:

- 1) Prevent Homelessness for Alameda County Residents
- 2) Connect People to Shelter and Needed Resources
- 3) Increase Housing Solutions
- 4) Strengthen Coordination, Communication, and Capacity

Taken together, the significant increase in investment and the creation of new models and pathways out of homelessness will lead to decreases in new homelessness, improved racial equity in outcomes, shorter time being homeless, and a reduced rate at which people return to homelessness. Specific measurable targets for reducing homelessness altogether, and for achieving greater equity in results, are included in the Plan.

Existing and Potential Resources Needed to Execute Plan

Homelessness in Alameda County is addressed through a wide variety of both homeless targeted and general population resources from federal, State, local specific and general funds, and private sources.

State Funding

The State of California has committed to a one-time investment of more than \$12 billion in homelessness and another \$10 million in affordable housing. Alameda County anticipates receiving a significant increase from this in funds from the Homeless Housing, Assistance and Prevention (HHAP) grant program, Homekey and new programs such as the Encampment Resolution Funds and Family Homelessness Challenge Grants.

In January, the City applied for State Homekey funding to create 46 units of dedicated housing for individuals experiencing homelessness.⁴ At the time of this staff report writing, staff is appealing the State's initial determination regarding award of Homekey funds. Staff are also working with local family service providers to prepare and submit applications for funding under the Family Homelessness Challenge Grant.

⁴ January 25, 2022 meeting of the Hayward City Council:
<https://hayward.legistar.com/LegislationDetail.aspx?ID=5390892&GUID=B276DA40-2A6A-46C1-A313-28235E575135&Options=ID|Text|&Search=homekey>

County Funding

In FY 2021, the County of Alameda allocated \$115.5 million in funding towards the homelessness response system. The majority of this funding was dedicated to shelter and housing, a total of 71% (\$37.9 million).

Alameda County voters also recently passed Measure W, a half-cent sales tax increase that is expected to generate up to \$150 million annually. This is a general tax, and while not set aside specifically for homelessness, the Board of Supervisors could set aside portions of it for strategic homeless investments. At the time of this staff report writing, Measure W was still in litigation with no anticipated date for resolution.

City Funding

In FY 2021, cities across Alameda County collectively allocated \$73 million in funding to address homelessness across the categories of shelter and housing, coordinated system, health and supportive services, outreach, and prevention. The majority of all funding was dedicated to shelter and housing (67% or \$48.7 million) followed by Coordinated System (13% of \$49.5 million). This figure includes funding from city General Funds and dedicated local tax revenue, as well as direct federal, State, and County grants. Notably, FY 2021 funding from cities across the County included many one-time funding awards, such as Coronavirus relief funds. This funding does not include American Rescue Plan Act stimulus funding, which many cities have also used to address homelessness.

In FY 2021, the City spent approximately \$2 million in General Fund monies towards homeless projects and services, which was just over 1% of the City's \$169.6 million General Fund budget for FY 2021. Additionally, the City allocated \$4 million in direct federal, State, or County grant funds to address homelessness in Hayward. Of this \$4 million, approximately \$1.88 million was in one-time COVID-19 emergency relief funding. Notably, in the 2021 City of Hayward Resident Satisfaction Survey, residents cited addressing homelessness and poverty as the most important thing the City can do to improve its services for the people who live and work here.

The FY 2021 figures represent significant investment across all levels of government yet are still much lower than the roughly half billion dollars per year needed to meet the Plan targets. Homelessness is a growing crisis and will require an unprecedented investment of new resources. Some of these are anticipated to come from anticipated increases in federal and particularly in State resources dedicated to expanding affordable housing and ending homelessness.

City/County Funding Allocation Framework

In 2021, representatives from cities and county agencies proposed a method for allocating funds that pass through the county intended for homelessness response. Because the County is a direct recipient of many funds and has the ability to support efforts throughout the entire geography, Alameda County will coordinate a countywide effort to leverage city and county resources. The cities will play a critical role, both through the provision of local and some dedicated federal and state resources and as overseers of land use planning for shelters and permanent housing.

Together these partners will work to align efforts and stretch both the existing resources and new funding as it emerges. Project funding through this collaborative allocation plan will be tied to the programs meeting the performance goals outlined in this Plan or that show a plan for targeted capacity for small, emerging, and/or BIPOC led (and serving) agencies or new, innovative programs.

The City/County funding allocation framework represents not only a commitment from the County to prioritize funding local efforts to address homelessness, but also a positive working collaboration between local jurisdictions and the County.

Alignment with Let's House Hayward!

In July 2021, the Council approved the Let's House Hayward! (LHH) homelessness reduction strategic plan.⁵

The first goal in the LHH plan is to formalize a coordinated and compassionate citywide response to homelessness. In Strategy 1.1 of that goal, the City commits to formalizing interdepartmental and interjurisdictional partnerships. Endorsing the Plan formalizes the City's commitment to regional solutions and positions the City to be eligible for County passthrough funding for homelessness.

The goals of the City's LHH plan is well aligned with the Plan, including an explicit focus on centering racial equity. Additionally, both plans focus on prevention and dramatically reducing the inflow into homelessness, compassionate and rapid response to homelessness, and increasing the housing options to permanently house individuals and families experiencing homelessness.

ECONOMIC IMPACT

Failure to address the homelessness crisis is enormously costly, both economically and ethically. According to estimates from All Home, the indirect costs of homelessness on healthcare, criminal justice, and social services are nearly \$2 billion annually, based on estimates All Home made using real costs from Santa Clara County.⁶

In Hayward, countless businesses have expressed a growing frustration with homelessness and the impact on their businesses, with at least one local business citing homelessness as the primary reason for vacating downtown Hayward. While Hayward is not unique in the economic impacts of homelessness, it is important to explicitly cite the impacts the Hayward community and staff face.

FISCAL IMPACT

⁵ July 13, 2021 meeting of the Hayward City Council:
<https://hayward.legistar.com/LegislationDetail.aspx?ID=5028014&GUID=E5369F11-C504-413E-B317-E2797DF45328&Options=&Search=>

⁶ https://www.allhomeca.org/wp-content/themes/allhome/library/images/plan/210413_Regional_Action_Plan_Final.pdf

There is no immediate fiscal impact for endorsing the Plan. However, in order to be eligible for County passthrough funding for homelessness, including the State of California HHAP funding, the City must endorse the Plan.

Staff are continuously evaluating potential funding sources outside of the City's General Fund to support projects to end and prevent homelessness in Hayward.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Preserve, Protect, and Produce Housing, under Project 2b: Implement the Homelessness Reduction Strategic Plan.

This agenda item supports the following strategies in the Let's House Hayward! Strategic Plan, including:

- Strategy 1.1: Formalize Interdepartmental and Interjurisdictional Partnerships
- Strategy 1.2: Develop Funding and Evaluation Strategy Reflecting Community Priorities Identified in this Strategic Plan

PUBLIC CONTACT

The Plan and its companion CRE report engaged an extensive community input process which included participation of system leaders, program participants, service providers and other partners in homelessness response. The process included research using local data and multiple focus groups with people of color who were currently or recently homeless regarding their race-impacted experiences.

NEXT STEPS

Staff will continue implementing the LHH Plan as adopted by Council in July 2021. Additionally, staff will continue partnership with Alameda County to identify ways to collaborate and leverage regional resources and relationships to achieve the goals set out in both plans.

Prepared by: Jessica Lobedan, Management Analyst II

Recommended by: Jennifer Ott, Assistant City Manager

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-___

Introduced by Council Member _____

RESOLUTION ENDORSING THE ALAMEDA COUNTY HOME TOGETHER 2026 IMPLEMENTATION PLAN

WHEREAS, the Home Together 2026 Implementation Plan (Plan) is a community-wide plan for Alameda County which lays out the goals, strategies, and investments needed to dramatically reduce homelessness by 2026 and reverse racial disparities in homelessness through fully centering equity; and

WHEREAS, on any given night over 8,000 people experience homelessness in Alameda County, a number that grows to approximately 15,000 people over the course of a year; and

WHEREAS, more than 90% of the households in Alameda County are adults without children, including nearly 10% who are between the ages of 18 and 24; and

WHEREAS, dramatic racial disparities exist in Alameda County as in the nation as a whole, and the homeless population does not reflect the demographics of the county; and

WHEREAS, in Alameda County, African Americans experience homelessness at more than four times their representation in the population (47% vs. 11%); and

WHEREAS, in Alameda County, Native Americans, multiracial people and Hawaiian Native/Pacific Islanders are all vastly overrepresented in homelessness, among those newly homeless and in the rates at which they return to homelessness even after getting into housing; and

WHEREAS, the Plan builds and is informed by existing local and regional plans, including the 2020 Centering Racial Equity in Homeless System Design report (CRE), All Home Regional Action Plan, and Plan Bay Area 2050; and

WHEREAS, the Plan is also responsive to requirements laid out in the California Comeback Plan necessary to receive critical State housing and health funding; and

WHEREAS, the homeless system modeling conducted in 2019-20 and updated in 2021 points to significant gaps in the current system in terms of both housing resources and program types; and

WHEREAS, only an estimated 36% of those experiencing homelessness can be supported by the current system's resources or are able to find housing or leave homelessness on their own; and

WHEREAS, without significant effort and investment including prevention, shelter expansion, increasing housing solutions, and strengthening the system's overall capacity, homelessness in Alameda County will continue to grow; and

WHEREAS, the total estimated cost of needed investments over the coming five years to fully meet the need is \$2.5 billion, including approximately \$430 million for additional shelter, \$1.68 billion for permanent housing such as dedicated affordable housing and permanent supportive housing, and \$388 million for prevention, rapid rehousing and shallow subsidies; and

WHEREAS, additional funding will be needed for the one-time development costs for new buildings; and

WHEREAS, to achieve the needed expansion level will take a significant investment of new resources; and

WHEREAS, there are anticipated increases in federal and in State resources dedicated to expanding affordable housing and ending homelessness; and

WHEREAS, there is still a significant gap that will need to be filled locally; and

WHEREAS, in order to receive future funding made available through the County, Cities must endorse the Plan

WHEREAS, the Council adopted the City of Hayward Three-Year Strategic Roadmap on January 28, 2020, which identified the creation of a Homelessness Reduction Strategic Plan, modeled on an empowerment approach and best practices, as well as after Alameda County's EveryOne Home Plan, as one of the City's Strategic Priorities; and

WHEREAS, City staff and the qualified consultant firm Homebase solicited input and feedback from Council, the Homelessness-Housing Task Force, the Community Services Commission, and other community stakeholders along with best practice research and analysis to develop the Let's House Hayward! Strategic Plan; and

WHEREAS, the Let's House Hayward! Strategic Plan includes the goal of increasing and formalizing regional collaboration; and

WHEREAS, the Plan aligns with the City's Let's House Hayward! Strategic Plan and goals of regional collaboration, providing housing solutions, and preventing homelessness.



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-254

DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Human Resources

SUBJECT

Adopt a Resolution Authorizing the City Manager to Enter into and Execute an Agreement with LWP Claims Solutions ("LWP") for Administration of the City of Hayward's Workers' Compensation Claims Services

RECOMMENDATION

That Council adopts a Resolution (Attachment II) authorizing the City Manager to enter into and execute an agreement with LWP Claims Solutions ("LWP") for administration of the City of Hayward's Workers' Compensation Claims Services.

SUMMARY

The City of Hayward is self-insured for the Workers' Compensation Program and uses the services of a third-party administrator ("TPA") for claims administration. Since July 1, 2016, Acclamation Insurance Management Services ("AIMS") has provided these services for the City. The contract with AIMS for TPA services expires on June 30, 2022. The City of Hayward conducted an open and competitive Request for Proposals ("RFP") process in December 2021, at the conclusion of which LWP was identified as the most qualified TPA.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution



DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Human Resources

SUBJECT: Adopt a Resolution Authorizing the City Manager to Execute and Enter Into an Agreement with LWP Claims Solutions (“LWP”) for Administration of the City of Hayward’s Workers’ Compensation Claims Services

RECOMMENDATION

That Council adopts a Resolution (Attachment II) authorizing the City Manager to enter into and execute a five-year agreement with LWP Claims Solutions (“LWP”) for administration of the City of Hayward’s Workers’ Compensation Claims Services effective July 1, 2022 through June 30, 2027, for a total not-to-exceed amount of \$2,500,000.

SUMMARY

The City of Hayward is self-insured for the Workers’ Compensation Program and uses the services of a third-party administrator (“TPA”) for claims administration. Since July 1, 2016, Acclamation Insurance Management Services (“AIMS”) has provided these services for the City. The contract with AIMS for TPA services initially expired on June 30, 2021, and last year, was extended for one year, through June 30, 2022. The City of Hayward conducted an open and competitive Request for Proposals (“RFP”) process in December 2021, at the conclusion of which LWP was identified as the most qualified TPA.

BACKGROUND

The City of Hayward is self-insured for the Workers’ Compensation Program and uses the services of a TPA for claims administration. Effective claims management consists of employing industry best practices to develop and implement policies and procedures to ensure timely review, response, and facilitation of quality care to injured workers in a cost-effective manner. The role of the TPA is essential because the TPA provides business solutions to help the City design and implement programs to prevent injuries, control and manage the cost of injuries, and monitor the effectiveness of program-related services and procedures.

Since July 1, 2016, Acclamation Insurance Management Services ("AIMS") has provided these services for the City. The contract with AIMS for TPA services expires on June 30, 2022.

Conducting open and competitive bid opportunities is a best business practice for public agencies that allows the City to ensure that it receives high quality, efficient, and cost-effective services from its vendors. Accordingly, the City of Hayward initiated an open and competitive Request for Proposals ("RFP") process in December 2021. In response to the RFP, proposals were received from the following eleven vendors:

Acclamation Insurance Management Services
Professional Dynamics Managed Care Services
Athens Administrators
CorVel Corporation
Innovative Claim Solutions
Innovative Claim Strategies
Intercare Holdings Insurance Services
LWP Claims Solutions
Pegasus Risk Management
Tristar Insurance Group
PMA Management Corp

The review and rating process included an initial screening of the proposals followed by internal panel interviews. The initial panel consisted of Human Resources and Police Department staff who regularly liaise with the Workers' Compensation TPA, and union representatives for the HPOA and IAFF, Local 1909. Following interviews with the panel, LWP Claims Solutions, CorVel, and Intercare Holdings Insurance Services were identified to move forward to the second panel interview with the key members of the City's team including Human Resources Personnel, the Fire Chief, the Police Chief, and the Director of Maintenance Services.

Upon the completion of the second round of panel interviews, City staff contacted references for the three TPA finalists; the agencies for which LWP provides TPA services shared the most favorable feedback, particularly regarding LWP's ability to enhance the employee experience with reference to the Workers' Compensation Program. Based on the panel interviews and references provided, the selection panel unanimously recommended LWP to be the City's Workers' Compensation TPA.

DISCUSSION

Through a collaborative and communication-driven partnership with LWP Claims Solutions, the City of Hayward will continue to strive for improved results in the areas of costs per claim, litigation costs, and resolution of claims. In addition to continuing to improve the administration of the program, there will be an increased focus on reducing medical costs and preventing employee accidents and injuries.

The selection of LWP as the TPA will assist the City with providing a high-quality workers' compensation benefit to its employees, all while minimizing employee absences and program costs. LWP currently provides TPA services to seventy-seven public entities throughout California and has a proven track record for delivering results that are far superior to state averages. Our research indicates that the company is known to provide effective claims management administration, placing a major focus on customer service, exceeding reporting requirements, and providing the technological capacity to capture critical data in a seamless fashion.

Additionally, LWP offers a proprietary Medical Provider Network (MPN), which is an entity or group of health care providers set up by an insurer or self-insured employer and approved by the California Division of Workers' Compensation's ("DWC's") administrative director to treat workers injured on the job. An analysis of the industry demonstrates that workers' compensation costs are reduced when an effective Medical Provider Network is in place. Currently, the City of Hayward does not have an MPN and instead, directs all employees to an occupational clinic in Hayward if the employee had not previously designated a personal physician for treatment of industrial injuries. LWP can assist the City with implementing such a program and has done so for many clients. This will benefit City employees, particularly the many City employees living in various parts of Northern California who would have easier access to treatment from a provider in the MPN located closer to the employee's home.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to one of the City Council's Strategic Roadmap initiatives.

FISCAL IMPACT

Expenses related to TPA services are budgeted in the Workers' Compensation Internal Service Fund, which is adopted annually and included as part of the General Fund Budget. Each fiscal year, departments are charged an internal service fee, which is a percentage of total program costs by job type and calculated based on a prior three-year utilization average. In addition to TPA services, medical expenses, legal services, salary continuation, claim expenses, program-related training and ergonomic equipment and supplies are also part of the Worker's Compensation Fund budget. For FY 2022, the workers' compensation's adopted budget is \$6.5 million.

The annual rate of the proposed 5-year agreement with LWP is as follows:

FY	Annual Rate	Fixed Monthly Fee
2023	\$ 415,000	\$34,583.33
2024	\$427,450	\$35,620.83
2025	\$ 440,274	\$36,689.50
2026	\$ 453,482	\$37,790.17
2027	\$ 467,086	\$38,923.83

There will also be a one-time transition fee of \$5,000 in FY 2023, and there will be an annual administration fee of \$5,000, resulting in a total of \$2,233,292 to be paid over the five-year length of the contract. Additionally, the “not-to-exceed” amount itemized above anticipates charges by LWP for medical management services, which will be separately charged to the City as needed. Medical management services include costs for medical bill reviews, utilization review, and other services, such as field investigations. As they will be billed only as needed, these prospective expenses are unknown, and the requested authorization includes an estimated “buffer” to allow for these costs.

It should be noted that historically, the City has reduced program costs through medical bill review by avoiding medical costs that would have otherwise been paid from the Workers’ Compensation Fund. Thus, the department expects that the additional expenses associated with the medical management process will be offset by an overall savings to the Workers’ Compensation Fund.

The transition from AIMS to LWP is not expected to have a significant impact to the Workers’ Compensation Fund, as the annual fees are in line with industry standards and the administrative fees the City has historically paid for Workers’ Compensation TPA services. As in prior years, fees for these services will be included in the FY 2023 proposed budget..

NEXT STEPS

If approved, Human Resources staff will work closely with Department Heads, designated staff, AIMS, and LWP to ensure a smooth transition and to meet the unique training and support needs of each Department. Upon execution of the agreement, LWP will work with AIMS to receive data and will take over the account and all associated claims services effective July 1, 2022.

Prepared by: Nargiz Karimova, Human Resources Analyst I
Kakshi Master, Acting Deputy Director of Human Resources

Recommended by: Jana Sangy, Director of Human Resources

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-_____

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AND ENTER INTO A FIVE-YEAR AGREEMENT WITH LWP CLAIMS SOLUTIONS FOR ADMINISTRATION OF THE CITY OF HAYWARD'S WORKERS' COMPENSATION CLAIMS SERVICES FOR A TOTAL NOT TO EXCEED AMOUNT OF \$2,500,000

WHEREAS, the City of Hayward is self-insured for workers' compensation claims and uses the services of a third-party to provide claims administration, legal services, statistical analysis of claims and costs, and return to work program development and implementation; and

WHEREAS, the City of Hayward conducted an open and competitive Request for Proposal process for the provision of workers' compensation claim administration services and LWP Claims Solutions was identified as the most qualified firm to provide these services.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward does hereby authorize and direct the City Manager to execute a five-year agreement with LWP Claims Solutions, effective July 1, 2022 through June 30, 2027, in a form approved by the City Attorney, for a total not-to-exceed amount of \$2,500,000.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-257

DATE: May 3, 2022

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Adopt a Resolution Accepting the Resignation of Mr. Michael Chand from the Keep Hayward Clean and Green Task Force, Effective Immediately

RECOMMENDATION

That the Council adopts a resolution (Attachment II) accepting the resignation of Mr. Michael Chand from the Keep Hayward Clean and Green Task Force, effective immediately.

SUMMARY

Mr. Michael Chand was appointed to the Keep Hayward Clean and Green Task Force on September 21, 2021. Mr. Chand's resignation becomes effective immediately, per his resignation letter (Attachment III). Mr. Chand's vacated position will be filled as part of the annual appointment process for the City's appointed officials to Commissions and the Keep Hayward Clean and Green Task Force.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Resignation Letter



DATE: May 3, 2022
TO: Mayor and City Council
FROM: City Clerk
SUBJECT: Adopt a Resolution Accepting the Resignation of Mr. Michael Chand from the Keep Hayward Clean and Green Task Force, Effective Immediately

RECOMMENDATION

That the Council adopts a resolution (Attachment II) accepting the resignation of Mr. Michael Chand from the Keep Hayward Clean and Green Task Force, effective immediately.

SUMMARY AND DISCUSSION

Mr. Michael Chand was appointed to the Keep Hayward Clean and Green Task Force on September 21, 2021. Mr. Chand’s resignation becomes effective immediately, per his resignation letter (Attachment III). Mr. Chand’s vacated position will be filled as part of the annual appointment process for the City’s appointed officials to Commissions and the Keep Hayward Clean and Green Task Force.

FISCAL IMPACT

There is no fiscal impact associated with this report.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to any of the projects outlined in the Council’s Strategic Roadmap.

Prepared and Recommended by: Miriam Lens, City Clerk

Approved by:

Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION No. 22-__

Introduced by Council Member _____

RESOLUTION ACCEPTING THE RESIGNATION OF MR. MICHAEL CHAND FROM THE KEEP HAYWARD CLEAN AND GREEN TASK FORCE

WHEREAS, Mr. Michael Chand was appointed to the Keep Hayward Clean and Green Task Force on September 21, 2021; and

WHEREAS, Mr. Michael Chand submitted a resignation letter on March 9, 2022.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the Council hereby accepts the resignation of Mr. Michael Chand; and commends him for his civic service to the City.

IN COUNCIL, HAYWARD, CALIFORNIA, _____.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

From: michael chand
Sent: Wednesday, March 9, 2022 4:49 PM
To: Colleen Kamai <Colleen.Kamai@hayward-ca.gov>
Subject: Re: KHCG Attendance

Hello Colleen,

Unfortunately my schedule is heavily impacted by work. I won't be able to commit to Hayward right now. Please remove me from the committee.

Michael Chand



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-258

DATE: May 3, 2022

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Adopt a Resolution Allowing the City Council and Appointed Commissions/Task Forces and Council Committees to Hold Continued Teleconferenced Public Meetings Pursuant to AB 361

RECOMMENDATION

That the Council adopts a resolution (Attachment II) pursuant to AB 361 making specific findings to allow the Council and appointed commissions/task forces and Council committees (Exhibit A to Attachment II) to continue holding teleconferenced public meetings during the COVID 19 state of emergency.

SUMMARY

On September 16, 2021, the Governor signed AB 361 that amended provisions of the Brown Act to allow local governments to conduct virtual meetings during a state of emergency proclaimed by the Governor, subject to complying with specific requirements, including providing public access and participation via call-in or internet-based platforms. While AB 361 does not require legislative bodies to take any specific actions to hold an initial teleconferenced meeting during a state of emergency, a legislative body must act in order to continue holding subsequent teleconferenced meetings while the state of emergency remains in effect. Specifically, no later than 30 days after the initial AB 361 teleconferenced meeting, and every 30 days thereafter, a legislative body must make findings that the body has reconsidered the circumstances of the state of emergency and that either of the following conditions exist: the state of emergency continues to directly impact the ability of the members to meet safely in person; or, state or local officials continue to impose or recommend measures to promote social distancing.

ATTACHMENTS

- | | |
|----------------|-------------------------|
| Attachment I | Staff Report |
| Attachment II | Resolution |
| Attachment III | Exhibit A to Resolution |

File #: CONS 22-258



DATE: May 3, 2022

TO: Mayor and City Council

FROM: City Manager
City Clerk

SUBJECT: Adopt a Resolution Allowing the City Council and Appointed Commissions/Task Forces and Council Committees to Hold Continued Teleconferenced Public Meetings Pursuant to AB 361

RECOMMENDATION

That the Council adopts a resolution (Attachment II) pursuant to AB 361 making specific findings to allow the Council and appointed commissions/task forces and Council committees (Exhibit A to Attachment II) to continue holding teleconferenced public meetings during the COVID 19 state of emergency.

SUMMARY

On September 16, 2021, the Governor signed AB 361 that amended provisions of the Brown Act to allow local governments to conduct virtual meetings during a state of emergency proclaimed by the Governor, subject to complying with specific requirements, including providing public access and participation via call-in or internet-based platforms. While AB 361 does not require legislative bodies to take any specific actions to hold an initial teleconferenced meeting during a state of emergency, a legislative body must act in order to continue holding subsequent teleconferenced meetings while the state of emergency remains in effect. Specifically, no later than 30 days after the initial AB 361 teleconferenced meeting, and every 30 days thereafter, a legislative body must make findings that the body has reconsidered the circumstances of the state of emergency and that either of the following conditions exist: the state of emergency continues to directly impact the ability of the members to meet safely in person; or, state or local officials continue to impose or recommend measures to promote social distancing.

BACKGROUND

In general, the Brown Act allows legislative bodies to use teleconferencing during a public meeting as long as certain requirements are met, such as:

- Identification of any remote location from which a member of the legislative body is participating via teleconference;
- Posting of agendas at all remote locations from which members of the legislative body are participating;
- Public accessibility to the remote location and the technological means for allowing the public to participate in the meeting from the location; and
- A quorum of the members must be participating from a location within the jurisdiction of the legislative body.

In response to the COVID 19 state of emergency, the Governor temporarily suspended the rules described above when he issued Executive Order N-29-20 on March 17, 2020 and authorized local legislative bodies to hold virtual public meetings subject to specific public accessibility and noticing requirements.

With the expiration of Executive Order N-29-20, AB 361 amends the Brown Act to allow virtual public meetings during a state of emergency proclaimed by the Governor. A local agency may hold a teleconferenced meeting during a state of emergency without complying with the normal teleconferencing requirements described above if it meets requirements related to providing notice of the meeting, public access and participation via call-in or internet-based service options, real-time public comments, and conduct of the meeting in a manner that protects statutory and constitutional rights of any parties and the public appearing before the legislative body.

AB 361 does not require legislative bodies to take any specific action prior to holding an initial teleconferenced meeting during a state of emergency. However, to hold a subsequent teleconferenced meeting a legislative body must act no later than 30 days after the initial teleconferenced meeting, and every 30 days thereafter, by making findings that the body has reconsidered the circumstances of the state of emergency and that either of the following conditions exist:

- The state of emergency continues to directly impact the ability of the members to meet safely in person; or
- State or local officials continue to impose or recommend measures to promote social distancing.

DISCUSSION

On February 25, 2022, the Governor issued Executive Order N-04-22 repealing many of his prior Executive Orders imposing various mandates intended to address the impact of COVID 19. However, the Governor did not lift the State of Emergency related to COVID 19 that he initially proclaimed on March 4, 2020. As of the date of this report, the State of Emergency proclaimed by the Governor remains in effect.

Current guidance and orders of the Alameda County Health Official satisfy both conditions necessary for the AB 361 findings described above:

- Order No. 20-05g, originally issued April 3, 2020 and most recently amended on January 10, 2022, imposes a mandate that all individuals diagnosed or likely to have COVID 19 must isolate themselves and follow requirements further specified in the Order.
- Order No. 20-06p, originally issued April 3, 2020 and most recently amended on April 18, 2022, requires individuals to comply with California Department of Public Health Guidance on Isolation and Quarantine of the General Public except in the specific circumstances described in the order, including, persons who are not fully vaccinated must quarantine for at least 5 days after close contact with an individual infected with COVID-19.
- The Alameda County Public Health Department strongly recommends that everyone 2 years of age and older wear a mask, regardless of their vaccination status, in indoor public settings and businesses, and advises that masks are required indoors at businesses, government offices, youth-serving facilities, and workplace settings that choose to require everyone to mask.
- Workplaces must comply with Cal/OSHA safety standards.

The following current guidance from the California Department of Public Health satisfies the AB 361 findings:

- The Department strongly recommends that all persons, regardless of vaccination status, continue to mask while in indoor public settings and businesses, on public transit, and in transportation hubs.
- Face coverings are required for all individuals in the following indoor settings, regardless of vaccination status: homeless shelters, emergency shelters, cooling and heating centers, healthcare settings, state and local correctional facilities and detention centers, long term care settings and adult and senior care facilities.
- Fully vaccinated individuals are recommended to continue indoor masking when the risk may be high.
- Persons with COVID-19 symptoms or who test positive for COVID-19 are required to isolate.
- Persons working or housed in specified high-risk settings are required to isolate and quarantine in the event of an exposure to someone infected with COVID-19.
- Members of the general public, regardless of vaccination status, are not required to isolate if they are asymptomatic after exposure to a person infected with COVID-19. Testing and masking are recommended and vaccination/boosting is strongly encouraged.

Alameda County Health Order No. 21- 04 (effective November 1, 2021), which allows a stable group of fully vaccinated individuals to remove masks in certain indoor situations, is not applicable to the City's public meetings because they do not necessarily involve a stable group of vaccinated individuals.

Currently, the Council is holding hybrid Council meetings that allow for virtual participation via the Zoom platform as well as in-person participation. This format also allows for real-time public comments, in compliance with AB 361. In compliance with Alameda County public health orders, everyone inside the Council Chamber is required to wear a mask or other face-covering. All City commissions, task forces, and Council committees continue meeting entirely virtually over the Zoom platform.

Based on the above, staff recommends that the Council adopts the attached resolution making the necessary findings to allow the Council and the appointed boards and commissions identified in Exhibit A to the resolution to continue holding teleconferenced meetings pursuant to AB 361.

FISCAL IMPACT

There is no fiscal impact associated with this action.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to any of the projects outlined in the Council's Strategic Roadmap.

NEXT STEPS

Adoption of the resolution will allow the Council and specified appointed boards and commissions to hold a subsequent teleconferenced meeting pursuant to the provisions of AB 361. Additional resolutions must be adopted every thirty days during the existence of the state of emergency in order to continue holding teleconferenced meetings.

Prepared by: Kelly McAdoo, City Manager
Miriam Lens, City Clerk

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-

Introduced by Council Member _____

RESOLUTION MAKING THE REQUIRED FINDINGS PURSUANT TO AB 361 TO
CONTINUE TO HOLD TELECONFERENCED PUBLIC MEETINGS DURING THE
COVID 19 STATE OF EMERGENCY

WHEREAS, the Brown Act (Government Code section 54950 et seq.) allows for public meetings of a legislative body to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction; and

WHEREAS, in response to the COVID-19 state of emergency, the Governor temporarily suspended the rules described above when he issued Executive Order N-29-20 on March 17, 2020 and authorized local legislative bodies to hold virtual public meetings subject to specific public accessibility and noticing requirements; and

WHEREAS, the Governor signed AB 361 prior to the expiration of Order N-29-20; and

WHEREAS, AB 361 amends the Brown Act to the legislative body of a local agency to hold a teleconferenced meeting during a state of emergency without complying with the normal teleconferencing requirements described above if it meets requirements related to providing notice of the meeting, public access and participation via call-in or internet-based service options, real-time public comments, and conduct of the meeting in a manner that protects statutory and constitutional rights of any parties and the public appearing before the legislative body; and

WHEREAS, AB 361 does not require legislative bodies to take any specific action prior to holding an initial teleconferenced meeting during a state of emergency, however, to hold a subsequent teleconferenced meeting a legislative body must act no later than 30 days after the initial teleconferenced meeting, and every 30 days thereafter, by making findings specified in the statute justifying the continued use of teleconferenced public meetings; and

WHEREAS, it shall be the policy of the City that the appointed boards and commissions of the City will hold teleconferenced public meetings in compliance with the provisions of AB 361 during the COVID-19 state of emergency; and

WHEREAS, the COVID-19 state of emergency declared by the Governor remains active; and

WHEREAS, public meetings involve many people in shared indoors spaces for hours, when the number of people present does not always allow for a minimum six foot distance between persons, and close contacts raise the risk of the spread of COVID-19; and

WHEREAS, the California Department of Public Health has mandated that everyone in California wear a mask in indoor public spaces and workplaces through February 15, 2022; and

WHEREAS, the Alameda County Health Officer has issued Order No. 20-05g (originally issued April 3, 2020 and most recently amended on January 10, 2022) imposing a mandate that all individuals diagnosed or likely to have COVID-19 must isolate themselves and follow requirements further specified in the Order; and

WHEREAS, the Alameda County Health Officer has issued Order No. 20-06p (originally issued April 3, 2020 and most recently amended on April 18, 2022) requires individuals to comply with California Department of Public Health Guidance on Isolation and Quarantine of the General Public except in the specific circumstances described in the order, including, metpersons who are not fully vaccinated must quarantine for at least 5 days after close contact with an individual infected with COVID-19. ; and

WHEREAS, the Alameda County Health Officer has issued Order No. 22-01 (effective on February 16, 2022), which rescinded Order No. 21-06 (effective on December 8, 2021) which mandated face coverings be worn in indoor public spaces; and

WHEREAS, pursuant to a February 28, 2022 advisory from the California Department of Public Health, effective March 1, 2022 the requirement that unvaccinated individuals mask in indoor public settings will move to a strong recommendation that all persons, regardless of vaccination status, continue to mask while in indoor public settings and businesses; and

WHEREAS, the Alameda County Public Health Department strongly recommends that everyone 2 years of age and older wear a mask, regardless of their vaccination status, in indoor public settings and businesses, and advises that masks are required indoors at businesses, government offices, youth-serving facilities, and workplace settings that choose to require everyone to mask; and

WHEREAS, workplaces must comply with Cal/OSHA safety standards; and

WHEREAS, the California Department of Public Health has issued the following current guidance:

- The Department strongly recommends that all persons, regardless of vaccination status, continue to mask while in indoor public settings and businesses, on public transit, and in transportation hubs.

- Face coverings are required for all individuals in the following indoor settings, regardless of vaccination status: homeless shelters, emergency shelters, cooling and heating centers, healthcare settings, state and local correctional facilities and detention centers, long term care settings and adult and senior care facilities.
- Fully vaccinated individuals are recommended to continue indoor masking when the risk may be high.
- Persons with COVID-19 symptoms or who test positive for COVID-19 are required to isolate.
- Persons working or housed in specified high-risk settings are required to isolate and quarantine in the event of an exposure to someone infected with COVID-19.
- Members of the general public, regardless of vaccination status, are not required to isolate if they are asymptomatic after exposure to a person infected with COVID-19. Testing and masking are recommended and vaccination/boosting is strongly encouraged; and

WHEREAS, Alameda County Health Order No. 21- 04 (effective November 1, 2021), which allows a stable group of fully vaccinated individuals to remove masks in certain indoor situations, is not applicable to the City's public meetings because they do not necessarily involve a stable group of vaccinated individuals.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward makes the following findings pursuant to AB 361 to continue holding teleconferenced public meetings during the COVID-19 state of emergency:

- The City Council has reconsidered the circumstances of the state of emergency.
- The COVID 19 state of emergency declared by the Governor remains active and continues to directly impact the ability of Councilmembers to meet safely in-person.
- State and local officials continue to recommend or impose measures to promote social distancing.
- The Alameda County Health Officer has issued orders imposing measures to promote social distancing via isolation and quarantine of individuals infected or likely infected with COVID-19 and individuals with close contact to persons infected with COVID-19.
- The Alameda County Health Officer strongly recommends that everyone 2 years of age and older wear a mask, regardless of their vaccination status, in indoor public settings and businesses, and advises that masks are required indoors at businesses, government offices, youth-serving facilities, and workplace settings that choose to require everyone to mask

EXHIBIT A

- Community Services Commission
- Keep Hayward Clean and Green Task Force
- Library Commission
- Personnel Commission
- Planning Commission
- Council Airport Committee
- Council Budget and Finance Committee
- Council Economic Development Committee
- Council Infrastructure Committee
- Council Homelessness-Housing Task Force
- Council Sustainability Committee
- Hayward Youth Commission
- Hayward Police Department Community Advisory Panel



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-262

DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving the Plans and Specifications and Call for Bids for the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717

RECOMMENDATION

That Council adopts a resolution (Attachment II) approving the plans and specifications for the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717 (Project), and calling for construction bids to be received on May 24, 2022.

SUMMARY

The Utilities Division of the Public Works & Utilities Department replaces the City's undersized or structurally damaged sewer mains through capital improvement projects. These projects reduce the risk of potential sanitary sewer overflows, which can cause untreated wastewater to flow into public waterways. The Project will install approximately 165 linear feet of 12-inch sanitary sewer main at a new location to increase pipeline capacity and replace a damaged sewer main between Willimet Way and the Highway 92W/Interstate 880N on-ramp. The new sanitary sewer main will be installed using a trenchless technology to minimize construction impacts on residential properties and by traditional open-cut method within California Department of Transportation (Caltrans) right-of-way. Design has been completed and bid documents have been prepared. Staff is requesting Council's approval of the plans and specifications and call for bids to be received on May 24, 2022.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Location Map



DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Approving the Plans and Specifications and Call for Bids for the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717

RECOMMENDATION

That Council adopts a resolution (Attachment II) approving the plans and specifications for the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717 (Project), and calling for construction bids to be received on May 24, 2022.

SUMMARY

The Utilities Division of the Public Works & Utilities Department replaces the City’s undersized or structurally damaged sewer mains through capital improvement projects. These projects reduce the risk of potential sanitary sewer overflows, which can cause untreated wastewater to flow into public waterways. The Project will install approximately 165 linear feet of 12-inch sanitary sewer main at a new location to increase pipeline capacity and replace a damaged sewer main between Willimet Way and the Highway 92W/Interstate 880N on-ramp. The new sanitary sewer main will be installed using a trenchless technology to minimize construction impacts on residential properties and by traditional open-cut method within California Department of Transportation (Caltrans) right-of-way. Design has been completed and bid documents have been prepared. Staff is requesting Council’s approval of the plans and specifications and call for bids to be received on May 24, 2022.

BACKGROUND

The existing sanitary sewer main located between two residential properties from Willimet Way to the Highway 92W/Interstate 880N on-ramp was selected for improvement based on staff analysis of the video inspection results. The existing sewer main is approximately 16 feet deep on the residential side and 8 feet deep within the Caltrans’ right-of-way. The video recording indicates an offset at a pipe joint causing a significant reduction in the pipeline’s design capacity and a risk of sewer overflow on Willimet Way. In addition, the existing defective 8-inch sanitary sewer main goes through a stormwater inlet, which puts the

stormwater system at risk of contamination. Due to the location of the offset and a casing around the sewer pipe in Caltrans' right-of-way, repair on the existing sewer main is not recommended. Therefore, a new sanitary sewer main is proposed to be installed at a new location between two residential properties. The new pipeline will be installed using trenchless technology to minimize construction impacts. Staff contacted the property owners, and they agreed to dedicate a sanitary sewer easement to the City. Two Sanitary Sewer Easement Agreements between the City and the property owners of 24985 Willimet Way and 24977 Willimet Way, were finalized and recorded.

On January 28, 2020¹, Council approved Resolution No. 20-017, authorizing the City to enter into a Professional Services Agreement (PSA) with RSC Engineering, Inc., (RSC Engineering) for design services and technical support during construction.

This Project is statutorily exempt from environmental review under the California Environmental Quality Act (CEQA) Section 15282(k), which allows for the installation of new pipeline or maintenance, repair, restoration, removal, or demolition of an existing subsurface pipeline, provided the project does not exceed one mile in length.

DISCUSSION

This Project consists of installing approximately 165 linear feet of new 12-inch polyvinyl chloride pipe in the City's sewer easement in residential properties and Caltrans' right-of-way between Willimet Way and the Highway 92W/Interstate 880N on-ramp as shown in Attachment III.

In February 2020, staff began to work with RSC Engineering to obtain an encroachment permit from Caltrans to conduct field investigations in the State Right of Way. Caltrans issued this permit to the City in March 2020. Field investigations verified that the retaining/sound wall separating Caltrans' highway on-ramp from the residential side in Willimet Way, has a deep foundation system. The record drawings indicated the foundation consists of approximately 23 feet in length cast-in-drilled-hole (CIDH) by 30 inches in diameter piles, with 48 inches spacing from center to center of the piles. The pile configuration would provide only 18 inches of spacing for the proposed 12-inch sewer pipe.

Further field investigations with precise survey work showed that the spacing is approximately 14 inches between the piles in a favorable location for the proposed 12-inch sewer pipe within the City's easement and connection to the existing sewer manhole on the side of the highway on-ramp. The limited space along with the clearance requirements around existing utilities made the design challenging.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4315592&GUID=5360838C-E260-45D2-911A-33ACF814A87E>

In February 2022, after several rounds of plan submittals and addressing Caltrans' comments, staff obtained approval and an encroachment permit from Caltrans for the proposed design of the new sewer pipe.

Approximately 125 linear feet of sewer main will be installed by a trenchless pipe technique using pilot tube guided auger boring (PTGAB) to cross under obstructions that prohibit open-cut installation. PTGAB is a cost-effective trenchless method that accurately installs steel casing for underground sanitary sewers. This method combines the pinpoint accuracy of the pilot tube installation to control line and grade with the excavation process of horizontal auger boring. By using this precise method, the construction can be done with a high degree of accuracy, considering the complexity of the project and the 14 inches of opening that the proposed 12-inch sewer main would have to pass through.

The remaining 40 linear feet at the highway on-ramp will be installed by traditional open-cut method. When the installation is complete, the opened trench is backfilled, compacted, and paved to match the original pavement section.

This project also includes installation of new sewer pipe and manholes and reversing the flow to drain to the new pipe location in Willimet Way. In addition, staff will work with the property owner of 24986 Willimet Way to obtain a temporary right of entry for construction as the PTGAB setup will encroach onto their property.

ECONOMIC IMPACT

The community will enjoy the benefits of the project, including the continued operability and serviceability of the sewer collection system. Furthermore, robust and reliable sewer infrastructure can help foster economic development and viability in the City.

FISCAL IMPACT

The estimated costs for the Willimet Way & I-880 Sanitary Sewer Main Installation Project are as follows:

Construction Contract with Contingency	\$1,150,000
Professional Engineering Services – Consultant	\$154,300
Inspection & Testing & Permitting	\$50,000
Construction Administration – City Staff	<u>\$50,000</u>
Total	\$1,404,300

In the adopted FY22 Capital Improvement Project, the Willimet Way & I-880 Sanitary Sewer Main Installation Project, Project No. 07717, has an adopted budget of \$604,994 in Sewer Improvement Fund 612. In 2020, the City entered into a PSA with RSC Engineering, of which \$154,300 is for sewer design services and technical support during construction. Due to the rising cost of construction labor and materials, the City needs to go through the bidding process to determine the most current project budget. At that time staff would return to

Council to request whether additional funds need to be appropriated to cover the total cost of the project.

Replacing the sewer main and appurtenances are part of an effort to, pursuant to Council direction, modernize and upgrade existing infrastructure. The project will reduce operations and maintenance costs associated with servicing the undersized and structurally defective sewer mains. In addition, staff time attending to issues related to high frequency maintenance and sanitary sewer overflows will be reduced.

STRATEGIC ROADMAP

This agenda item supports the Strategic Roadmap, which includes Improve Infrastructure as one of the strategic priorities. Specifically, this item relates to the implementation of the following project:

Project 15: Upgrade sewer collection system by replacing 3-4 miles of sewer lines annually.

SUSTAINABILITY FEATURES

The repair and replacement of deteriorating sewer lines reduces the risk of sewer overflows, which can cause untreated wastewater to flow into public waterways.

PUBLIC CONTACT

Staff has been in contact with the two property owners on Willimet Way that would be directly affected by the project. During construction, notices will be provided to other affected residents and property owners to inform them of the nature and purpose of the work, potential impacts, work schedule and City contact for additional information.

NEXT STEPS

The estimated schedule for this project is summarized as follows:

Receive Bids	May 24, 2022
Award Construction Contract	June 21, 2022
Notice to Proceed	July 29, 2022
Construction Completion	December 2022

Prepared by: Saeed Saebi, Associate Civil Engineer

Reviewed by: Tay Nguyen, Senior Utilities Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-_____

Introduced by Council Member _____

RESOLUTION APPROVING THE PLANS AND SPECIFICATIONS FOR THE WILLIMET WAY AND I-880 SANITARY SEWER MAIN INSTALLATION PROJECT, PROJECT NO. 07717, AND CALLING FOR BIDS

WHEREAS, the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717 involves installing approximately 165 linear feet of new 12-inch polyvinyl chloride pipe in the City's sewer easement in residential properties and Caltrans' right-of-way between Willimet Way and the Highway 92W/Interstate 880N on-ramp; and

WHEREAS, the Project is statutorily exempt from environmental review under the California Environmental Quality Act (CEQA) Section 15282(k), which allows for the installation of new pipeline or maintenance, repair, restoration, removal, or demolition of an existing subsurface pipeline, provided the project does not exceed one mile in length.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that those certain plans and specifications for the Willimet Way and I-880 Sanitary Sewer Main Installation Project, Project No. 07717, on file in the Office of the City Clerk, are hereby adopted as plans and specifications for the project.

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law.

BE IT FURTHER RESOLVED that sealed bids therefore will be received by the City Clerk's Office at City Hall, 777 B Street, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, May 24, 2022, and immediately thereafter publicly opened and declared by the City Clerk in the City Hall Rotunda, Hayward, California.

BE IT FURTHER RESOLVED that the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
 MAYOR:

NOES: COUNCIL MEMBERS:

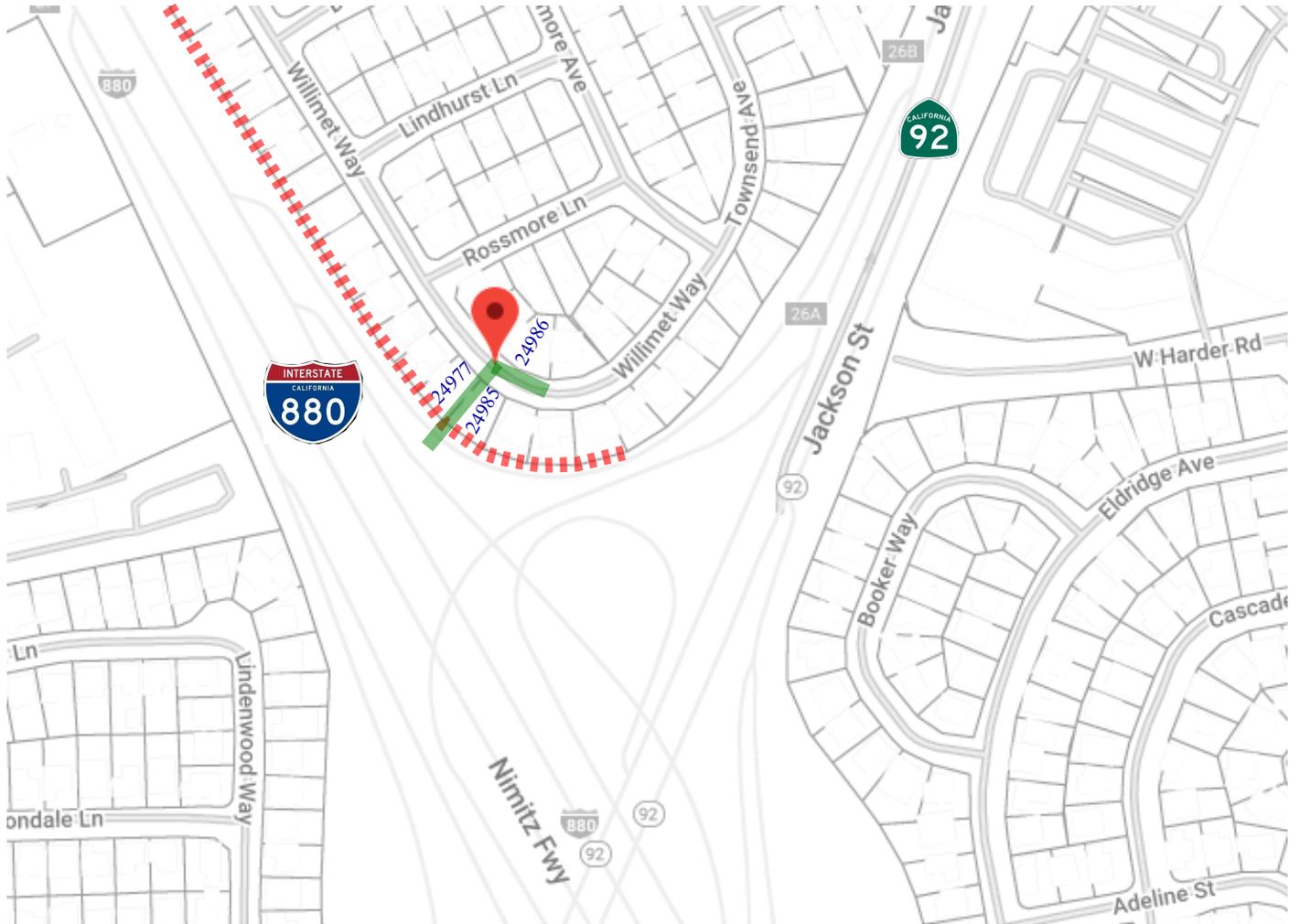
ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
 City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward



LEGEND

-  PROPOSED 12" SANITARY SEWER MAIN
-  EXISTING CALTRANS RETAINING/SOUND WALL

**WILLIMET WAY AND
HIGHWAY 92W/INTERSTATE 880N ON-RAMP**

WILLIMET WAY & I-880 SANITARY SEWER MAIN INSTALLATION PROJECT,
PROJECT NO. 07717

LOCATION MAP



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-265

DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving the Plans and Specifications and Calling for Bids for the Sewer Line Improvements Project, Project No. 07761

RECOMMENDATION

That Council adopts a resolution (Attachment II) approving the plans and specifications for the Sewer Line Improvements Project, Project No. 07761, and calling for construction bids to be received on June 7, 2022.

SUMMARY

The Utilities Division of the Department of Public Works & Utilities replaces the City's undersized or structurally damaged sewer mains through annual capital improvement projects. The Sewer Line Improvements Project will improve the capacity and maintain the operability of the sewer collection system by replacing approximately 4.1 miles of existing vitrified clay pipe (VCP), asbestos cement pipe (ACP), and high-density polyethylene pipe (HDPE) ranging in diameter from 6 to 12-inch with new 8, 10, 12, or 15-inch polyvinyl chloride (PVC) or HDPE. This project takes place at twenty-nine locations throughout the City (Attachment III). Approximately 3.3 miles will be replaced by traditional open-cut method, and another approximately 0.8 mile will be replaced by trenchless technology used to cross under obstructions that prohibit open-cut installation. Design has been completed and bid documents have been prepared. Staff is requesting Council's approval of the plans and specifications, and calling for bids to be received on June 7, 2022.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Resolution
- Attachment III Location Map
- Attachment IV Hayward Sewer Cost Estimate

File #: CONS 22-265



DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT Adopt a Resolution Approving the Plans and Specifications and Calling for Bids for the Sewer Line Improvements Project, Project No. 07761

RECOMMENDATION

That Council adopts a resolution (Attachment II) approving the plans and specifications for the Sewer Line Improvements Project, Project No. 07761, and calling for construction bids to be received on June 7, 2022.

SUMMARY

The Utilities Division of the Department of Public Works & Utilities replaces the City's undersized or structurally damaged sewer mains through annual capital improvement projects. The Sewer Line Improvements Project will improve the capacity and maintain the operability of the sewer collection system by replacing approximately 4.1 miles of existing vitrified clay pipe (VCP), asbestos cement pipe (ACP), and high-density polyethylene pipe (HDPE) ranging in diameter from 6 to 12-inch with new 8, 10, 12, or 15-inch polyvinyl chloride (PVC) or HDPE. This project takes place at twenty-nine locations throughout the City (Attachment III). Approximately 3.3 miles will be replaced by traditional open-cut method, and another approximately 0.8 mile will be replaced by trenchless technology used to cross under obstructions that prohibit open-cut installation. Design has been completed and bid documents have been prepared. Staff is requesting Council's approval of the plans and specifications, and calling for bids to be received on June 7, 202.

BACKGROUND

The City's current Capital Improvement Program (CIP) includes funding to replace the City's undersized or structurally damaged sewer mains through annual sewer line replacement projects. The City operates approximately 325 miles of sanitary sewer mains. The Utilities Division staff performs regular sewer main cleaning and has an ongoing program to monitor and inspect the condition of the City's sanitary sewer collection system using closed circuit television (CCTV) technology. The inspection is performed by placing a camera, mounted on tracks, inside a sewer pipe and remotely guiding it through the length of the pipe to identify structurally damaged sewer mains for repair or replacement.

On September 15, 2020¹, Council approved Resolution No. 20-141, authorizing the City to enter into a Professional Services Agreement (PSA) with HydroScience Engineers, Inc. (HydroScience), for design services and technical support during construction.

On December 7, 2021², Council approved Resolution No. 21-236, adopting the Initial Study and Mitigated Negative Declaration (IS/MND). The City completed the environmental analysis for the construction of the Water and Sewer Line Improvements Project (Project) in accordance with the California Environmental Quality Act (CEQA). Combining both water and sewer projects into one analysis allows for better design efficiencies and economies of scale. The water main improvement part of the Project was issued for bidding and awarded separately. It is currently in the construction phase getting all the documents in order prior to starting the actual construction in the field.

On November 15, 2016³, Council passed a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of \$1,000,000 or more. The agreement requires contractors to use local union hiring halls, encourages contractors to employ Hayward residents or Hayward Unified School District graduates, and requires hired workers to pay union dues and other benefit trust fund contributions, etc. The CWA agreement applies to this Sewer Line Improvements Project because the construction cost estimate is more than \$1,000,000.

DISCUSSION

The sewer main improvements include replacing approximately 4.1 miles of existing 6, 8, 10, and 12-inch vitrified clay, asbestos cement, and high-density polyethylene pipes at twenty-nine locations throughout the City as shown in Attachment III. The sewer line locations were selected by staff based on performance and maintenance data over the past several years. Recommended projects from the 2015 Sewer Master Plan, including upsizing undersized sewer mains, rerouting flows, and installing new sewer lines, were also incorporated to address capacity deficiencies within the existing sewer collection system.

Approximately 3.3 miles of sewer main will be replaced by traditional open-cut method constructed in segments to minimize the impact to customers and traffic. Traditional open-cut sewer repair involves excavating a trench of approximately two to four feet in width and to the depth of the damaged or undersized pipe. Once the sewer main is exposed, the damaged or undersized section is removed and replaced with new pipe. At the same time, a portion of the existing sewer laterals that connect to the sewer are replaced and services are restored. When the repair is complete, the opened trench is backfilled, compacted, and paved to match the original pavement section.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4640098&GUID=DAAB6C51-8A86-47A4-B5D0-35F45982BD1F&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=5347829&GUID=B1C01790-44AD-4D1E-A005-CD3DADA51E29&Options=ID|Text|&Search=07093>

³ <https://hayward.legistar.com/MeetingDetail.aspx?ID=504356&GUID=BBB3510A-72A9-4C24-ADA5-97D40B48097B&Options=info|&Search=>

The remaining 0.8 mile will either be rehabilitated or replaced by trenchless pipe techniques including microtunneling, pipe bursting, pipe reaming, or cured-in-place pipe (CIPP), where open-cut installation is not recommended due to surface features.

- The microtunneling method generally utilizes a boring head that is driven into the ground together with a protective steel casing using jacking equipment. The boring head cuts through and extracts the soil, and the steel casing allows installation of new sewer mains. This method will be used to install new sewer pipe at Torrano Ave crossing under railroad tracks and flood channels.
- The pipe bursting method uses a bursting head that is pulled through the existing pipe and pushes the pipe outward until it breaks apart. At the same time, the bursting head pulls the new pipe behind it and fills the space created by the old pipe with the new pipe. The locations using pipe bursting are on Cypress Avenue, a section on Carlos Bee Boulevard, and in the easement at Whitestone Court, where bursting existing vitrified clay is effective.
- Pipe reaming uses a horizontal directional drilling (HDD) machine. As the drill head rotates and simultaneously pulls through the existing pipe, the old pipe is ground up and replaced with new pipe. The old pipe is removed by mixing the ground up material with the drilling fluid and transferring the mixture to an exit point for removal via a vacuum truck. This method will be employed in Mission Boulevard and Torrano Avenue, where the existing sewer pipe is under the sidewalk and in area of heavy traffic.
- The CIPP technique involves inserting a resin-impregnated flexible tube into the pipe, inflating, and curing with hot water or steam forming a structurally sound, water-tight new pipe within a pipe that has all the structural properties of a stand-alone pipe. This method will be employed to rehabilitate the existing pipe in the easement at Central Avenue.

This project also includes installation of new manholes in areas where it is often difficult to access the existing manholes located in easements on residential properties. Installing new manholes in the public street improves accessibility for future maintenance and operational efficiency when performing Hydro cleaning and CCTV.

Construction is anticipated to begin in August 2022 and take approximately 16 months.

ECONOMIC IMPACT

The community will enjoy the benefits of the project, including the continued operability and serviceability of the sewer collection system. Furthermore, robust and reliable sewer infrastructure can help foster economic development and viability in the City.

Replacing the sewer main and appurtenances are part of an effort to, pursuant to Council direction, modernize and upgrade existing infrastructure. The project will reduce operations and maintenance costs associated with servicing the undersized and structurally defective sewer mains. In addition, staff time attending to issues related to high frequency maintenance and sanitary sewer overflows will be reduced.

FISCAL IMPACT

The estimated costs for the Sewer Line Improvements Project are as follows:

Construction Contract with Contingency	\$13,600,000
Professional Engineering Services – Consultant	\$908,933
Inspection & Testing & Permitting	\$430,000
Construction Administration – City Staff	<u>\$375,000</u>
Total	\$15,313,933

The Sewer Line Improvements Project, Project No. 07761, has a total available budget of \$11,116,653 in Sewer Replacement Fund 611. In 2020, the City entered into a PSA with HydroScience, of which \$908,933 is for sewer design services and technical support during construction. The adopted FY22 CIP includes a remaining budget of \$10,489,000. Due to the rising cost of construction labor and materials, the City needs to go through the bidding process to determine the most current project budget. At that time staff would return to Council to request whether additional funds need to be appropriated to cover the total cost of the project.

STRATEGIC ROADMAP

This agenda item supports the Strategic Roadmap, which includes Improve Infrastructure as one of the strategic priorities. Specifically, this item relates to the implementation of the following project:

Project 15: Upgrade sewer collection system by replacing 3-4 miles of sewer lines annually.

SUSTAINABILITY FEATURES

The repair and replacement of deteriorating sewer lines reduces the risk of sewer overflows, which can cause untreated wastewater to flow into public waterways.

PUBLIC CONTACT

Prior to and during construction, notices will be provided to affected residents, property, and business owners to inform them of the nature and purpose of the work, potential impacts, work schedule and City contact for additional information. In addition, staff will separately contact any large employers and schools that may be affected by the project and coordinate work to minimize impact.

NEXT STEPS

If Council approves the project, staff will advertise the construction project for public bidding and return to Council for the award of the construction contract, after construction bids have been received and reviewed.

The following schedule has been developed for this project:

Receive Bids	June 7, 2022
Award Construction Contract	July 5, 2022
Notice to Proceed	August 19, 2022
Construction Completion	December 2023

Prepared by: Sammy Lo, Senior Civil Engineer

Reviewed by: Tay Nguyen, Senior Utilities Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-_____

Introduced by Council Member _____

RESOLUTION APPROVING THE PLANS AND SPECIFICATIONS FOR THE SEWER LINE IMPROVEMENTS PROJECT, PROJECT NO. 07761, AND CALLING FOR BIDS TO BE RECEIVED BY JUNE 7, 2022

WHEREAS, the City owns and operates approximately 325 miles of sanitary sewer mains; and

WHEREAS, the City conducts ongoing sewer main cleaning and closed-circuit television (CCTV) inspections to identify structurally damaged sewer mains for repair or replacement; and

WHEREAS, approximately 3.3 miles of sewer mains will be replaced by traditional open-cut method, while approximately 0.8 mile of sewer mains will be rehabilitated or replaced by trenchless pipeline technique; and

WHEREAS, the scope includes modifying sanitary sewer manholes (SSMH) and installing new SSMHs for operational efficiency; and

WHEREAS, plans and specifications for the Sewer Line Improvements Project are currently on file in the Office of the City Clerk.

NOW, THEREFORE, BE IT RESOLVED, that those certain plans and specifications for the Sewer Line Improvements Project, Project No. 07761, (Project) on file in the City of Hayward Office of the City Clerk, are hereby adopted as the plans and specifications for the Project; and

BE IT FURTHER RESOLVED, that the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law; and

BE IT FURTHER RESOLVED, that sealed bids will therefore be received by the City Clerk's office at City Hall, 777 B Street, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, June 7, 2022, and immediately thereafter publicly opened and declared by the City Clerk in the City Hall Rotunda, Hayward, California.

BE IT RESOLVED that the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
 MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
 City Clerk of the City of Hayward

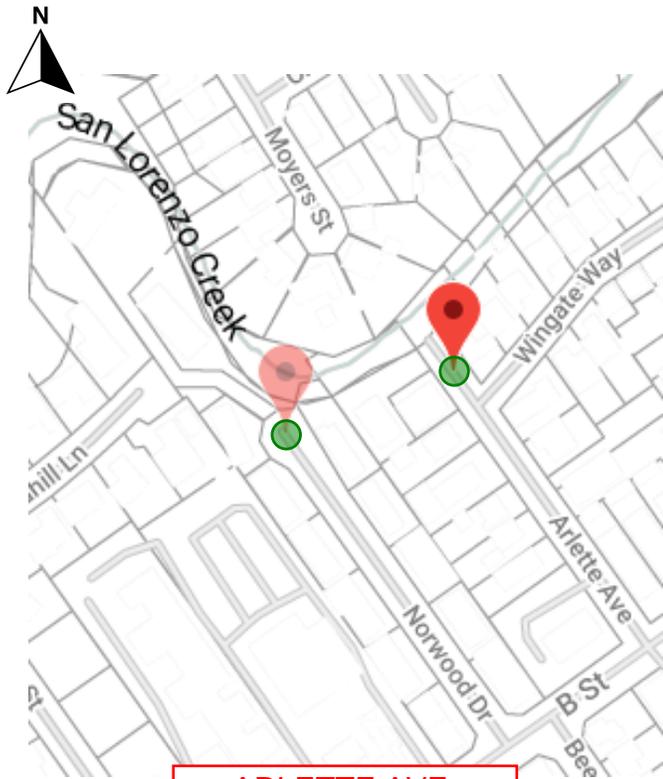
APPROVED AS TO FORM:

City Attorney of the City of Hayward

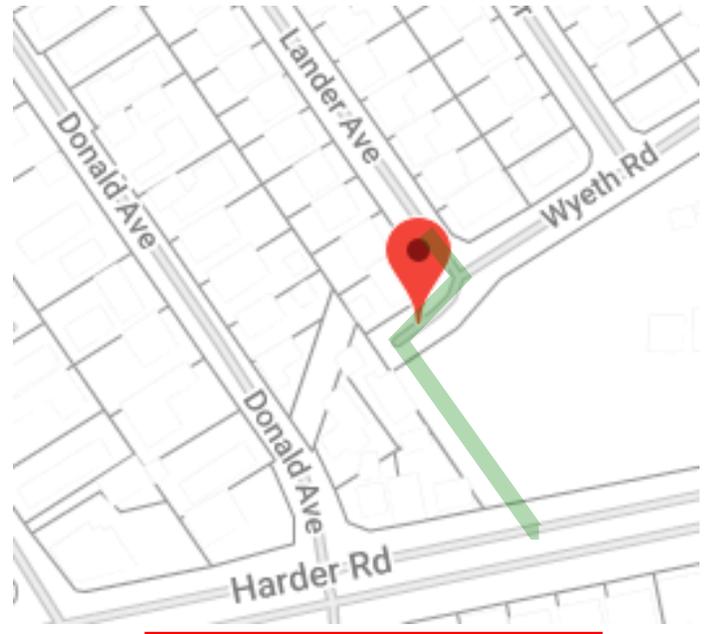


SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

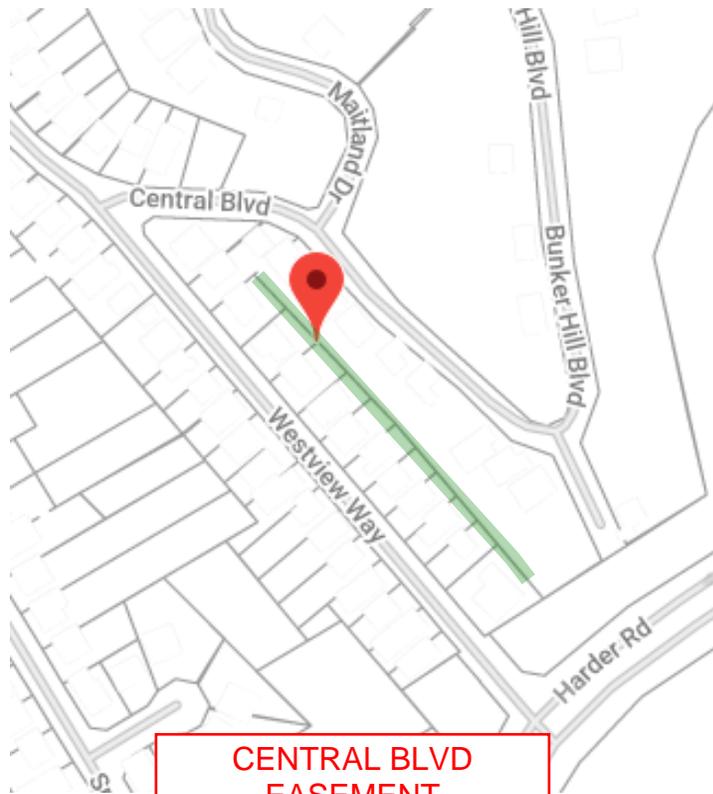
LOCATION MAP PAGE 1 OF 16



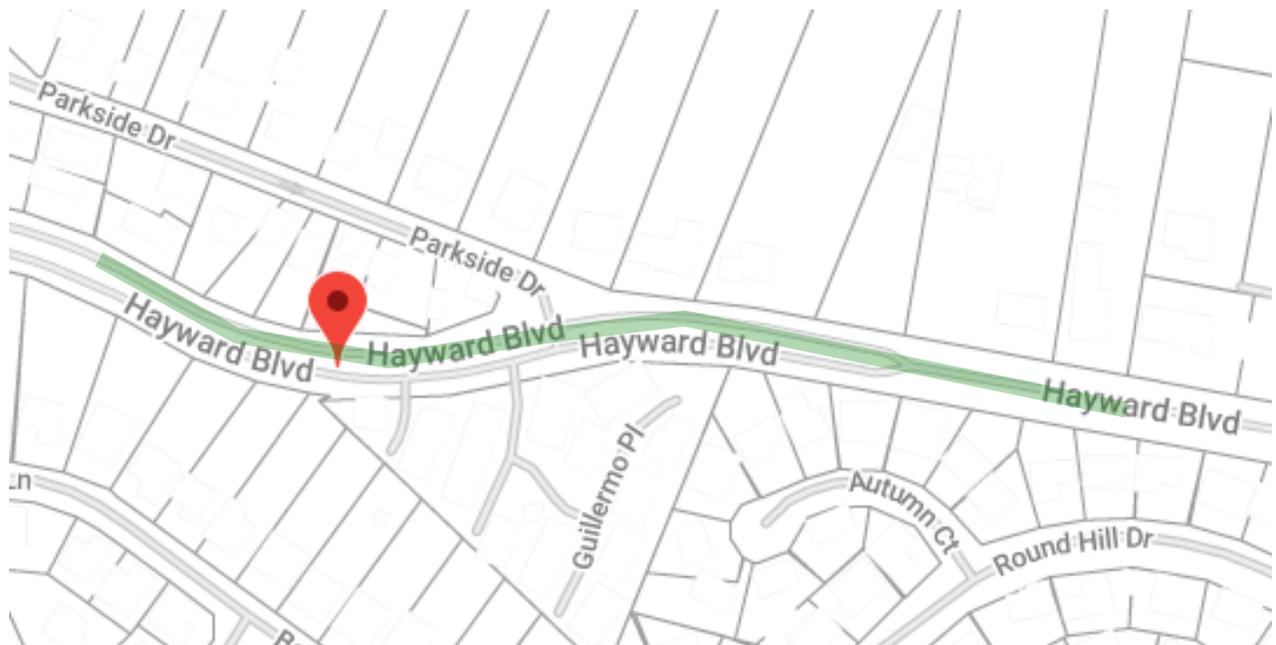
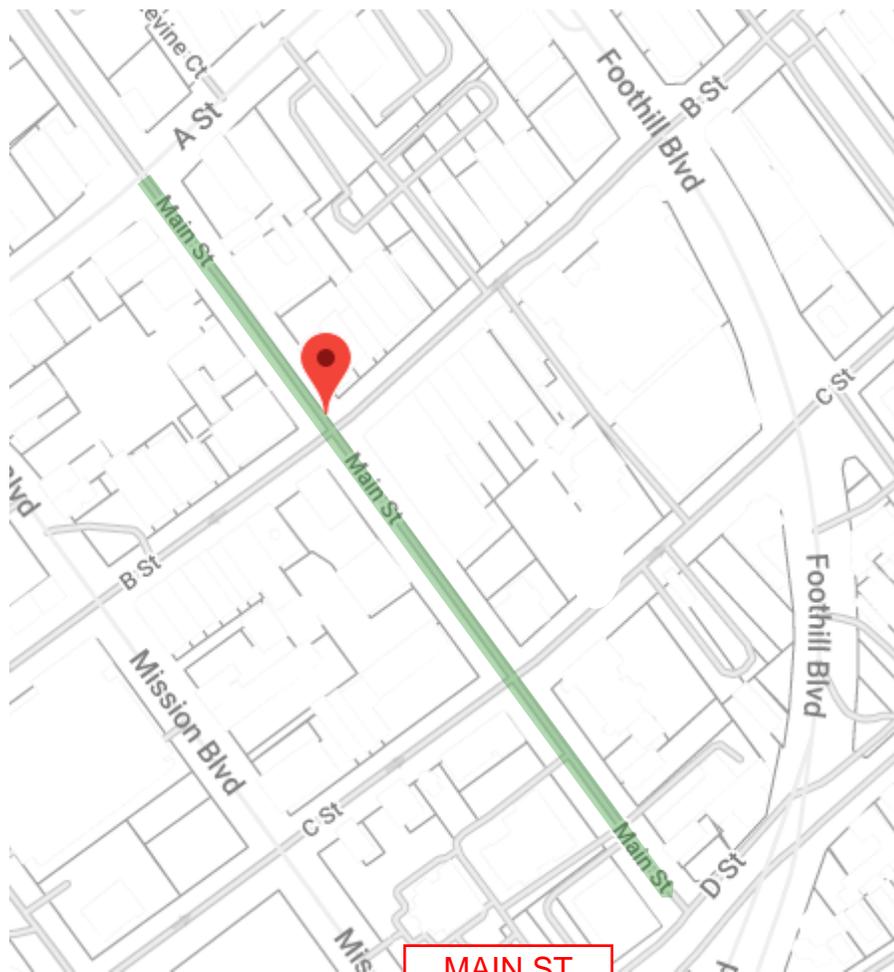
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NORWOOD DR



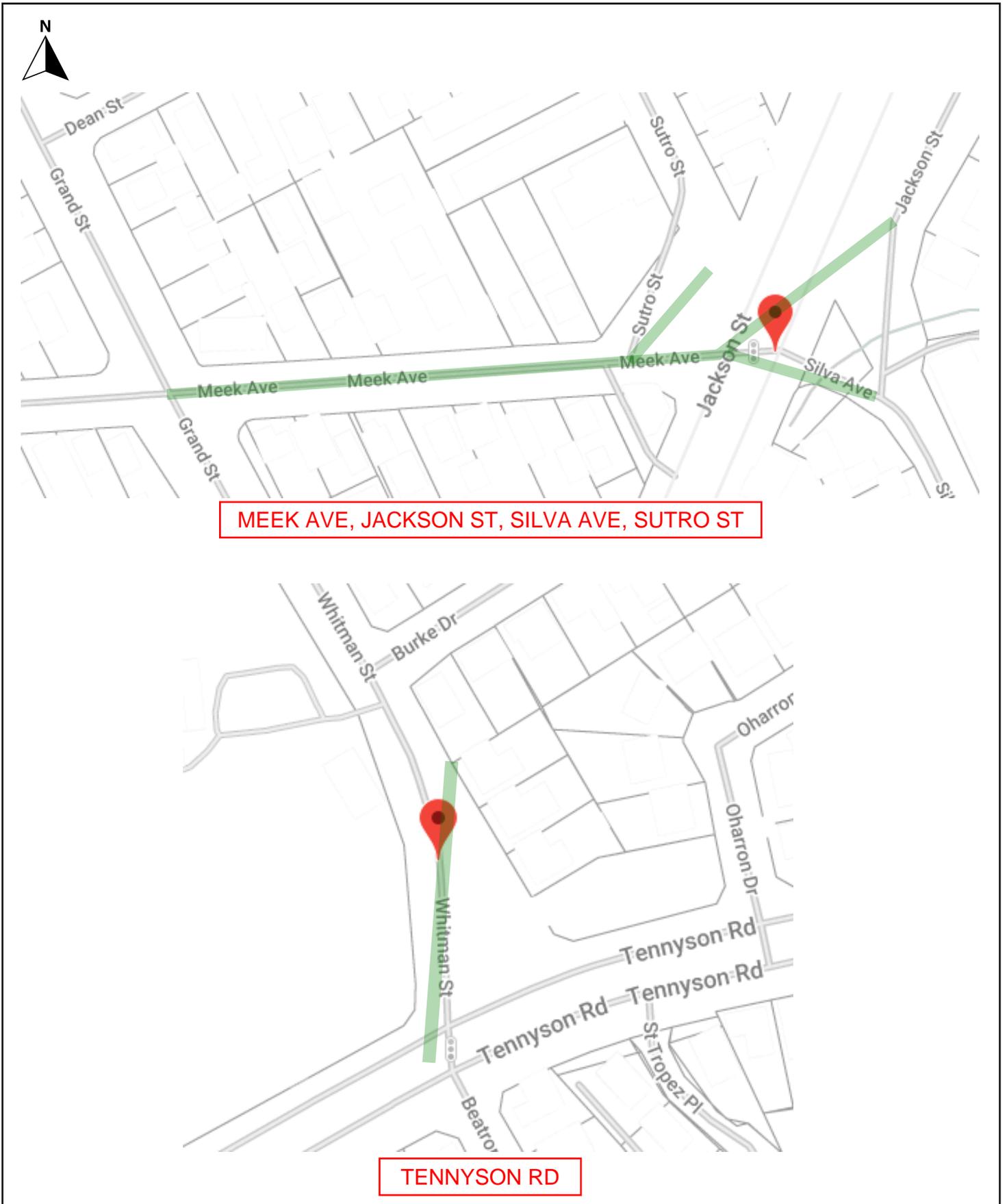
LANDER AVE, WYETH RD



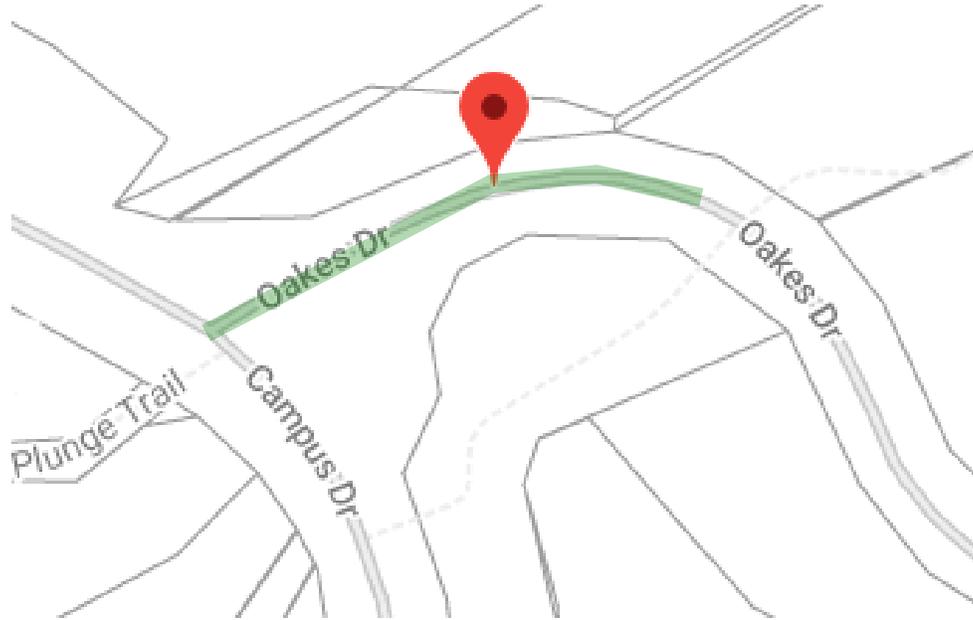
CENTRAL BLVD
EASEMENT



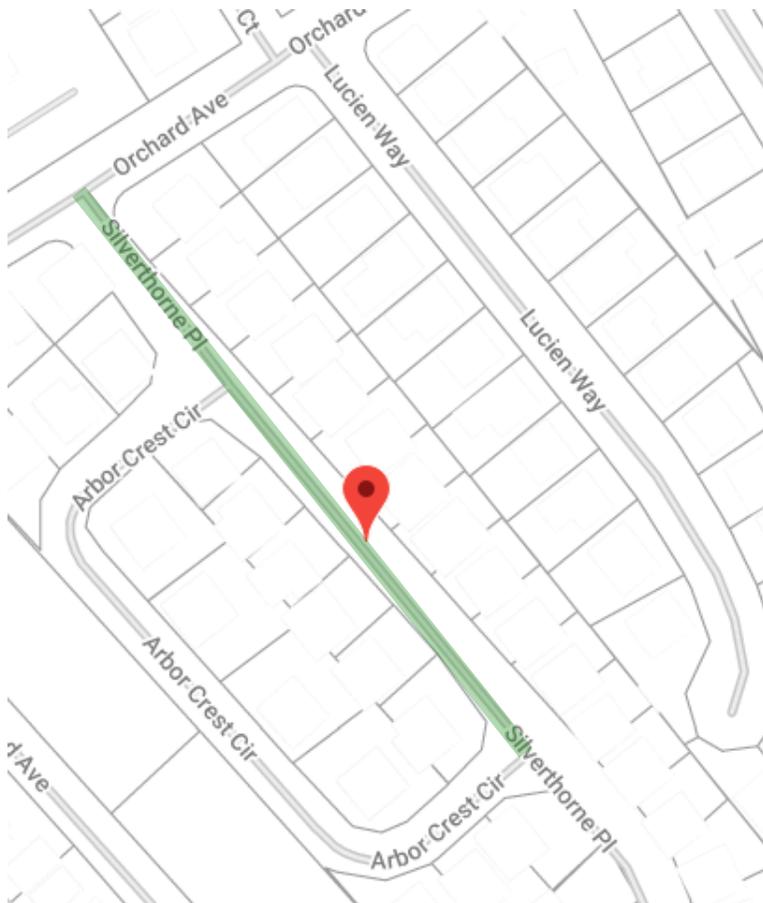
SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



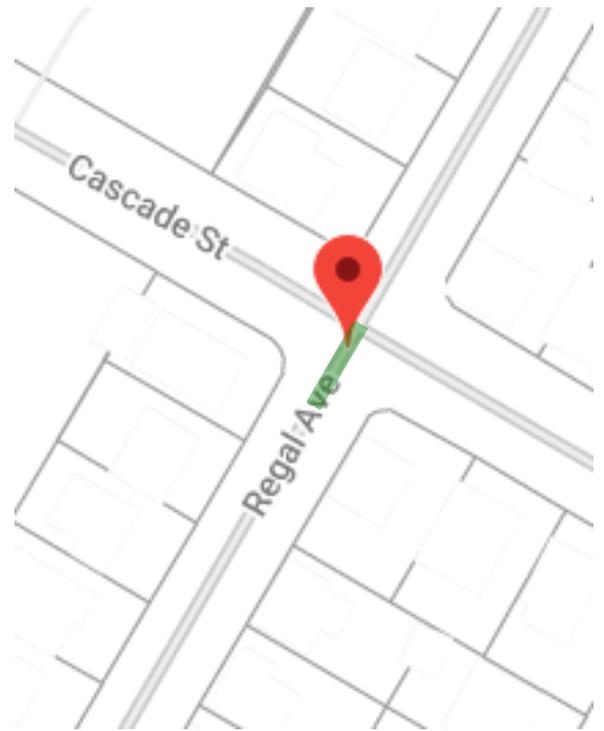
SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



OAKES DR

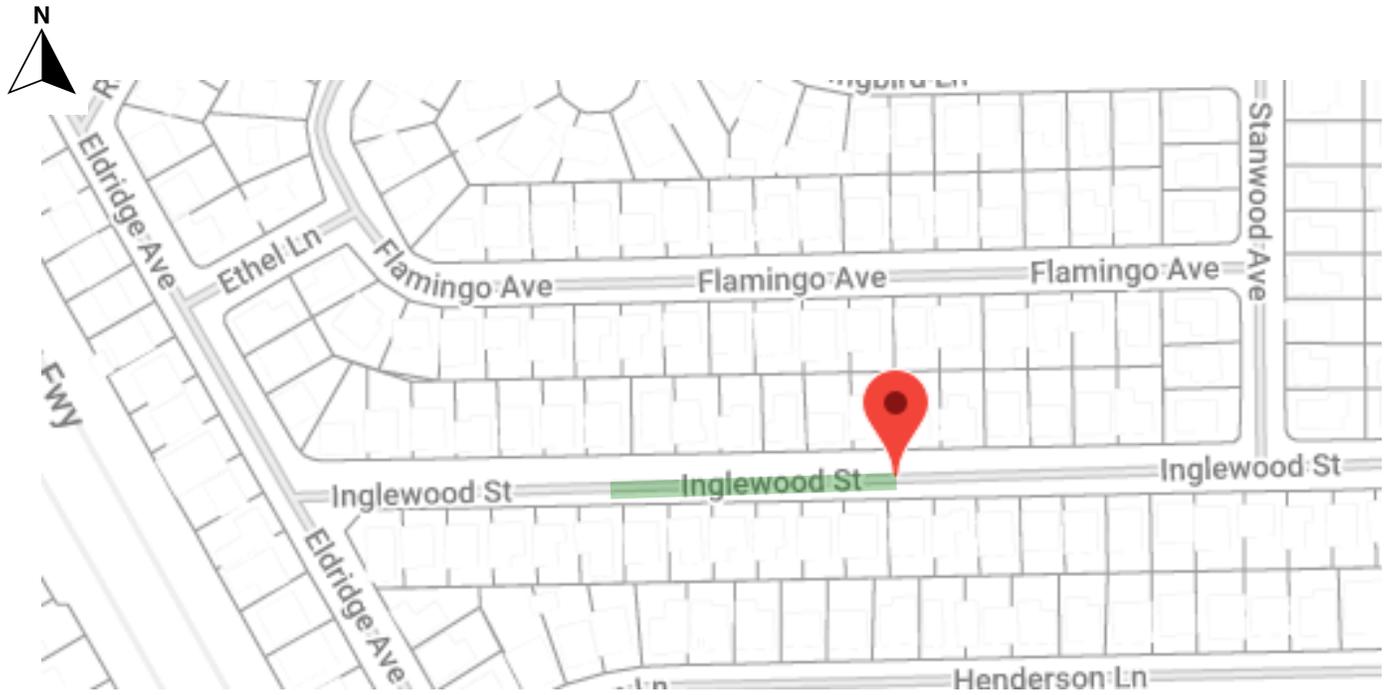


SILVERTHORNE PL

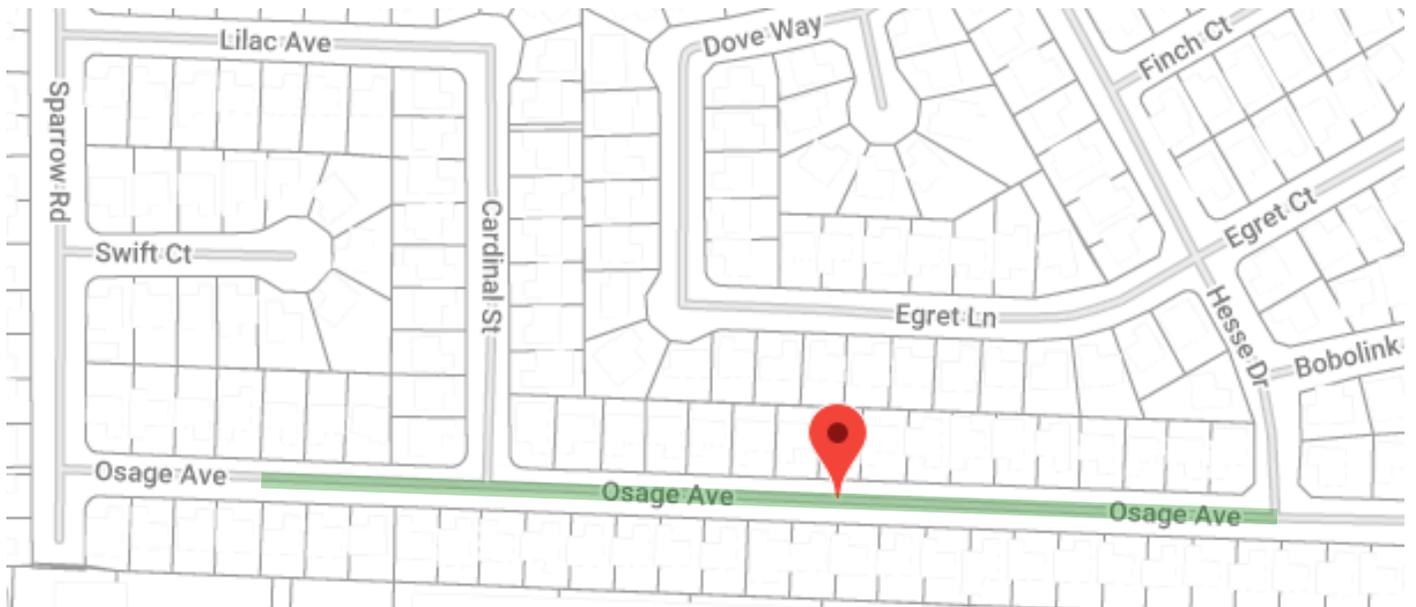


REGAL AVE

SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

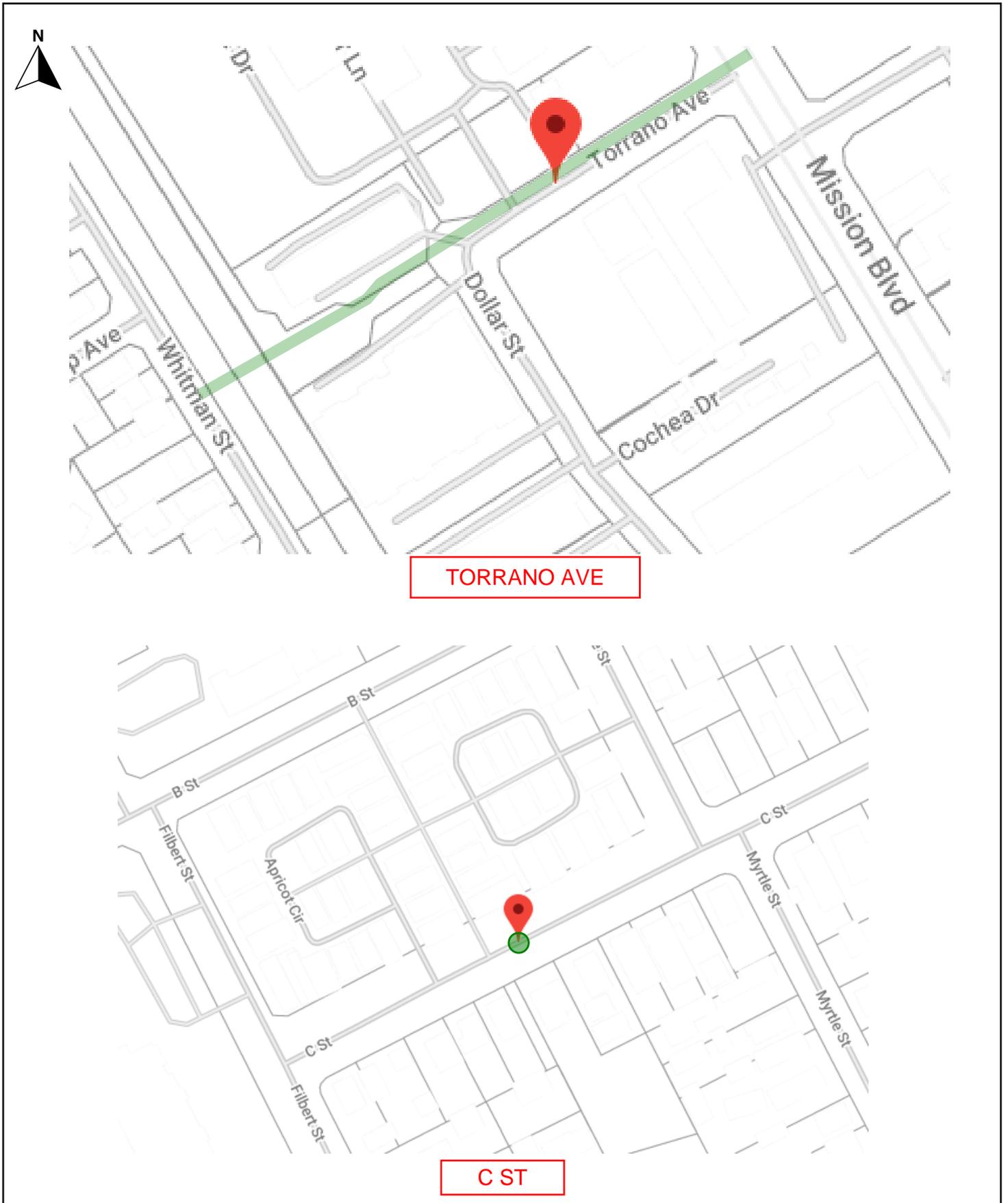


INGLEWOOD ST

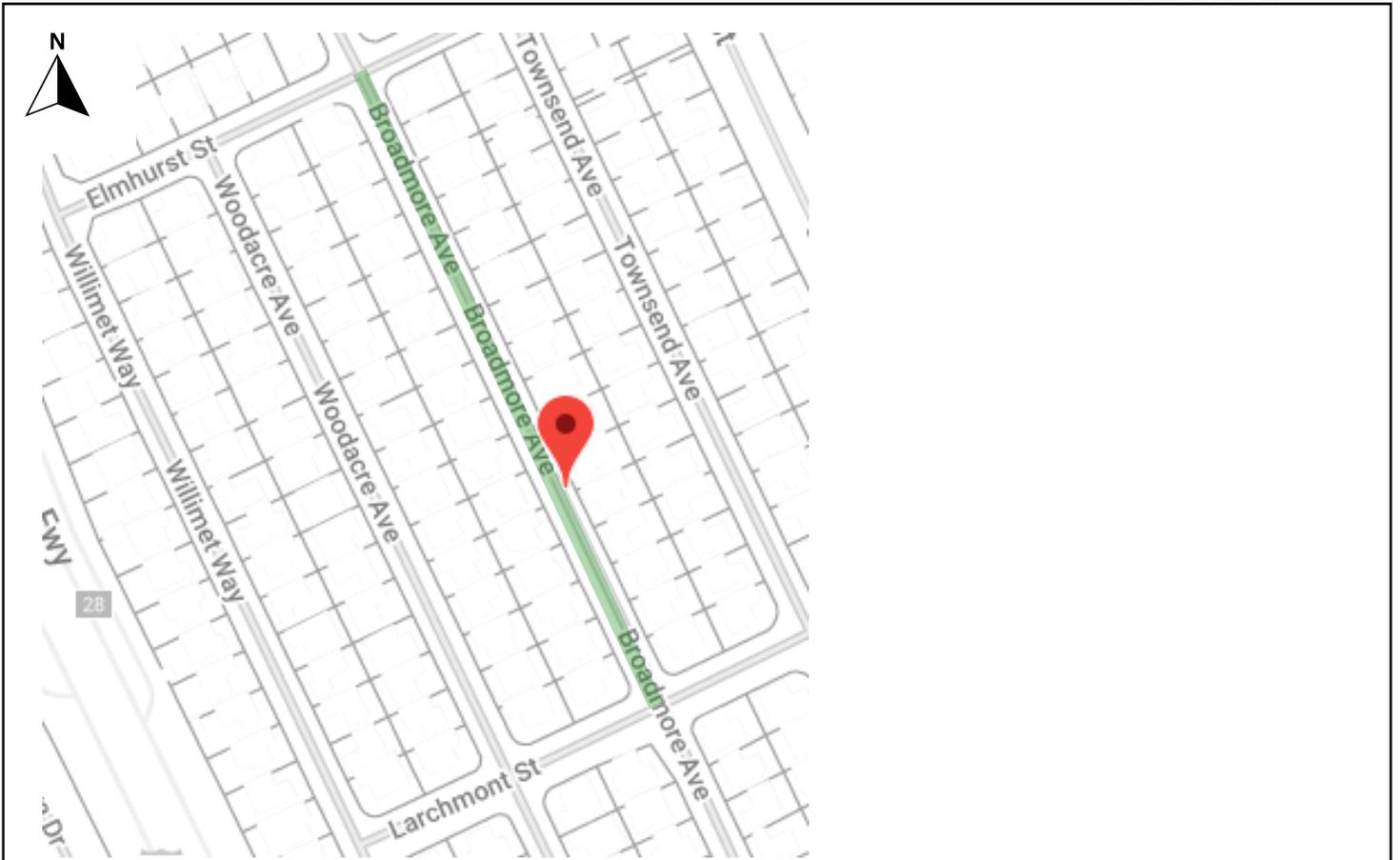


OSAGE AVE

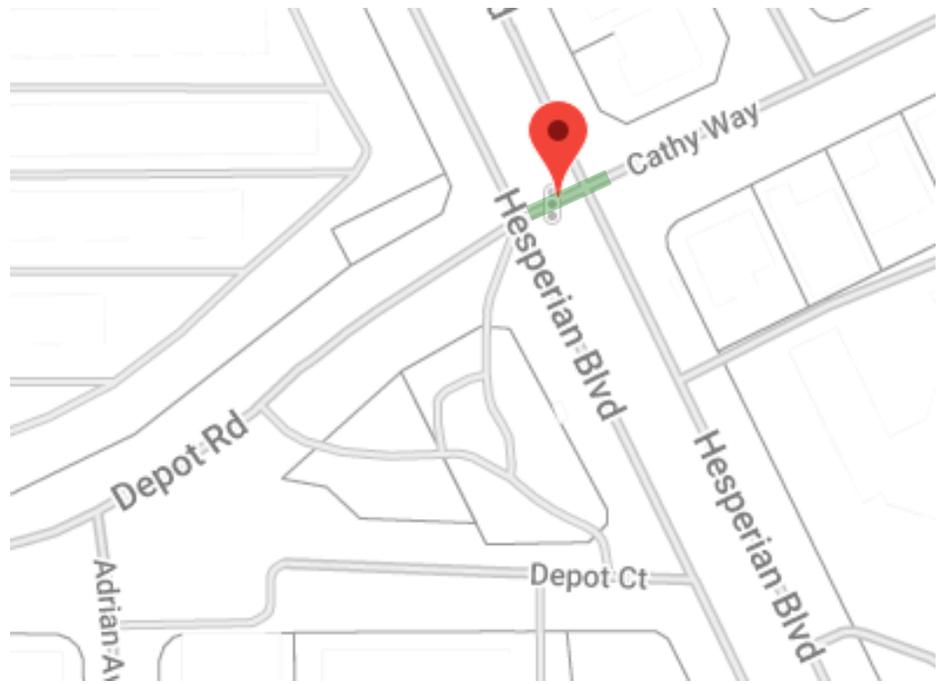
SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

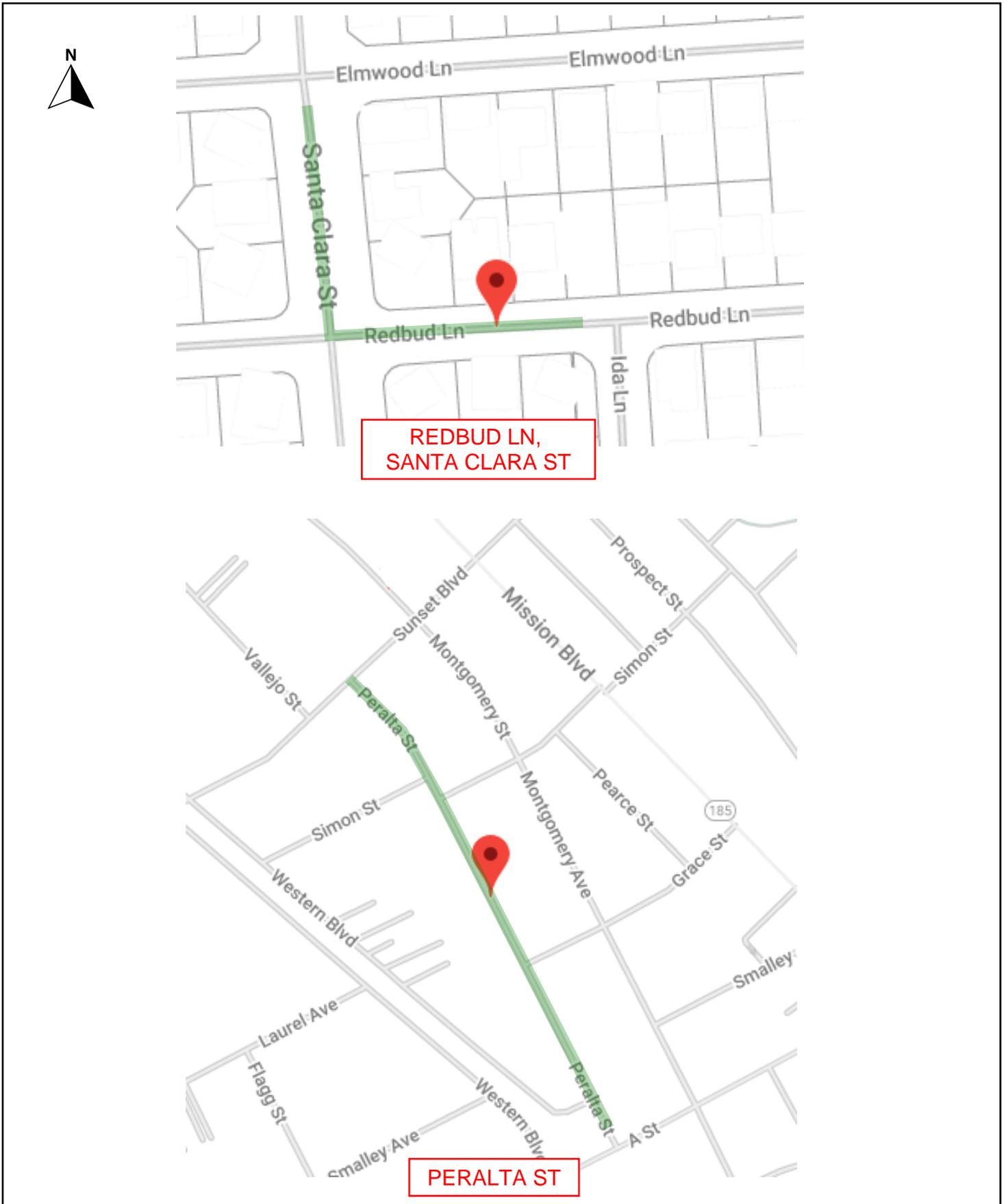


BROADMORE AVE



CATHY WY

SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



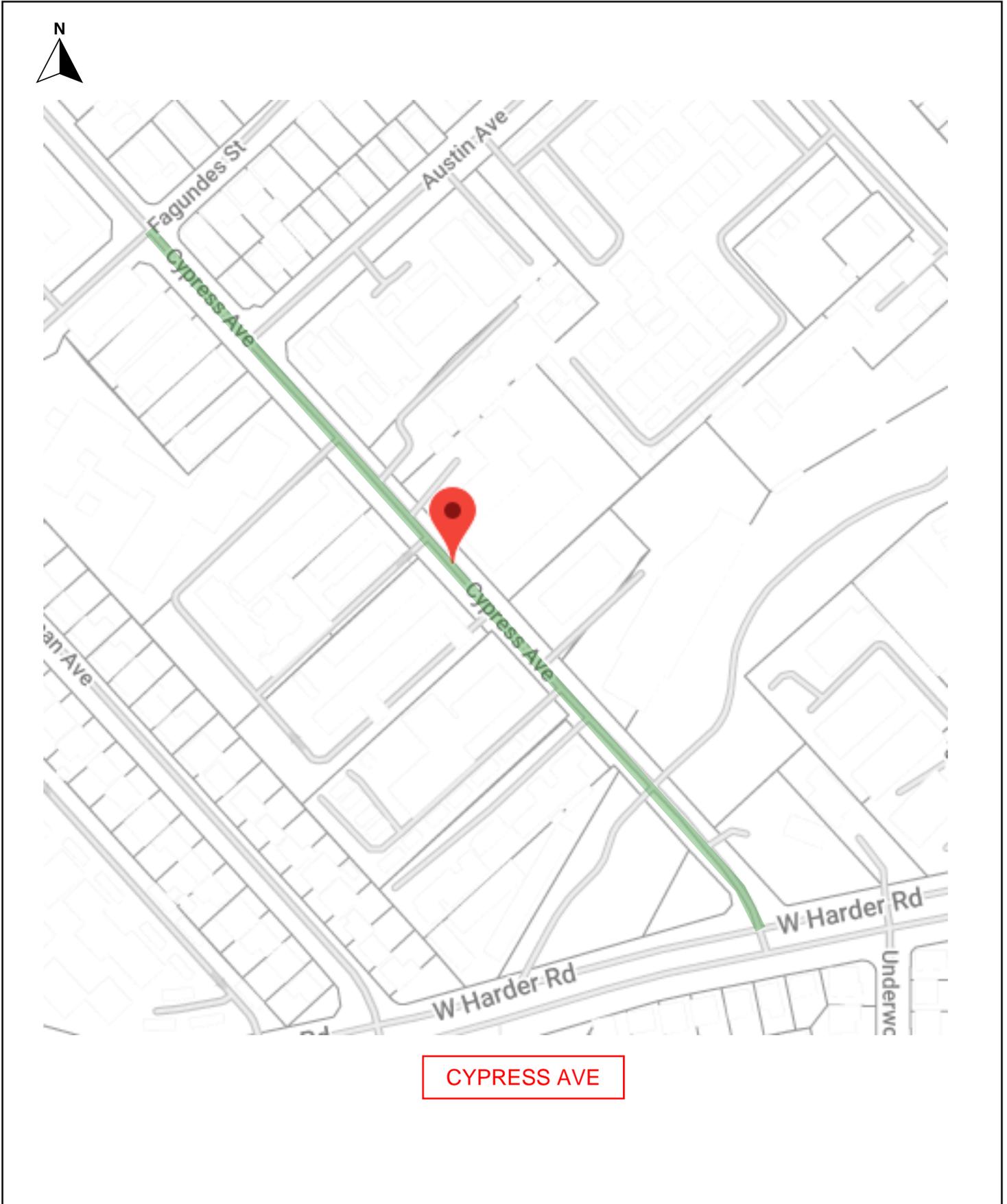
SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



ROCKAWAY LN,
RUSSELL WY

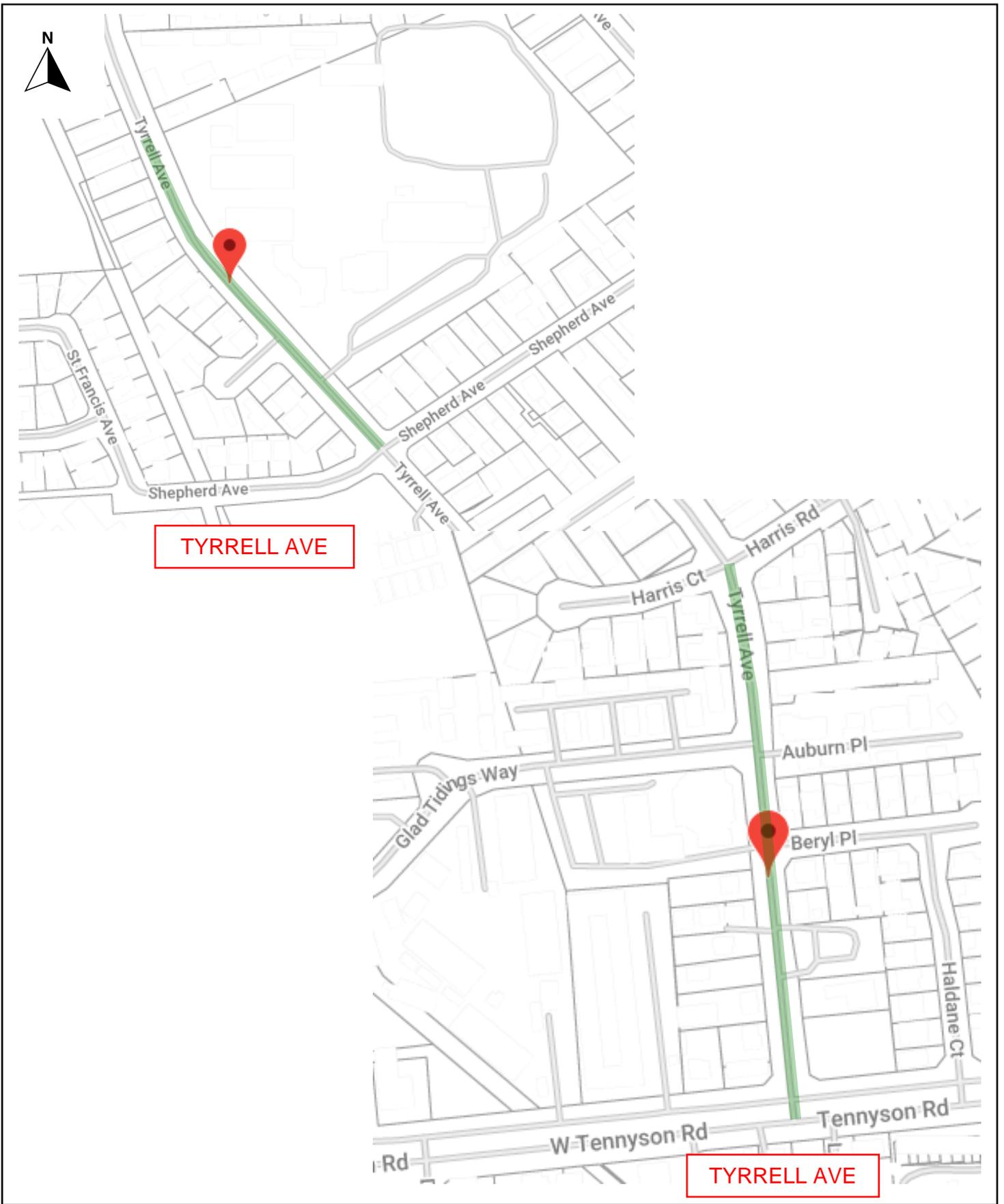
MONTGOMERY AVE, SUNSET BLVD

SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

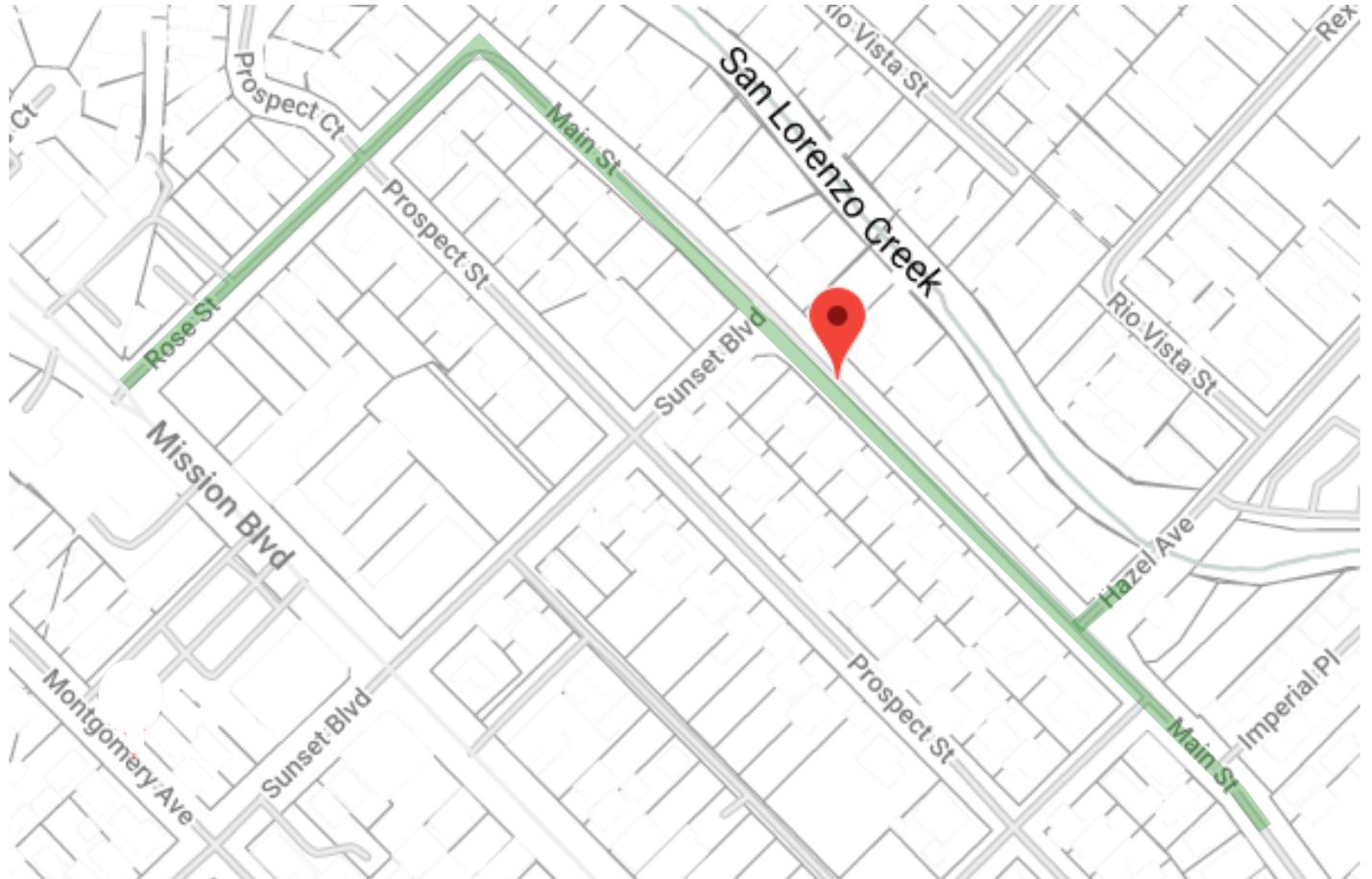


SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

LOCATION MAP PAGE 11 OF 16



SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



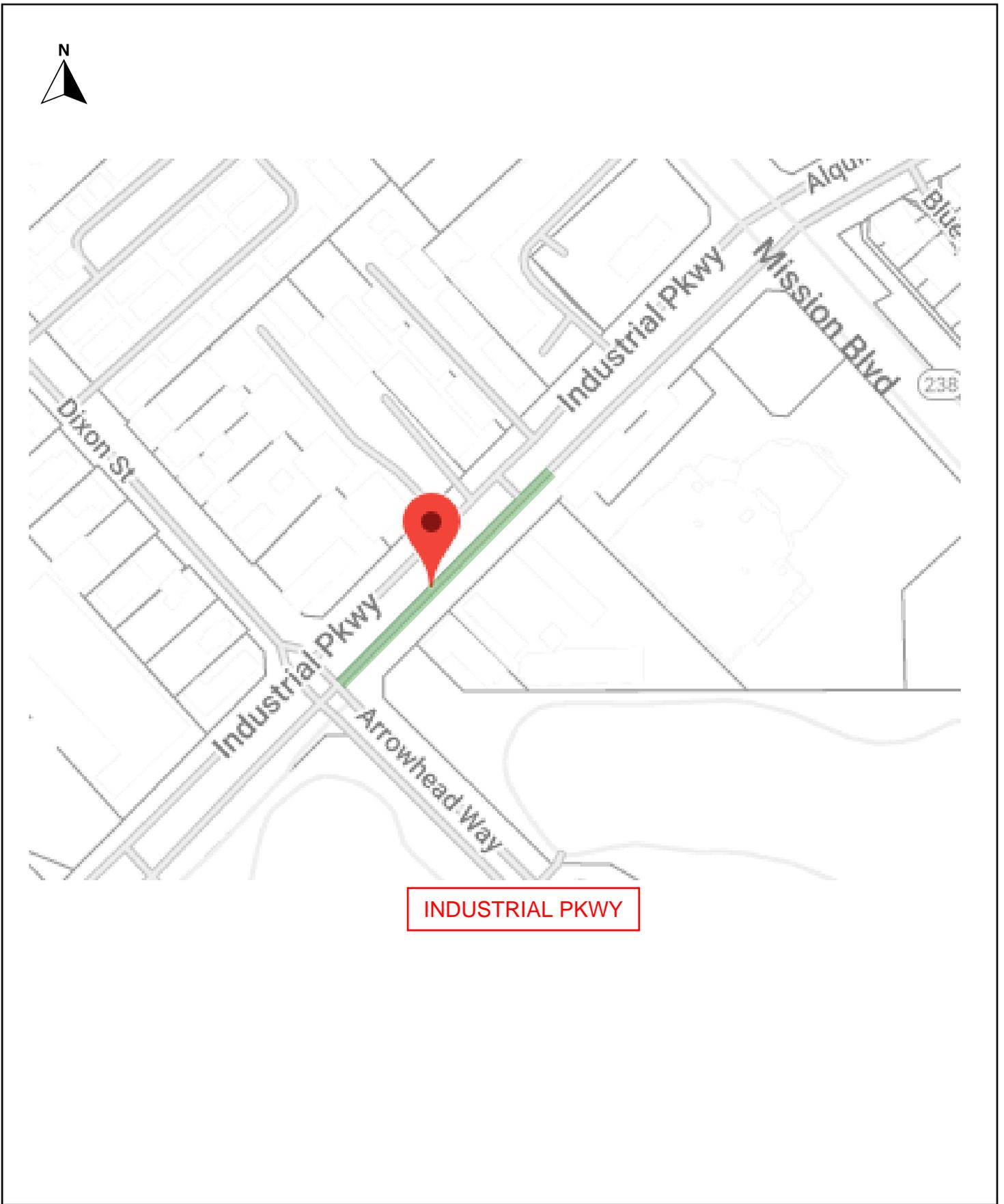
ROSE ST, MAIN ST, HAZEL AVE

SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

LOCATION MAP PAGE 13 OF 16



SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761



SEWER LINE IMPROVEMENT PROJECT, PROJECT NO. 07761

LOCATION MAP PAGE 15 OF 16



WHITESTONE CT EASEMENT,
ACCESS ROAD AT CANYON VIEW PARK ON
FARM HILL DR

City of Hayward Sewer Improvement Project**Engineer's Opinion of Probable Construction Cost - 90% Design Level**

HydroScience Engineers

March 2022

All Projects

BID ITEM	DESCRIPTION	QTY	UNIT	UNIT RATE	SUBTOTAL
1	Mobilization/Demobilization (5% of Construction)	1	LS	\$ 650,000	\$ 650,000
2	Traffic Control	1	LS	\$185,320.00	\$ 185,320
3	Sheeting, Shoring, and Bracing	1	LS	\$ 80,055.00	\$ 80,055
4	Water Pollution Control	1	LS	\$ 44,475.00	\$ 44,475
5	Sewer Bypassing and Flow Control	1	LS	\$102,292.50	\$ 102,293
6	Standard 48-inch Manhole	68	EA	\$12,000.00	\$ 816,000
7	Standard 60-inch Manhole	8	EA	\$22,000.00	\$ 176,000
8	Shallow Manhole	10	EA	\$10,000.00	\$ 100,000
9	Manhole Outside Drop	1	EA	\$ 4,000.00	\$ 4,000
10	8-inch Sanitary Sewer (Open Cut)	5,532	LF	\$ 360.00	\$ 1,991,520
11	8-inch Sanitary Sewer (Fault Zone - Site S25)	415	LF	\$ 540.00	\$ 224,100
12	8-inch Sanitary Sewer (Pipe Bursting)	417	LF	\$ 240.00	\$ 100,080
13	10-inch Sanitary Sewer (Open Cut)	5,731	LF	\$ 450.00	\$ 2,578,950
14	12-inch Sanitary Sewer (Open Cut)	4,522	LF	\$ 540.00	\$ 2,441,880
15	12-inch Sanitary Sewer (Pipe Bursting)	1,919	LF	\$ 360.00	\$ 690,840
16	15-inch Sanitary Sewer (Open Cut)	1,590	LF	\$ 675.00	\$ 1,073,250
17	15-inch or 16-inch Sanitary Sewer (Pipe Bursting)	807	LF	\$ 450.00	\$ 363,150
18	Trenchless 24-inch Steel Casing and Sewer (Site S15)	1	LS	\$325,000.00	\$ 325,000
19	Storm Channel Improvements (Site S15)	1	LS	\$100,000.00	\$ 100,000
20	Replace Sewer by Pipe Reaming (Site S15)	688	LF	\$ 360.00	\$ 247,680
21	Trench Dam Modification (Site S29)	3	EA	\$ 5,000.00	\$ 15,000
22	Sewer Spot Repair (10-foot length)	14	EA	\$ 7,500.00	\$ 105,000
23	CIPP Lining of 8-inch Sanitary Sewer	567	LF	\$ 160.00	\$ 90,720
24	Concrete Encasement	1,229	LF	\$ 60.00	\$ 73,740
25	New Sewer Lateral Connection (w/5 feet new lateral)	443	EA	\$ 1,200.00	\$ 531,600
26	Additional Sewer Lateral	515	LF	\$ 150.00	\$ 77,250
27	Lateral Cleanout	13	EA	\$ 1,000.00	\$ 13,000
28	Abandon Existing Sanitary Sewer (4" or 6")	915	LF	\$ 30.00	\$ 27,450
29	Abandon Existing Sanitary Sewer (8")	2,131	LF	\$ 40.00	\$ 85,240
30	Abandon Existing Sanitary Sewer (10")	309	LF	\$ 50.00	\$ 15,450
31	Rehabilitate Existing Manhole	28	EA	\$ 8,000	\$ 224,000
32	Manhole Lining	10	EA	\$ 4,500	\$ 45,000

33	Reconstruct Retaining Wall and Access Road (S29)	1	LS	\$ 50,000	\$ 50,000
34	Replace 12" Storm Drain Crossing (S20)	1	LS	\$ 20,000	\$ 20,000
	Construction Subtotal				\$ 13,668,043
	Bid Contingency at 20%	20%			\$ 2,733,000
	Overall Total				\$ 16,401,043



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-274

DATE: May 3, 2022

TO: Mayor and City Council

FROM: Fire Chief

SUBJECT

Adopt a Resolution Authorizing the City Manager to Enter Into an Agreement For Vegetation Management Services With Pacheco Landscape Management, For a Not to Exceed Amount of \$263,997 to Support The Hayward Fire Department's Creation of Defensible Space Project

RECOMMENDATION

That Council adopts a resolution (Attachment II) authorizing the City Manager to enter into an agreement for vegetation management services with Pacheco Landscape Management, for a not to exceed amount of \$263,997 to support the Hayward Fire Department's Creation of Defensible Space project in the Hayward Hills, Fairview, and Five Canyons Communities.

SUMMARY

The Fire Department was awarded \$242,865 from Hazard Mitigation Grant Program, a FEMA grant, to support the Creation of Defensible Space in the Hayward Hills, Fairview, And Five Canyons Communities program. The scope of work for the grant includes ongoing education on wildfire safety and how to create defensible space, conducting a large-scale defensible space demonstration, and supporting the annual chipping program and the Resident Assistance Program (RAP).

After soliciting proposals from several contractors, the Fire Department selected Pacheco Landscape Management to assist with vegetation management activities.

ATTACHMENTS

- | | |
|----------------|--|
| Attachment I | Staff Report |
| Attachment II | Resolution |
| Attachment III | Request for Proposal and Professional Services Agreement |
| Attachment IV | Grant Award |

File #: CONS 22-274



DATE: May 3, 2022

TO: Mayor and City Council

FROM: Fire Chief

SUBJECT: Adopt a Resolution Authorizing the City Manager to Execute an Agreement With Pacheco Landscape Management For Vegetation Management Services Related to The Hayward Fire Department's Defensible Space Project In An Amount Not to Exceed \$242,86

RECOMMENDATION

That Council adopts the resolution (Attachment II) authorizing the City Manager to execute an agreement with Pacheco Landscape Management for vegetation management services related to the Hayward Fire Department's Defensible Space Project, in an amount not-to-exceed \$263,997.

SUMMARY

The Hayward Fire Department (HFD) was awarded \$242,865 from the FEMA Hazard Mitigation Grant Program to support HFD's creation of Defensible Space Project servicing the Hayward Hills, Fairview, And Five Canyons communities. The scope of work for the grant includes ongoing education on wildfire safety and the creation of defensible space, large-scale defensible space demonstration(s), and support of the annual Chipping Program and Resident Assistance Program (RAP).

After soliciting proposals from several contractors, the HFD selected Pacheco Landscape Management (PLM) to assist with vegetation management activities related to the Defensible Space Project.

BACKGROUND

Following large-scale disasters, FEMA's Hazard Mitigation Grant Program (HMGP) funds are awarded to local agencies that have identified plans and projects that reduce the effects of future natural disasters. Program goals include improving the resiliency of communities and implementing effective mitigation strategies in high-risk areas.

The Hayward Fire Department relies heavily on grant funding to sustain its Vegetation Management Program, established in 2012. The Program supports the residents of

Hayward and Fairview with creating defensible space in high-fire hazard areas. It consists of a no-cost chipping service for residents who can cut and stack their tree limbs to be chipped for their use or hauled away. The program also sponsors a Resident Assistance Program (RAP) to assist community members unable to perform such tasks due to age, low income, or disability.

In December 2020, HFD was awarded \$21,132 by HMGP to prepare for and plan a large-scale Defensible Dspace Project. The scope of work is scheduled for three phases: (1) Conduct a full-scale outreach campaign to educate Hayward and Fairview community on wildfire behavior, defensible space, evacuation preparation; (2) Present large-scale defensible space demonstration(s); and (3) Engage individual household participation and progress sharing. With 255 staff hours of careful planning across three departments in 2021, the City successfully completed Phase I of the three-year project and was awarded an additional \$242,865 with a cost-share of \$80,999 that can be matched with staff time on the project.

On January 18, 2022, a resolution to accept and appropriate grant funding from FEMA HMGP for the Creation of Defensible Space in the Hayward Hills Project was signed by Council.

DISCUSSION

Staff prepared and posted a Request for Proposals (RFP) on the City's website and sent notification emails to the service providers known for doing similar work. RFP#2215-012122 was published in January 2022 to solicit proposals to perform vegetation management services for the Phase II demonstration and the RAP. Inquiries concerning the RFP's scope of work were due on February 21, 2022, and proposals were due on March 18, 2022. The Department received bids from Bay Area Tree Specialists, Pacheco Landscape Management, Bay Area Tree Specialists, Brightview, and Julian Tree Care.

A panel of three members, consisting of the City's Purchasing Manager, the HFD's Chipping and RAP Manager, and the HMGP Project Manager, independently scored each proposal. The panel selected the final candidate based on ability to perform the work, the proposed budget, schedule, demonstrated relevant experience and ability to communicate and work effectively with the public and staff. The evaluation panel unanimously determined that PLM was most suitable to contract with for this project. The panel's selection criteria and scoring sheets were shared with and approved by the Fire Chief.

Pacheco Landscape Management was awarded on April 13, 2022. PLM staff will assist the HFD with performing various vegetation management activities on private residential properties, chipping, the large-scale demonstrations, and documenting progress with narratives, completed work, and photos for grant reporting.

FISCAL IMPACT

This contract will have no impact on the City's General Fund. Work completed by PLM will be reimbursed through FEMA's HMGP.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not directly relate to the six priorities outlined in the Council's Strategic Roadmap.

Prepared by: Shanalee Gallagher, Management Analyst

Recommended by: Garrett Contreras, Fire Chief

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', is written over a horizontal line.

Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-

Introduced by Council Member _____

ADOPT A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH PACHECO LANDSCAPE MANAGEMENT FOR VEGETATION MANAGEMENT SERVICES RELATED TO THE HAYWARD FIRE DEPARTMENT'S DEFENSIBLE SPACE PROJECT IN AN AMOUNT NOT TO EXCEED \$263,997

WHEREAS, FEMA's Hazard Mitigation Grant Program awarded City of Hayward Fire Department an additional \$242,865.00 for the Creation of Defensible Space in the Hayward Hills Project and;

WHEREAS, these funds were awarded for a large-scale demonstration project in the Ward Creek Drainage and to provide defensible space education and promote community participation in communities at risk for wildfires and;

WHEREAS, staff hours up to \$80,999 can be dedicated to the project to meet the 25% non-federal cost share and;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hayward that the City Manager is hereby authorized to execute an agreement with Pacheco Landscape Management for Vegetation Management Services related to the Hayward Fire Department's Defensible Space Project in an amount not to exceed \$263,99, which shall be appropriated from FEMA's Hazard Mitigation Grant.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2021

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
 MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
 City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward



HAYWARD FIRE DEPARTMENT

Request for Proposal

Hayward Fire Department Vegetation Management Services

RFP # 2215-012122

Proposal Due: March 18, 2022 by **3:00pm PST**

Email to:

Rita.Perez@hayward-ca.gov
Rita Perez, Purchasing Manager

Norma.Marples@hayward-ca.gov
Norma Marples, Senior Secretary

Cc: Shanalee.Gallagher@hayward-ca.gov
Shanalee Gallagher, Project Manager

City of Hayward
777 B St.
Hayward, CA 94541

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OBJECTIVE

The City of Hayward Fire Department (hereinafter referred to as "City") is seeking an experienced and qualified contractor who is specially trained, experienced, and competent to perform on-call chipping services, and defensible space creation on private and public property in accordance with the standard terms, conditions, and specifications per the Hayward Fire Department (HFD). The work shall be done in compliance with the City's proposed contract language set forth in this Request for Proposal.

The objectives for this proposal are to identify a qualified contractor to:

- Perform on-call tree limb chipping services.
- Participate in planning meetings with fire department staff.
- Perform activities that contribute to the creation of one or more large-scale defensible space project(s).
- Remove and properly dispose of rubbish from properties.
- Perform services within timelines requested by city staff.
- Maintain records of work performed and all related correspondence.
- Provide invoices for services rendered within 48 hours of project completion.

SUBMISSION

HFD will be accepting proposals to be submitted via email no later than **3:00 p.m., Friday, March 18, 2022**. All proposals shall be submitted in accordance with the format and information listed in this RFP. Respondents will absorb all costs incurred in the preparation and presentation of their proposal.

DUE DATE: Proposal submissions for this RFP must be received via email no later than **Friday, March 18, 2022, by 3PM PST**.

Please email Rita.Perez@hayward-ca.gov and Norma.Marples@hayward-ca.gov with copy to Shanalee.Gallagher@hayward-ca.gov to:

1. Confirm your intent to bid,
2. Receive a complete list of questions asked by you and other vendors, along with the City's response, and
3. Submit your proposal.

Please note important proposal dates below:

Ref	Activity	Date
1	Issue RFP	January 24, 2022
3	Deadline: Email RFP questions	February 21, 2022 by 12PM PST
4	City provides RFP question answers via email	March 3, 2022 by 5PM PST
5	Deadline: Email Proposal	March 18, 2022 by 3PM PST

- It is the sole responsibility of the proposing firm to ensure that proposals are received prior to the closing date and time, as late proposals will not be accepted.
- Submitted proposals will become the property of the City and may be used by the City in any way deemed appropriate.
- The City hereby affirmatively ensures that minority, or women business enterprises will be afforded full opportunity to submit proposals in response to this Notice and will not be discriminated against based on race, religion, creed, color, national origin, ancestry, physical handicap, medical condition, marital status, or sex.
- The City reserves the right to withdraw this Request for Proposal, reject or negotiate any and all proposals, and to waive any irregularity. In negotiating a final contract, the City may increase or decrease the Scope of Work including increasing or decreasing the work for any or all identified tasks within the Scope of Work.
- The City will be receiving Federal funding through the Federal Emergency Management Agency (FEMA) for the Scope of Work and, if so, winning bids will subject the Contractor to Federal procurement standards as described in Title 2 Code of Federal Regulations 200.318-200.326) and FEMA Hazard Mitigation Assistance Procurement Standards.

SCOPE OF WORK

The Contractor shall supply all labor, materials, and equipment necessary to provide the City of Hayward Fire Department with the services listed in the scope of work set forth. The Hayward Fire Department's Vegetation Management Program consists of on-call tree limb chipping service, residential assistance program for defensible space, and large-scale defensible space projects, as needed.

All work will be located throughout the Hayward Hills and adjacent unincorporated community of Fairview Fire Protection District, including Five Canyons, map of area is attached.

Chipping Services

The Hayward Fire Department runs a 6-8 week on-call tree limb chipping service twice per calendar year, (Spring and Fall). Contractor must be able to start this year's chipping program by May 1, 2022 and be available on-call through the end of October.

Properties are serviced on a first come first serve basis. HFD will provide the selected Contractor the list of addresses to schedule on a weekly basis, by Thursday of each week. The Contractor will put the weekly list of addresses in order, for service in the following week. Contractor will convey schedule back to HFD representative by the next day (Friday). Contractor will chip tree limbs up to 8" in diameter that have been cut by homeowners, stacked in piles along the edge of their property. Unless specified by the homeowner Contractor will legally dispose of materials off site as green waste. Where homeowners have made specific arrangements with an HFD representative, contractor will deposit chipped materials in a pile on site as directed by homeowner. Chipping sites shall be left clean of any debris, unless pile has been deemed as "unchippable." "Unchippable" materials shall not be disturbed, and Contractor must immediately inform HFD representative.

Homeowners will be instructed to place tree limbs or brush at curb, with the cut side of the limbs facing the street. Contractor employees shall not go beyond the street right-of-way to collect the debris. Homeowners will be instructed that piles shall be free of rocks, dirt, wire, lumber, spiny plants, poison oak and blackberries, and that the chipper cannot chip piles of pine needles or leaves. HFD will work with the selected Contractor(s) to provide homeowner additional instructions to optimize Contractor chipping production.

Resident Assistance Program

Contractor will assist homeowners approved for the Resident Assistance Program to prepare materials for chipping as well as perform other defensible space services deemed necessary during the onsite visit with HFD personnel, contractor, and homeowner. This will include but is not limited to, pruning tree limbs, cutting brush, clearing down/dead vegetation, and stacking cut materials for pick up as part of the chipping program. Contractor will meet with HFD representative and homeowner to finalize scope of work at each approved property. Contractor will then submit to the HFD representative an itemized scope of work per property for approval of the work.

Large-Scale Defensible Space Project

During the course of the contract, HFD will choose properties within the project area, detailed in this scope of work, to perform defensible space work. These projects are to be used as an example to properties owners of what defensible space should look like.

Defensible Space is defined as follows: 30ft firebreak is made by the complete removal all brush, flammable vegetation, or combustible growth which is located 30ft from such building or structure or to the property line, whichever is nearer. This includes the cutting and removal of all grass to 4 inches or less, complete removal of all dead or dying vegetation, limbing trees to at least 6ft up to 15ft depending on slope and total removal of shrubs under tree canopy. The Fire Department may determine a 100ft clearance is needed depending on extra hazardous conditions. Which would also include the cutting and removal of grass to 4 inches, removal of dead or dying vegetation, limbing trees up to 15ft, thinning of tree crowns, and the removal of bushes and shrubs below tree canopy.

Work periods

Work periods will generally be limited to Monday through Friday. No work will be scheduled on weekends and City holidays. The number of chipping days and Residential Assistance Program will be determined by public participation and the availability of funding for the program. The large-scale defensible space project, and Resident Assistance Program is on an as needed basis for the term of signed Professional Services Agreement.

Terms/Billing

Selected Contractor is expected to execute the City's Standard Professional Services Agreement and abide by contract provisions outlined in CFR 200 Appendix II for contracts under federal awards. The City's service agreement, Title 2 CFR 200.318-200.326) and FEMA Hazard Mitigation

Assistance Procurement Standards. A contract with a not to exceed amount will be furnished to the successful Contractor within the time for acceptance specified. The contract shall be interpreted, construed, and given effect in all respects according to the laws of the State of California. COH terms of payment are N30 from date of invoice.

If the City and the selected Contractor(s) team cannot agree on a satisfactory contract, the City reserves the right to terminate negotiations. The City will then negotiate an agreement with the next highest-ranking responsible Contractor.

Payments shall be made at the unit prices indicated and said payments shall include full compensation for furnishing all labor, materials, tools, equipment, transportation, and incidentals necessary to complete on-call chipping service, Resident Assistant Program, large defensible space project, and as needed abatement to the satisfaction of the City and no additional payments will be made.

Contractor shall submit chipping invoices on a weekly basis, listing each address completed, fuel load hauled away and man hours per week. The large-scale defensible space project, and Resident Assistance Program work will be invoiced upon completion and inspection of the work performed.

Prices provided will be good until the end of Calendar Year 2022.

Record Keeping

Contractor will maintain accurate records of quantities of materials processed, by general type (tree, brush, etc.) and will cooperate with HFD representative in any audit of such quantities. Contractor shall keep a Hayward Fire Department Representative up to date with daily progress reports on addresses or locations of completed work; and locations where chip piles were evaluated as “unchippable.”

The Contractor’s work is funded by FEMA’s Hazard Mitigation Grant Program and requires both narrative and picture documentation of work. An HFD representative will be present onsite to document the before and after states; no work should be started without said documentation.

Restriction of Work

Contractors will cease work when Red Flag conditions are declared by the National Weather Service. It is the Contractor’s responsibility to be aware of fire conditions. Contractor can learn about fire weather conditions by going to the National Weather Service California Fire Weather web page <https://www.weather.gov/>.

Traffic Control

Contractor will be responsible for appropriate traffic control measures. Contractor shall take all reasonable measures as required by existing conditions and performance of the Contractor to protect the public and their property.

Employees

Contractor shall use its best efforts to assure that all employees present a neat appearance and conduct themselves in a courteous manner. Contractor shall regularly train its employees in customer courtesy, shall prohibit the use of loud or profane language, and shall instruct all employees to perform the work as quietly as possible. If any employee is found not to be courteous or not to be performing services in the manner required by the Contract, Contractors shall take all appropriate corrective measures. If City of Hayward has notified Contractors of a complaint related to discourteous or improper behavior, Contractors shall consider reassigning the employee to duties not entailing contract with the public while Contractor is pursuing its investigation and corrective action process.

Contractor shall designate qualified supervisor of field operations who will be available by radio or cell phone during Contractor hours of operations to handle calls and complaints from City of Hayward or to follow up on problems and inspect Contractor operations.

City of Hayward shall notify the Contractor for each violation of the contract reported to them by a resident. It shall be the duty of the Contractors to take proper action to remedy the cause of the complaint within twenty-four (24) hours after notification. Failure to remedy the cause of the complaint within the specified time.

Contractor acknowledges and understands and agrees that there are no promises, expectations or guarantees regarding the amount of work or services to be ordered by City of Hayward from the Contractors under this agreement.

PROPOSAL FORMAT

Contractor must submit a signed cover letter on company letterhead and include the following:

- Confirmation from Contractor that they agree to the terms and conditions set forth in this Request for Proposal.
- Company name, address, website, phone, and fax numbers.
- Designation of primary contact within the company who is authorized to answer questions regarding the assigned work, scheduling of the work, and the submittal of the reports to HFD on work completion; include their name, contact phone number, and e-mail.
- All items listed in the "Required Information" section.
- Contractors to provide pricing on the following items:

Chipping of homeowners cut materials and Disposal	\$ ___ per cubic yard measured in truck bed inclusive of all transport and handling to legally dispose of materials
Chipping of homeowner cut materials and pile at site	\$ ___ per cubic yard measured in pile on site
Hourly rate / 2-person crew for chipping	\$ ___ per hour of 2-person chipping crew inclusive of all transport and equipment

Hourly rate / 2-person crew for Large Scale Defensible Space Project and Resident Assistant Program	\$ ____ per hour of 2-person for Large Scale Defensible Space Project and Resident Assistant Program inclusive of all transport and equipment
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Required Information

Contractor to provide the following information:

1. License(s)
2. Insurance (as stated in Qualification & Requirements)
3. Experience (brief description of relevant experience)
4. References (3)
5. Equipment List
6. Price sheet (as listed in Proposal Format)

Qualifications & Requirements

- Three years' experience doing fuel reduction or similar work in and around communities documented by three references with contact information related to previous work completed.
- Provide a list of all necessary equipment in good working order and trained operators to complete scope of work as described.
- Provide a list of all necessary vehicles to support crew transportation and equipment maintenance.
- Provide fire suppression equipment to support all services provided.
- Provide current license to conduct business in the State of California. Contractor or subcontractor performing the work must have a current California C61/D49 license or a C-27 Landscape Contractor License.
- The Contractor must be able to provide a Certified Arborist, as needed.
- The Contractor will also be required to carry insurance in the amount of \$1,000,000 for each of the following: general liability, automotive liability, workers' compensation, and employers' liability. Professional liability insurance for errors and omissions will also be required.
- The Contractor(s) will be required to comply with the City's nondiscrimination and affirmative action provisions, attached.
- The Contractor will need to stipulate its non-involvement in the development or production of nuclear weapons.
- The Contractor must adhere to the City of Hayward's General Provisions for Purchases of Work and Services, attached.
- The Contractor must adhere to the contract provisions for procurement outlined in Exhibit F. In the event of a conflict with other provisions in this contract that address the same or a similar requirement, the provisions that are stricter and impose the greater duties upon Contractor shall apply.
- Contractor must be in good standing and will be verified as a part of the selection process.

Changes / Modifications

The City reserves the right to order changes in the scope of work. The Contractor has the right to request an equitable price adjustment in cases where modifications to the contract under the authority of this clause result in increased costs to the contractor. Price adjustments will be based on the unit prices proposed by the Contractor. Any contract resulting from this solicitation may be modified upon written and mutual consent of both parties.

SELECTION PROCESS AND CRITERIA

The City will make its selection based on several criteria and reserves the right to accept other than the lowest priced offered. The award will be in the best interest of the City and will be to a firm or firms whose overall proposal is rated as being in the City's best interest. Selection criteria will include:

- The best match of contractor to project needs, including experience, staffing, past performance with contract administrators etc.
- The best match of contractor's availability to meet the City's timing needs.
- The best match of operator experience, skills, and equipment for site conditions.
- Quality and thoroughness of the proposal.
- Experience and past performance in completing projects of a similar type, size, and complexity.

City staff will evaluate all responses to the RFP that meet the submittal requirements and deadline. Submittals that do not meet the requirements or deadline will not be considered. The City reserves the right to request additional information or materials from bidding parties, if necessary, to determine the winning proposal.

The City reserves the right to accept or reject any or all proposal, or to alter the selection process in any way, to postpone the selection process for its own convenience at any time, and to waive any informality in the proposals. The City of Hayward retains the right at its sole discretion to select a contractor.

MISCELLANEOUS STATEMENTS

Pre-Contractual Expenses: The City shall not be liable for any pre-contractual expense incurred by Contractor in the preparation of its proposal and prior to the date of award. Contractor shall not include any such expense as part of its proposal.

Requests for Supplemental Information: The City reserves the right to require the submittal of additional information that supplements or explains proposal materials.

Reimbursement of Costs: No reimbursement whatsoever will be made by the City for any costs incurred by candidates related to the preparation or presentation of proposals.

Property of the City: All materials submitted become the property of the City of Hayward and will not be returned. Funds awarded are public funds and any information submitted or generated is subject to public disclosure requirements.

State Provisions: The Fair Political Practices Act and/or California Government Code Section 1090, among other statutes and regulations may prohibit the City from contracting with a service provider if the service provider or an employee, officer or director of the service or firm, or any immediate family of the preceding, or any subcontractor or contactor of the service provider, is serving as a public official, elected official, employee, board or commission member of the City who will award or influence the awarding of the contract or otherwise participate in the making of the contract. The making of a contract includes actions that are preliminary or preparatory to the selection of a contactor such as, but not limited to, involvement in the reasoning, planning and/or drafting of solicitations for bids and RFPs, feasibility studies, master plans or preliminary discussions or negotiations.

Environmentally Friendly Preferred Purchasing Program: The City shall continue to implement the Environmentally Friendly Preferred Purchasing Program by requiring City contractors to use best management practices (e.g., waste prevention, salvage and reuse, recycling and reusing) to maximize diversion of waste from landfills.

END OF REQUEST FOR PROPOSAL

Attachments & Exhibits

Attachment A: Professional Services Agreement

Attachment B: Project Area: Chipping & Residential Assistance Map

- Exhibit A: Nondiscriminatory Employment Practices Provisions
- Exhibit B: Special Affirmative Action Provision for Supply and Service Contracts
- Exhibit C: Non-discriminatory Employment Practices and Affirmative Action Certification Statement
- Exhibit D: Affirmation on Non-Involvement in Development of Production of Nuclear Weapons
- Exhibit E: General Provisions for Purchases of Work and Services
- Exhibit F: FEMA Mandated Contract Provisions

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF HAYWARD AND
(CONTRACTOR)

THIS AGREEMENT, dated for convenience this ____ day of _____, 20____, is by and between (**name of contractor**), a [**insert here a description of the capacity of the contractor such as a sole proprietorship, a California corporation, or a limited partnership**], ("Contractor") and the CITY OF HAYWARD, a public body of the State of California ("City");

RECITALS:

WHEREAS, Contractor is specially trained, experienced, and competent to perform the special services which will be required by this agreement; and

WHEREAS, Contractor is willing to render such professional services, as hereinafter defined, on the following terms and conditions.

WHEREAS, Contractor is willing to render such as defined in the proposal entitled “Hayward Fire Department Vegetation Management Services”, dated _____, 2021.

NOW, THEREFORE, Contractor and the City agree as follows:

AGREEMENT:

Scope of Service.

Subject to the terms and conditions set forth in this agreement, Contractor shall provide to City as needed vegetation management services, on-call chipping services, and defensible space activities on private property in accordance with the standard terms, conditions, and specifications per the Hayward Fire Department (HFD). Contractor shall provide said services at the time, place and in the manner specified therein.

Compensation. City hereby agrees to pay Contractor: the unit prices and amounts set forth in the quote, as submitted by the Contractor in response to the City's Request for Proposal for Vegetation Management Services, On-Call Chipping of Homeowner Cut Materials and Resident Assistance Program. This schedule of compensation shall remain in effect for the initial term of this agreement. If the term of this agreement is extended, the schedule of compensation may be amended upon mutual consent of the City and Contractor.

Effective Date and Term. The effective date of this agreement is _____ and it shall terminate no later than _____. This agreement may be extended for a

period of two 1-year terms, provided the Contractor is continuing to provide the level of service as outlined in their proposal and is satisfactorily abiding by the terms of this Agreement.

Independent Contractor Status. It is expressly understood and agreed by both parties that Contractor, while engaged in carrying out and complying with any of the terms and conditions of this agreement, is an independent contractor and not an employee of the City. Contractor expressly warrants not to represent, at any time or in any manner, that Contractor is an employee of the City.

Billings. Contractor shall submit invoices to the City describing its services and costs in the manner set forth in the proposal (RFP# 2215-012122) specifications for vegetation management services. Contractor shall not invoice the City for services not yet performed. City agrees to remit payment to the contractor within 30 days of receipt of correct invoice.

Advice and Status Reporting. Contractor shall provide the City with timely advice of all significant developments arising during performance of its services hereunder orally or in writing.

Designation of Primary Provider of Services. This agreement contemplates the services of Contractor, **[Name, Name, and Name]**. The primary provider of the services called for by this agreement shall be **[insert here the name of the individual who will provide the services to the City]**, who shall not be replaced without the written consent of City's Fire Chief.

Assignment of Personnel. Contractor shall assign only competent personnel to perform services pursuant to this agreement. In the event that City, in its sole discretion, at any time during the term of this agreement, desires the removal of any such persons, Contractor shall, immediately upon receiving notice from City of such desire of City, cause the removal of such person or persons.

Assignment and Subcontracting. It is recognized by the parties hereto that a substantial inducement to City for entering into this agreement was, and is, the **[professional]** reputation and competence of Contractor. Neither this agreement nor any interest therein may be assigned by Contractor without the prior written approval of City's Fire Chief. Contractor shall not subcontract any portion of the performance contemplated and provided for herein without prior written approval of the City's Fire Chief.

Insurance. On or before beginning any of the services or work called for by any term of this agreement, Contractor, at its own cost and expense, shall carry, maintain for the duration of the agreement, and provide proof thereof that is acceptable to the City the insurance specified in subsections (a) through (c) below with insurers and under forms of insurance satisfactory in all respects to the City. Contractor shall not allow any subcontractor to commence work on any subcontract until all insurance required of the Contractor has also been obtained for the subcontractor.

(a) Workers' Compensation. Statutory Workers' Compensation Insurance and Employer's Liability insurance for any and all persons employed directly or indirectly by Contractor

shall be provided with limits not less than one million dollars. In the alternative, Contractor may rely on a self-insurance program to meet these requirements so long as the program of self-insurance complies fully with the provisions of the California Labor Code. The insurer, if insurance is provided, or the Contractor, if a program of self-insurance is provided, shall waive all rights of subrogation against the City for loss arising from work performed under this agreement.

(b) Commercial General and Automobile Liability. Contractor, at Contractor's own cost and expense, shall maintain commercial general and automobile liability insurance for the period covered by this agreement in an amount not less than one million dollars per occurrence, combined single limit coverage for risks associated with the work contemplated by this agreement. If a Commercial General Liability Insurance or an Automobile Liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this agreement, including the use of owned and non-owned automobiles.

Coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 and Insurance Services Office Automobile Liability form CA 0001 Code 1 (any auto).

Each of the following shall be included in the insurance coverage or added as an endorsement to the policy:

- (I) City, its officers, employees, agents, and volunteers are to be covered as insureds as respects each of the following: liability arising out of activities performed by or on behalf of Contractor, including the insured's general supervision of Contractor; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired, or borrowed by Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City, its officers, employees, agents, or volunteers.
- (ii) The insurance shall cover on an occurrence basis, and not on the basis of an accident or claims made.
- (iii) The insurance must cover personal injuries as well as bodily injuries. Any exclusion of contractual liability in personal injury provisions of the policy or any endorsement to it must be eliminated.
- (iv) The insurance must cover complete contractual liability. This may be provided by amending the definition of "incidental contract" to include any written agreement.

- (v) Any explosion, collapse, and underground property damage exclusion must be deleted.
- (vi) An endorsement must state that coverage is primary insurance and that no other insurance affected by the City will be called upon to contribute to a loss under the coverage.
- (vii) The policy must contain a cross liability or severability of interests clause.
- (viii) Any failure of Contractor to comply with reporting provisions of the policy shall not affect coverage provided to City and its officers, employees, agents, and volunteers.
- (ix) Broad form property damage liability must be afforded. A deductible that does not exceed \$25,000 may be provided.
- (x) Insurance is to be placed with California- admitted insurers with a Best's rating of no less than B:XI.
- (xi) Notice of cancellation or non-renewal must be received by City at least thirty days prior to such change.

(c) Professional Liability. Contractor, at Contractor's own cost and expense, shall maintain for the period covered by this agreement professional liability insurance for licensed professionals performing work pursuant to this agreement in an amount not less than one million dollars covering the licensed professionals' errors and omissions, as follows:

- (i) Any deductible shall not exceed \$100,000 per claim.
- (ii) Notice of cancellation or non-renewal must be received by the City at least thirty days prior to such change.
- (iii) If the professional liability coverages are written on an occurrence form, the policy must contain a cross liability or severability of interest clause.
- (iv) The following provisions shall apply if the professional liability coverages are written on a claims made form:
 - 1. The retroactive date of the policy must be shown and must be before the date of the agreement.

2. Insurance must be maintained and evidence of insurance must be provided for at least five years after completion of the agreement or the work.
3. If coverage is canceled or not renewed and it is not replaced with another claims made policy form with a retroactive date that precedes the date of this agreement, Contractor must provide extended reporting coverage for a minimum of five years after completion of the agreement or the work.
4. A copy of the claim reporting requirements must be submitted to the City prior to the commencement of any work under this agreement.

(d) Deductibles and Self-Insured Retentions. During the period covered by this agreement, upon express written authorization of City's City Attorney, Contractor may increase such deductibles or self-insured retentions with respect to City, its officers, employees, agents, and volunteers. The City may condition approval of an increase in deductible or self-insured retention levels upon a requirement that Contractor procure a bond guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.

(e) Notice of Reduction in Coverage. In the event that any coverage required under subsections (a), (b), or (c) of this section of the agreement is reduced, limited, or materially affected in any other manner, Contractor shall provide written notice to City at Contractor's earliest possible opportunity and in no case later than five days after Contractor is notified of the change in coverage.

- (f) In addition to any other remedies City may have if Contractor fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option:
- (i) Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the agreement;
 - (ii) Order Contractor to stop work under this agreement or withhold any payment which becomes due to Contractor hereunder, or both stop work and withhold any payment, until Contractor demonstrates compliance with the requirements hereof;
 - (iii) Terminate this agreement.

Exercise of any of the above remedies, however, is an alternative to other remedies City may have and is not the exclusive remedy for Contractor's failure to maintain insurance or secure appropriate endorsements.

Indemnification - Contractor's Responsibility. It is understood and agreed that Contractor has the skills and experience necessary to perform the work agreed to be performed under this agreement, that City relies upon the skills of Contractor to do and perform Contractor's work in a skillful manner, and Contractor thus agrees to so perform the work.

Acceptance by City of the work performed under this agreement does not operate as a release of said Contractor from such professional responsibility for the work performed. It is further understood and agreed that Contractor is apprised of the scope of the work to be performed under this agreement and Contractor agrees that said work can and shall be performed in a fully competent manner.

Contractor shall indemnify, defend, and hold City, its officers, employees, agents, and volunteers harmless from and against any and all liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, or other cause in connection with the negligent or intentional acts or omissions of Contractor, its employees, subcontractors, or agents, or on account of the performance or character of this work, except for any such claim arising solely out of the active negligence, sole negligence, or willful misconduct of the City, its officers, employees, agents, or volunteers. It is understood that the duty of Contractor to indemnify and hold harmless includes the duty to defend as set forth in section 2778 of the California Civil Code. Acceptance of insurance certificates and endorsements required under this agreement does not relieve Contractor from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

Licenses. If a license of any kind, which term is intended to include evidence of registration, is required of Contractor, its employees, agents, or subcontractors by federal or state law, Contractor warrants that such license has been obtained, is valid and in good standing, and shall keep in effect at all times during the term of this agreement, and that any applicable bond has been posted in accordance with all applicable laws and regulations.

Nondiscrimination. Contractor shall comply with all applicable federal, state, and local laws, rules, and regulations in regard to nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition, pregnancy, disability, sexual orientation, or other prohibited basis. All nondiscrimination rules or regulation required by law to be included in the Agreement are incorporated by this reference.

OR

In the performance of this Agreement, Contractor agrees to comply with the requirements of Hayward Municipal Code, Chapter 2, Article 7, Nondiscriminatory Employment Practices by City Contractors, a summary of which is attached hereto as Exhibit B.

Termination. This agreement may be cancelled at any time by City for its convenience upon written notification to Contractor. In the event of termination, the Contractor shall be entitled to compensation for services performed to the effective date of termination; provided, however, that the City may condition payment of such compensation upon Contractor's delivery to the City of any or all documents, materials provided to Contractor or prepared by or for Contractor or the City in connection with this agreement.

Notices. Notices required by this agreement shall be personally delivered or mailed, postage prepaid, as follows:

To Contractor: (Contractor)
(Address
_____)

To the City: City Manager
777 B Street, 4th Floor
Hayward, CA 94541-5007

Each party shall provide the other party with telephone and written notice of any change in address as soon as practicable.

Notices given by personal delivery shall be effective immediately. Notices given by mail shall be deemed to have been delivered forty-eight hours after having been deposited in the United States mail.

Ownership of Materials. Any and all documents, including draft documents where completed documents are unavailable, or materials prepared or caused to be prepared by Contractor pursuant to this agreement shall be the property of the City at the moment of their completed preparation.

Amendments. This agreement may be modified or amended only by a written document executed by both Contractor and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this agreement.

Abandonment by Contractor. In the event the Contractor ceases performing services under this agreement or otherwise abandons the project prior to completing all of the services described in this agreement, Contractor shall, without delay, deliver to City all materials and records prepared or obtained in the performance of this agreement, and shall be paid for the reasonable

value of the services performed up to the time of cessation or abandonment, less a deduction for any damages or additional expenses which City incurs as a result of such cessation or abandonment.

Waiver. The waiver by either party of a breach by the other of any provision of this agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this agreement.

No Third-party Rights. The parties intend not to create rights in, or to grant remedies to, any third party as a beneficiary of this agreement or of any duty, covenant, obligation, or undertaking established herein.

Severability. Should any part of this agreement be declared by a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decision shall not affect the validity of the remainder of this agreement, which shall continue in full force and effect, provided that the remainder of this agreement, absent the unexcised portion, can be reasonably interpreted to give effect to the intentions of the parties.

Compliance with Laws. In the performance of this agreement, Contractor shall abide by and conform to any and all applicable laws of the United States, the State of California, and the City Charter and Ordinances of City.

Contractor warrants that all work done under this agreement will be in compliance with all applicable safety rules, laws, statutes and practices, including but not limited to Cal/OSHA regulations.

Controlling Law. This agreement and all matters relating to it shall be governed by the laws of the State of California.

Conflict of Interest. Contractor warrants and covenants that the [principal] provider(s) of services presently has no interest in, nor shall any interest be hereinafter acquired in, any matter which will render the services required under the provisions of this agreement a violation of any applicable state, local, or federal law. If any [principal] provider of services is a "consultant" for the purposes of the Fair Political Practices Act (Gov. Code ' 81000 et seq.), each such person shall comply with Form 721 Statement of Economic Interests filing requirements in accordance with the City's local Conflict of Interest Code. In addition, if any other conflict of interest should nevertheless hereinafter arise, [principal] provider of services shall promptly notify City of the existence of such conflict of interest so that the City may determine whether to terminate this agreement.

Nuclear Free Hayward. Contractor agrees to comply with the requirements imposed by Ordinance No. 87-024 C.S., establishing a "Nuclear Free Hayward." An executed copy of the Affirmation of Non-Involvement in the Development or Production of Nuclear Weapons is attached hereto as Exhibit D and made a part hereof.

Copyright. Upon City's request, Contractor shall execute appropriate documents to assign to the City the copyright to work created pursuant to this agreement. The issuance of a patent or copyright to Contractor or any other person shall not affect City's rights to the materials and records prepared or obtained in the performance of this agreement. City reserves a license to use such materials and records without restriction or limitation consistent with the intent of the original design, and City shall not be required to pay any additional fee or royalty for such materials or records. The license reserved by City shall continue for a period of fifty years from the date of execution of this agreement unless extended by operation of law or otherwise.

Time is of the Essence. Contractor agrees to diligently prosecute the services to be provided under this agreement to completion and in accordance with any schedules specified herein. In the performance of this agreement, time is of the essence.

Whole Agreement. This agreement has eleven pages excluding the exhibits described on its signature page. This agreement constitutes the entire understanding and agreement of the parties. This agreement integrates all of the terms and conditions mentioned herein or incidental hereto and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the subject matter hereof.

Multiple Copies of Agreement. Multiple copies of this agreement may be executed but the parties agree that the agreement on file in the office of City's City Clerk is the version of the agreement that shall take precedence should any differences exist among counterparts of the document.

FEMA Mandated Contract Provisions. All contracts between the City and Contractor must follow the City's own documented procurement standards (reflecting State, Tribal, and local government laws and regulations) AND applicable federally mandated FEMA contract clauses and provisions (Title 2 CFR 200.318-200.326) included as Exhibit "F". When the two (2) standards conflict the more restrictive standard applies.

IN WITNESS WHEREOF, Contractor has executed this agreement, and the City, by its City Manager, who is authorized to do so, has executed this agreement.

CONTRACTOR

Dated: _____

By _____

Its _____

CITY OF HAYWARD

By _____

Fire Chief

Dated: _____

By _____

City Manager

Attest: _____

City Clerk

Approved as to Form and Procedure:

City Attorney

Attachments:

- Exhibit A: Nondiscriminatory Employment Practices Provisions
- Exhibit B: Special Affirmative Action Provision for Supply and Service Contracts
- Exhibit C: Non-discriminatory Employment Practices and Affirmative Action Certification Statement
- Exhibit D: Affirmation on Non-Involvement in Development of Production of Nuclear Weapons
- Exhibit E: General Provisions for Purchases of Work and Services
- Exhibit F: FEMA Mandated Contract Provisions



Vicinity Map
 Hayward Fire Department,
 Hayward-Fairview Defensible Space Chipper and Resident Assistance Program
 San Francisco Quadrangle, 1978. Scale: 1:100,000

CITY OF HAYWARD
NONDISCRIMINATORY EMPLOYMENT PRACTICES PROVISION

In the performance of this contract the contractor or subcontractor agrees as follows:

1. **AFFIRMATIVE ACTION - GENERAL.** The contractor or subcontractor shall not discriminate against any applicant for employment or employee on the grounds of race, color, religion, national origin, ancestry, place of birth, sex, sexual orientation, age, or disability. The contractor or subcontractor will take affirmative action to ensure that its recruitment, selection, and evaluation practices do not discriminate against any applicant for employment or employee. The contractor or subcontractor shall also ensure that its personnel policies, practices and procedures, including but not limited to, the transfer, promotion, demotion, suspension, layoff, or termination, rates of pay or other forms of compensation, and the selection for training programs, apprenticeship, and on-the-job training do not discriminate against any employee. The contractor or subcontractor shall post in conspicuous places that are accessible to applicants for employment and employees notices setting forth this Nondiscriminatory Employment Practices Provision.

2. **RECRUITMENT.**
(a) **Non-union employees.** Advertising placed with any media shall include the notation, "An Equal Opportunity Employer." Advertisements shall be placed with media having large circulation among minority groups or at school placement centers having large minority student enrollments. The contractor or subcontractor will send to each source of employee referrals, other than labor unions or workers' representatives, a notice, in such form and content as shall be furnished or approved by the City, advising such source of employee referrals of its commitments under Chapter 2, Article 7, of the Hayward Municipal Code, and shall post copies of the notices in conspicuous places available to employees and applicants for employment.

Recruitment of non-union employees shall, to the maximum extent possible, utilize the services of minority organizations likely to be referral sources for minority group employees.

(b) **Union employees.** Union employees shall be recruited in accordance with applicable labor agreements. The contractor or subcontractor shall send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, in such form and content as shall be furnished or approved by the City, advising said labor union or workers' representatives of its commitments under Chapter 2, Article 7, of the Hayward Municipal Code, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor or subcontractor agrees to seek the inclusion in all union agreements to which it is a party, clauses prohibiting discrimination based upon race, color, religion, national origin, ancestry, place of birth, sex, sexual orientation, age, or disability. To the maximum extent consistent with applicable labor agreements the contractor or subcontractor will attempt to recruit applicants without regard to race, color, religion, national origin, sex, age, or disability.

3. **EQUAL EMPLOYMENT OPPORTUNITY OFFICER.** The contractor or subcontractor shall designate one of its management employees as its Equal Employment Opportunity Officer and shall assign such officer the responsibility and authority to administer and promote an active program to put the contractor's or subcontractor's nondiscriminatory employment practices commitment into practice.

4. **ACCESS TO RECORDS.** The contractor or subcontractor shall permit access during normal business hours to its records of employment, employment advertisements, completed application forms, and other pertinent data and records when requested to do so by the City Manager or any representative of the Fair Employment Practices Commission of the State of California.

5. **COMPLIANCE REVIEW PROCEDURES.**
(a) The contractor or subcontractor shall, upon request of the City Manager, submit its official payroll records together with a monthly cumulative summary of all employee hours

worked in performance of its contract with or on behalf of the City identified as to minority status.

(b) The contractor or subcontractor shall submit to a formal, thorough review of its records, books, reports, and accounts concerning its employment practices for the purpose of determining whether they are nondiscriminatory. This review will be performed at intervals during the performance of the contract as may be specified by the City Manager.

Each review shall be followed within 30 days by either a written notice to the contractor or subcontractor that it is in apparent compliance with the Nondiscriminatory Employment Practices Provision of its contract or by a citation of apparent deficiency, summary of findings, and a statement of remedial commitment for signature by the contractor. If the contractor or subcontractor fails to meet the commitments it has made in executing such statement, the City Manager shall issue a notice of intent to initiate an action against the contractor or subcontractor with the Fair Employment Practices Commission for willful violation of the Nondiscriminatory Employment Practices Provision and the California Fair Employment Practices Act in not less than 30 days of such notice of intent.

6. **VIOLATIONS.** The City Manager shall deem a finding of willful violation of the Nondiscriminatory Employment Practices Provision and the California Fair Employment Practices Act to have occurred upon receipt of written notice from the Fair Employment Practices Commission that it has investigated and determined that the contractor or subcontractor has violated the Fair Employment Practices Act and has issued an order under Labor Code Section 1426, which has become final, or obtained relief under Labor Code Sections 1429 and 1429.1, or an appropriate federal commission or agency, or a court of the State of California, or if the United States Government finds, in any action or proceeding to which the contractor or subcontractor is a party, that it discriminated against employees or applicants for employment in the performance of this contract. Upon receipt of such notice or final judgement, the City Manager shall notify the contractor or subcontractor that unless it demonstrates to the satisfaction of the City Council within a stated reasonable period that the violation has been corrected, said contractor or subcontractor shall be subject to the remedies hereinafter provided.

7. **REMEDIES FOR WILLFUL VIOLATION.** The contractor or subcontractor agrees that a finding of a willful violation of the California Fair Employment Practices Act or of this Nondiscriminatory Employment Practices Provision shall be regarded by the City Council as a basis for determining whether or not it is a responsible bidder as to future contracts for which such contractor or subcontractor may submit bids. The contractor or subcontractor further agrees that such disqualification by said City Council shall remain in effect for one year or until it demonstrates to the satisfaction of the City Manager that its employment practices are in conformity with the nondiscrimination provisions of the article.

The contractor or subcontractor further agrees that the contractor or subcontractor shall, as a penalty to the City of Hayward, forfeit for each calendar day or portion thereof an amount not to exceed \$250 or 1 percent of the total contract amount, whichever is greater. Such penalty may be deducted from any sums due to the contractor or subcontractor or recovered by the City through maintenance of an action in any court of competent jurisdiction.

Prior to making any determination with respect to reinstatement of a contractor or subcontractor as a responsible bidder, the City Council may refer the matter to the Human Relations Commission of the City of Hayward for a report and recommendation. The contractor or subcontractor agrees to cooperate to the fullest extent with said Human Relations Commission in its exercise of the authority here conferred, including, but not limited to, promptly furnishing reports requested by the commission's review of matters relating to such reinstatement.

CITY OF HAYWARD

SPECIAL AFFIRMATIVE ACTION PROVISION FOR SUPPLY AND SERVICE CONTRACTS

In accordance with section 2-7.04 of the Hayward Municipal Code (HMC), this provision shall be included in every nonconstruction contract estimated by the City to equal or exceed \$10,000 annually, where the contract has a potential for more than one delivery on City request and the Contractor employs more than ten (10) persons, and for every other nonconstruction contract equal to or in excess of \$25,000 (whether paid in one sum upon delivery or completion, or paid periodically and such periodical payments are estimated by the City to total \$25,000 or more in one year) the following requirements must be met in addition to those set out in The City of Hayward Nondiscriminatory Employment Practices Provision (Sec. 2-7.02, HMC):

1. IN THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR AGREES AS FOLLOWS:

(a) The contractor that submits the apparent low bid shall, on behalf of itself and those of its subcontractors, if any, where the dollar amount of such subcontract exceeds \$10,000, furnish the City Manager such information concerning its employment practices and existing and projected work forces in the form and manner as may be requested by the City Manager.

(b) The contractor that submits the apparent low bid and each of its subcontractors, if any, where the dollar amount of such subcontract is \$10,000 or more, may be required to attend a conference with the City Manager at such time and place as may be fixed by the City Manager to determine whether the information earlier submitted shows compliance with the nondiscrimination requirements of this article.

In making such determination, the City Manager shall consider the following factors:

- (1) The size of the contractor's or subcontractor's existing work force;
- (2) The size of the anticipated work force necessary for the contractor or subcontractor to perform the contract or subcontract for or on behalf of the City;
- (3) The projected turnover, vacancies, or work force expansion that the contractor or subcontractor expects to occur during the term of the contract;
- (4) The specific plans of the contractor or subcontractor to recruit applicants for employment and to select, train, and promote employees hired to complete the contract with or on behalf of the City in like proportion to their numbers in the contractor's or subcontractor's typical, geographic labor market;
- (5) An analysis showing the projected work force that would be expected, after all necessary selection is completed, to perform the contract or subcontract with or on behalf of the City absent any discriminatory employment practices;
- (6) Any other qualitative or quantitative data which would assist the City Manager in determining the contractor's or subcontractor's commitment to meet the nondiscriminatory employment practices requirements of this contract.

(c) Following such conference, the apparent low bidder shall enter into a memorandum of understanding with the City in a form agreed to by such contractor and the City Manager, which memorandum of understanding shall set forth the measures that the contractor and its subcontractors who have attended the conference shall take in furthering and meeting its nondiscrimination employment practices commitment during the performance of the contract.

(d) In the event the apparent low bidder fails to submit the requested written information, appear at the conference, or enter into a

memorandum of understanding that is acceptable to the City Manager, the City Manager shall, after giving notice and an opportunity to respond to the apparent low bidder, contact the second lowest bidder for the purpose of conducting the procedure set out in subsections (a) through (c) herein.

2. IMPLEMENTING RULES AND REGULATIONS, ENFORCEMENT PROCEDURE, AND DELEGATION OF RESPONSIBILITY. (Sec. 2-7.05, HMC)

The City Manager shall promulgate all rules, regulations, and forms necessary to implement the provisions of this article. So far as is practical, such rules, regulations, and forms shall be similar to those adopted pursuant to federal Executive Order 11246 and the Fair Employment Practices Act of the State of California.

The City Manager shall monitor the performance of the contractors and subcontractors in their achievement of the nondiscriminatory employment practices requirements provided herein, conduct on-site inspection of their work forces and employment records and submit periodic reports on such performances to the City Council and Human Relations Commission for advisory review to the City Council regarding modifications of this article so as to ensure its effectiveness.

The City Manager shall designate a Contract Compliance Officer and may, at his discretion, delegate responsibility and authority for administering the provisions of this article to the Contract Compliance Officer and to such other officers or employees of the City as necessary for proper administration of this program.

3. EXEMPTIONS. (Sec. 2-7.06, HMC)

The following contracts are exempt from the provisions of this article:

- (a) Contracts with other governmental jurisdictions;
- (b) Contracts with manufacturers whose principal place of business is located outside the United States;
- (c) Contracts with the United States manufacturers whose principal place of business is located outside the State of California;
- (d) Contracts with any single or sole source supplier of any goods or service; and
- (e) Contracts resulting from exigent emergency requisitions where any delay in completion or performance of the contract would jeopardize the public health, safety, or welfare of the citizens of the City of Hayward, or where in the judgement of the City Manager the operational effectiveness of a significant City function would be significantly threatened if the contract were not entered into expeditiously.

4. CONTRACTS SUBJECT TO EXECUTIVE ORDER 11246. (Sec. 2-7.07, HMC)

No provision of this article shall be construed to apply to any federally assisted construction contract entered into by the City that is subject to Executive Order 11246 or any order amending or superseding Executive Order 11246, the rules and regulations promulgated pursuant to said order, or the Federal Equal Employment Opportunity Bid Conditions for Alameda County.

5. OTHER REMEDIES. (Sec. 2-7.08, HMC)

The provisions of this article shall not be construed to prevent the City from pursuing and obtaining any remedy or relief as may be prescribed by law.

6. CONTACT

City of Hayward Purchasing and Contract Compliance Specialist, (510) 583-4802.



CITY OF
HAYWARD
HEART OF THE BAY

AFFIRMATION ON NON-INVOLVEMENT IN
DEVELOPMENT OF PRODUCTION OF NUCLEAR WEAPONS

The undersigned hereby certifies:

- 1) That it understands that City of Hayward Ordinance No.87024 C.S. prohibits award of contract to, or purchase of goods or services from, "any person which is knowingly or intentionally engaged in the development or production of nuclear weapons."
- 2) That it understands the ordinance defines "Nuclear Weapon" as "any device the intended explosion of which results from the energy released by fission or fusion reactions involving atomic nuclei."
- 3) That it understands the ordinance defines "Person" as "any person, private corporation, institution or other entity..."

As the owner or company official of the firm identified below, I affirm that this company is not knowingly or intentionally engaged in such development or production.

Print/Type Company Name

Print/Type Official Name & Title

Company Address

Signature of Company Official

City/State/Zip Code

Date

PLEASE FAX TO (510) 583-3600

Department of Finance
Purchasing Division

777 B Street, Hayward, CA 94541-5007
Tel: 510/583-4800 Fax: 510/583-3600

CITY OF HAYWARD GENERAL PROVISIONS FOR PURCHASES OF WORK AND SERVICES

Exhibit E

If these general provisions are incorporated by reference into a Purchase Order for work and/or services, all references to "Bidder" or "Successful Bidder" shall be construed to mean the Seller from whom work and services are purchased by the City. The work and services described in the accompanying Request for Quotation or Purchase Order hereinafter shall be designated as "The Work".

1.00 Legal Relations and Responsibilities

1.01 Laws to be Observed: The Bidder shall keep itself fully informed of all existing and future State and Federal laws, including O.S.H.A. standards, and all municipal ordinances and regulations of the City of Hayward which in any manner affect those engaged or employed in The Work or the materials used in The Work, or which in any way affect the conduct of The Work, and of all such orders and decrees of bodies or tribunals having any jurisdiction or authority over the same.

1.02 Labor Discriminations: No discrimination shall be made in employment of persons upon The Work because of the race, color or religion of such persons, and any Successful Bidder which violates this Section is subject to all the penalties imposed for a violations of Chapter 1, Part 7, Division 2, of the Labor Code of the State of California in accordance with the provisions of Section 1735 thereof.

1.03 Prevailing Wage: The Successful Bidder hereby stipulates that Sections 1771 and 1777.5 of the Labor Code of the State of California shall be complied with and shall forfeit as a penalty to the City of Hayward not more than fifty dollars (\$50.00) for each calendar day or portion thereof for each worker paid less than the general prevailing rates of per diem wages as determined by the Department of Industrial Relations for such work or craft in which such worker is employed on The Work in violation of the Labor Code of the State of California, in particular the provisions of Sections 1770 to 1780, Inclusive, thereof.

Copies of the general prevailing wage rates are on file in the office of the City Engineer and are available to any interested parties on request.

1.03.1 Certified Payroll Records: Bidder shall maintain certified payroll records as required by Section 1776 of the Labor Code. Copies of certified payroll records shall be provided to the City of Hayward within ten (10) days of written request by the City. Failure to provide copies of certified payroll within the time prescribed by statute shall result in imposition of monetary penalties or withholding of progress payments due under the contract.

1.04 Permits and Licenses: Any person doing business in the City of Hayward is required by Chapter 8, Section 1 of the Municipal code to pay a business license tax. The successful bidder shall have or procure a business license and, prior to initiation of work, show evidence thereof to the Revenue Department. The successful bidder shall, in addition, procure all permits, pay all charges and fees and give all notices necessary and incidental to the due and lawful prosecution of The Work.

1.05 Encroachment Permit: The Successful Bidder shall obtain and/or comply with any encroachment permits as set forth in the order.

1.06 Patents: The Successful Bidder shall assume all responsibilities arising from the use of patented materials, equipment, devices, or processes used on or incorporated in The Work.

1.07 Public Convenience and Safety: Attention is directed to all applicable Sections of Chapter 7, Article 2, STREETS, "Disturbance of Streets," of the City of Hayward Municipal Code.

Traffic control procedures stated herein and traffic control standard plans shall be the MINIMUM accepted in the City of Hayward. Any variations shall be approved by the Engineer prior to use. In no way shall compliance with these specifications and standards relieve the Successful Bidder of any liability for claims or damages arising from his work.

All streets within the project limits shall remain open to traffic at all times during

the construction period. Between the hours of 5:00 PM and 8:00 AM, all lanes remain open to traffic.

Adequate traffic warning and control devices shall be provided and maintained by the Successful Bidder during the construction period in accordance with the "State of California Manual of Warning Signs, Lights and Devices for Use In Performance of Work upon Highways" dated 1973. When inadequate traffic warning and control devices have been installed, the City shall provide whatever facilities are deemed necessary and will charge the Successful Bidder for the costs thereof as provided in Section 7, Article 2 of the Hayward Municipal Code.

Traffic control signs, (regulatory, warning or construction type) conforming to the State of California Standards, and any special-Legend signs required, except "NO PARKING" signs, shall be furnished by the Successful Bidder as directed by the Engineer.

The Successful Bidder shall install and maintain all signs.

Any obstructions which will remain in the roadway after darkness MUST BE adequately outlined with barricades with flashers or delineators along with other warning devices. All barricades and delineators shall conform to State of California Manual of Warning Signs, Lights, and Devices for Use in Performance of Work upon Highways.

Safe and convenient pedestrian access shall be provided at all times.

Flagmen are mandatory at locations where equipment is intermittently blocking a traffic lane or where only one lane is available for two-direction traffic. One flagman is required for each direction of traffic affected where only one lane is available for over 100 feet or when required by the Engineer. When less than 20 feet of street width is available for traffic, a flagman will be required. Flagman shall wear distinctive clothing, such as a RED jacket.

All work specified herein shall be considered to be at the Successful Bidder's expense.

1.08 Responsibility for Damage: The Successful Bidder shall take all responsibility for the Work, shall bear all losses and damages directly or indirectly resulting to the Bidder, to any subcontractor, to the City, to City employees, or to parties designated in any purchase order provision, on account of the performance or character of The Work, unforeseen difficulties, accidents, occurrences or other causes predicted on active or passive negligence of the City, or of parties designated in any purchase order provisions. Said Bidder shall assume the defense of and shall indemnify and hold harmless the City, its officers, officials, directors, employees and agents from and against any or all loss, liability, expense, claim, costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance of The Work.

Approval of the insurance contract does not relieve the Successful Bidder or subcontractors from liability under this clause.

1.09 Responsibility for Work: Except as provided above, until the formal acceptance of The Work by the City, the Successful Bidder shall have the charge and care thereof and shall bear the risk of injury or damage to any part thereof by the action of the elements or from any other cause, whether arising from the execution or from the nonexecution of The Work. The Successful Bidder shall rebuild, repair, and restore, and make good all injuries or damages to any portion of The Work occasioned by any of the above causes before final acceptance and shall bear the expense thereof, except such injuries or damages occasioned by acts of the Federal Government or of the public enemy.

1.10 No Personal Liability: Neither the City Council, officers, employees or agents of the City of Hayward, nor any other officer or authorized assistant or agent shall be personally responsible for any liability arising from or in connection with The Work.

1.11 Responsibility of City: The City of Hayward shall not be held responsible for the care or protection of any material or parts of The Work prior to final acceptance, except as expressly provided for in these specifications.

1.12 Successful Bidder Not an Agent of the City of Hayward: The right of general supervision of the City of Hayward shall not make the Successful Bidder an agent of the City; and the liability of the Successful Bidder for all damages to persons or to public or private property arising from the Successful Bidder's execution of The Work shall not be lessened because of such general supervision.

1.13 Inspection and Payments Constitute No Waiver of Order Provisions: Neither the Inspection by the City Engineer nor by an inspector or other City representative, nor any payment of money, nor acceptance of any part or whole of The Work by the City of Hayward or its agents shall operate as a waiver of any provision of the order.

1.14 Insurance Requirements: Successful Bidder shall promptly obtain, at the Bidder's own expense, all the insurance required by this section and shall submit a completed copy of Coverage Verification signed by the Successful Bidder's agent or broker to the City's Purchasing Division for review and approval by the City. Insurance requirements must be met prior to issuance of purchase order. It is highly recommended that Bidders confer with their insurance carrier or broker to determine in advance of bid submission the availability of insurance coverage and endorsements as prescribed and provided herein. If an apparent successful bidder fails to comply with the insurance requirements, that Bidder may be disqualified.

(1) The Successful Bidder shall take out and maintain during the life of the purchase order statutorily sufficient Workers' Compensation and Employer's Liability Insurance for all of the Bidder's employees to be engaged on The Work. Should any work be sublet, the Successful Bidder shall require the subcontractor similarly to provide Workers' Compensation and Employer's Liability Insurance, all in strict compliance with State laws and to fully protect the City from any and all claims arising out of occurrences on The Work.

(2) The Successful Bidder shall take out and maintain in the name of the Successful Bidder and the City as a Named Insured during the life of the purchase order, such Public Liability Insurance as shall protect itself, the City, its officials, officers, directors, employees and agents from claims which may arise from operations under the purchase order, whether such operations be the Bidder, by the City, its officials, officers, directors, employees and agents, any subcontractors, or by anyone directly or indirectly employed by either of them. This Liability Insurance shall include, but shall not be limited to, protection against claims arising from bodily and personal injury and damage to property, resulting from the Successful Bidder's, City's or subcontractor's operations, use of owned or non-owned automobiles, products, and completed operations. The amounts of insurance shall not be less than the following:

Single Limits Coverage Applying to Bodily and Personal Injury Liability and Property Damage: \$1,000,000.

If Commercial General Liability Insurance or other form with a General Aggregate Limit is used, either the General Aggregate Limit shall apply separately to the project/location or the General Aggregate Limit shall be twice the required occurrence limit.

The following endorsements must be attached to the policy:

(a) If the Insurance policy covers on an "accident" basis, it must be changed to "occurrence".

(b) The policy must contain a Cross Liability or Severability of Interest Clause.

(c) The policy must cover complete Contractual liability. Exclusions of contractual liability as to bodily injuries, personal injuries and property MUST BE ELIMINATED from the basic policy endorsements.

(d) Broad Form property damage liability must be afforded. Permission is granted for deductible which shall not exceed \$10,000 without special approval of the City.

(e) Any failure to comply with reporting or other provisions of the policies including brochures of warranties shall not affect coverage provided to the City, its Officials, Officers, Directors, Employees, or Agents.

(f) An endorsement shall be provided which states that the coverage is PRIMARY INSURANCE and that no other insurance effected by the City will be called upon to contribute to a loss under this coverage.

(g) Cancellation, non-renewal or reduction in limits shall be sent to the City with at least 10 days prior written notice, by certified mail, return receipt requested.

(h) Insurance is to be placed with California Admitted Insurers with an A.M. Best's Rating of no less than A:XI.

Successful Bidder shall not commence work until such insurance has been approved by the City. The Successful Bidder shall not allow any subcontractor to commence work on its subcontract until all similar insurance required of the subcontractor has been obtained. Such insurance shall remain in full force and effect at all times during the prosecution of The Work and until the final completion and acceptance thereof.

1.15 Disposal of Material Outside the Public Right of Way: The Successful Bidder shall make his own arrangements for disposing of materials outside the public right of way, and he shall pay all costs involved.

1.16 Preservation of Property: Attention is directed to Section 1.08, "Responsibility for Damage." Due care shall be exercised to avoid injury to existing improvements or facilities, adjacent property and real or personal property that is not to be removed.

1.17 Cooperation: Should work be performed by other firms, within or adjacent to The Work specified, or should work of any other nature be underway by other forces within or adjacent to said limits, the Successful Bidder shall cooperate with all such other firms or other forces to the end that any delay or hindrance to their work will be avoided. The right is reserved to perform other or additional work at or near the site (including material sources) at any time, by the use of other forces.

When two or more firms are employed on related or adjacent work, each shall conduct his operation in such a manner as not to cause any unnecessary delay or hindrance to the other. Each firm shall be responsible to the other for all damage to work, to persons or property caused to the other by his operations and for loss caused the other due to his unnecessary delays or failure to finish The Work within the time specified for completion.

1.18 Assignment: The performance of The Work may not be assigned except upon the written consent of the Purchasing Agent. Consent will not be given to any proposed assignment which would relieve the Successful Bidder or its surety of their responsibilities under the order. The Successful Bidder may assign monies due or to become due it under the order and such assignment will be recognized by the City, if given proper notice thereof, to the extent permitted by law. That any assignment of money shall be subject to all proper set-offs in favor of the City, and to all deductions provided for in the order, and particularly all money withheld, whether or not assigned, shall be subject to being used by the City for the completion of The Work, in event that the Successful Bidder should be in default therein.

1.19 Time of Completion: The Successful Bidder shall complete all or any designated portion of The Work in all parts and requirements within the time set forth in the order.

1.20 Care and Protection: The Successful Bidder shall be entirely responsible for any damage to the City's or adjacent property due to hauling materials or other causes attributable to the conduct of his work, and all such damage will be repaired by the Successful Bidder when and as directed by the City's representative, and as required to place the property in as good condition as before the commencement of The Work.

1.21 Nondiscriminatory Employment Practices: In the performance of this contract the contractor or subcontractor agrees as follows:

(1) AFFIRMATIVE ACTION - GENERAL

The contractor or subcontractor shall not discriminate against any applicant for employment or employee on the grounds of race, color, religion, national origin, ancestry, place of birth, sex, sexual orientation, age, or disability. The contractor or subcontractor will take affirmative action to ensure that its recruitment, selection, and evaluation practices do not discriminate against any applicant for employment or employee. The contractor or subcontractor shall also ensure that its personnel policies, practices and procedures, including, but not limited to, the transfer, promotion, demotion, suspension, layoff, or termination, rates of pay and other form of compensation, and the selection for training programs, apprenticeship, and on-the-job training do not discriminate against any employee. The contractor or subcontractor shall post in conspicuous places that are accessible to applicants for employment and employees notices setting forth this Nondiscriminatory Employment Practices Provision.

(2) RECRUITMENT

(a) Non-union employees. Advertising placed with any media shall include the notation, "An Equal Opportunity Employer." Advertisements shall be placed with media having large circulation among minority groups or at school placement centers having large minority student enrollments. The contractor or subcontractor will send to each source of employee referrals, other than labor unions or workers' representatives, a notice in such form and content as shall be furnished or approved by the City, advertising said source of employee referrals of its commitments under Chapter 2, Article 7, of the Hayward Municipal Code, and shall post copies of the notices in conspicuous places available to employees and applicants for employment.

Recruitment of non-union employees shall, to the maximum extent possible, utilize the services of minority organizations likely to be referral sources for minority group employees.

(b) Union employees. Union employees shall be recruited in accordance with applicable labor agreements. The contractor or subcontractor shall send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, in such form and content as shall be furnished or approved by the City, advising said labor union or workers' representatives of its commitments under Chapter 2, Article 7, of the Hayward Municipal Code, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

The contractor or sub contractor agrees to seek the inclusion in all union agreements to which it is a party, clauses prohibiting discrimination based upon race, color, religion, national origin, ancestry, place of birth, sex, sexual orientation, age, or disability. To the maximum extent consistent with applicable labor agreements, the contractor or subcontractor will attempt to recruit applicants without regard to race, color, religion, national origin, ancestry, place of birth, sex, sexual orientation, age, or disability.

(3) EQUAL EMPLOYMENT OPPORTUNITY OFFICER

The contractor or subcontractor shall designate one of its management employees as its Equal Employment Opportunity Officer and assign such officer the responsibility and authority to administer and promote an active program to put the contractor's or subcontractor's nondiscriminatory employment practices commitment into practice.

(4) ACCESS TO RECORDS

The contractor or subcontractor shall permit access during normal business hours to its records of employment, employment advertisements, completed application forms, and other pertinent data and records when requested to do so by the City Manager or any representative of the Fair Employment Practices Commission of the State of California.

(5) COMPLIANCE REVIEW PROCEDURES

(a) The contractor or subcontractor shall, upon request of the City Manager, submit its official payroll records together with a monthly cumulative summary of all employee hours worked in performance of its contract with or on behalf of the City identified as to minority status.

(b) The contractor or subcontractor shall submit to a formal, thorough review of its records, books, reports, and accounts concerning its employment practices for the purpose of determining whether they are nondiscriminatory. This review will be performed at intervals during the performance of the contract as may be specified by the City Manager.

Each review shall be followed within 30 days by either a written notice to the contractor or subcontractor that it is in apparent compliance with the Nondiscriminatory Employment Practices Provision of its contract or by a citation of apparent deficiency, summary of findings, and a statement of remedial commitment for signature by the contractor. If the contractor or subcontractor fails to meet the commitments it has made in executing such statement, the City Manager shall issue a notice of intent to initiate an action against the contractor or subcontractor with the Fair Employment Practices Commission for willful violation of the Nondiscriminatory Employment Practices Provision and the California Fair Employment Practices Act in not less than 30 days or such notice of intent.

(6) VIOLATIONS

The City Manager shall deem a finding of willful violation of the Nondiscrimination Employment Practices Provision and the California Fair Employment Practices Act to have occurred upon receipt of written notice from the Fair Employment Practices Commission that it has investigated and determined that the contractor or subcontractor has violated the Fair Employment Practices Act and has issued an order under Labor Code Section 1426, which has become final, or obtained relief under Labor Code Sections 1429 and 1429.1, or an appropriate federal commission or agency, or a court of the State of California, or if the United States Government finds, in any action or proceeding to which the contractor or subcontractor is a party, that it discriminated against employees or applicants for employment in the performance of this contract. Upon receipt or such notice or final judgment, the City Manager shall notify the contractor or subcontractor that unless it demonstrates to the satisfaction of the City Council within a stated reasonable period that the violation has been corrected, said contractor or subcontractor shall be subject to the remedies hereinafter provided.

(7) REMEDIES FOR WILLFUL VIOLATION

The contractor or subcontractor agrees that a finding of willful violation of the California State Fair Employment Practices Act or of this Nondiscriminatory Employment Practices Provision shall be regarded by the City Council as a basis for determining whether or not it is a responsible bidder as to future contracts for which such contractor or subcontractor may submit bids. The contractor or subcontractor further agrees that such disqualification by said City Council shall remain in effect for one year or until it demonstrates to the satisfaction of the City Manager that its employment practices are in conformity with the nondiscrimination provisions of the article.

The contractor or subcontractor further agrees that the contractor or subcontractor shall, as a penalty to the City of Hayward, forfeit for each calendar day or portion thereof an amount not to exceed \$250 or 1 percent of the total contract amount, whichever is greater. Such penalty may be deducted from any sums due to the contractor or subcontractor or recovered by the City through maintenance of an action in any court of competent jurisdiction.

Prior to making any determination with respect to reinstatement of a contractor or subcontractor as a responsible bidder, the City Council may refer the matter to the Human Relations Commission of the City of Hayward for a report and recommendation. The contractor or subcontractor agrees to cooperate to the fullest extent with said Human Relations commission in its exercise of the authority here conferred, including, but not limited to, promptly furnishing reports requested by the commission's review of matters relating to such reinstatement.

1.22 Acceptance and/or Rejection of Bids: The City reserves the right to reject any or all bids, or to accept separate items in a bid. In addition the City reserves the right to cancel a Request for Bids or an award at any time.

1.23 Waiving Minor Irregularities: The City may waive any minor irregularities in a bid or in the bidding process and make award accordingly.

1.24 Nuclear Affirmation Requirements: A purchase order has no force or effect until the person to which it is issued has on file with the City or executes and returns to the City of Hayward's Purchasing Manager an Affirmation Of Non-Involvement In Development Or Production Of Nuclear Weapons. City of Hayward Ordinance 87-024 C.S. defines "nuclear weapons" as "any device the intended explosion of which results from the energy released by fission or fusion reactions involving atomic nuclei." The ordinance defines "person" as "any person, private corporation, institution or other entity."

1.25 Hazardous Material Requirements: The contractor shall comply with all government laws, rules and regulations concerning the use of hazardous materials and the disposal of hazardous wastes at the job site, including but not limited to the following:

(1) The contractor shall not bring hazardous materials onto the job site or deliver hazardous materials without providing the City, in advance, the Material Safety Data Sheets for each hazardous material introduced. Where applicable, materials must be labeled in accordance with Section 5194, Title 8, of the California Administrative Code. The contractor is required to include a Material Safety Data Sheet prepared in accordance with Section 5194 (g) with each shipment of all such materials to the City. No hazardous material will be introduced onto the job site until the City gives written approval for each hazardous material.

(2) All hazardous material shall be stored and used in a safe manner and shall not be stored or used in any vehicular or pedestrian traffic lanes.

(3) Any hazardous products, waste or empty containers used or generated shall not be poured down any drain or sewer nor disposed of in any trash container or dumpster.

(4) The contractor will be considered to be the hazardous waste generator and will be responsible for the legal transport and disposal of all hazardous waste. No containers or trash will be left in any building or on any job site.

(5) The contractor shall not disturb or damage any existing pipe lagging or equipment insulation or other asbestos material on the job site. If any asbestos material is disturbed or damaged, the contractor shall immediately notify the City and the situation will be considered an "asbestos release" under State and Federal Regulations. The job will be shut down immediately until all appropriate State and Federal notifications have been complete and all testing completed to determine if any asbestos fibers have been released.

(6) Violation of any of the above procedures shall be sufficient cause for the City to stop all work. Any expense incurred by the City caused by the work stoppage will be borne by the contractor. These expenses will include all costs to return the job site and all other areas contaminated by the contractor to a hazard-free condition.

(7) The contractor will be solely responsible for all the costs, including fines and penalties, for the investigation and cleanups of any suspected hazardous materials the contractor used, left on the job site, or dumped down a City drain or sewer, and any damage to property and/or injury to any person.

1.26 Recycled Materials: It is the policy of the City of Hayward to encourage the use of recycled materials, reusable products, and products designed to be recycled. Contractors and suppliers shall use or provide such materials or products to the maximum extent practicable and allowable within the specifications prepared by the City, provided however, that the performance or operational effectiveness of the product or material is not detrimentally effected nor the health and safety of the citizens or employees of the City of Hayward negatively impacted by the use of such products or materials.

(REV. 01/31/13)

Exhibit F: FEMA Mandated Contract Provisions

This contract is eligible for FEMA funding. FEMA requires inclusion of the following contract provisions for procurement. In the event of a conflict with other provisions in this contract that address the same or a similar requirement, the provisions that are stricter and impose the greater duties upon Contractor shall apply.

- 1. Remedies for Breach.** In addition to all other remedies included in this contract, Contractor shall, at a minimum, be liable to the City for all foreseeable damages it incurs as a result of Contractor violation or breach of the terms of this contract. This includes without limitation any costs incurred to remediate defects in Contractor's services and/or the additional expenses to complete Contractor's services beyond the amounts agreed to in this contract, after Contractor has had a reasonable opportunity to remediate and/or complete its services as otherwise set for in this contract. All remedies provided for in this contract may be exercised individually or in combination with any other remedy available hereunder or under applicable laws, rules and regulations. The exercise of any remedy shall not preclude or in any way be deemed to waive any other remedy.
- 2. Termination for Convenience.** City shall have the option, in its sole discretion, to terminate this Contract, at any time during the term hereof, for convenience and without cause. City shall exercise this option by giving Contractor written notice of termination. The notice shall specify the date on which termination shall become effective. In no event shall City be liable for costs incurred by Contractor or any of its subcontractors after the termination date specified by City, except for those costs reasonably necessary to effectuate demobilization from the work.
- 3. Termination for Cause.** On and after any event of default, City shall have the right to exercise its legal and equitable remedies, including without limitation, the right to terminate this contract for cause or to seek specific performance of all or any part of this contract. In addition, City shall have the right (but no obligation) to cure (or cause to be cured) on behalf of Contractor any event of default. Contractor shall pay to City on demand all costs and expenses incurred by City in effecting such cure, with interest thereon from the date of incurrence at the maximum rate then permitted by law. City shall have the right to offset from any amounts due to Contractor under this contract or any other contract between City and Contractor all damages, losses, costs or expenses incurred by City as a result of such event of default and any liquidated damages due from Contractor pursuant to the terms of this contract or any other contract.
- 4. Equal Employment Opportunity.**

During the performance of this contract, the contractor agrees as follows:

- a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:

Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and

applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

- b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
- c. The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.
- d. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- e. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- f. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- g. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- h. The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance:

Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The applicant agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The applicant further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the applicant agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance, guarantee); refrain from extending any further assistance to the applicant under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case to the Department of Justice for appropriate legal proceedings.

5. DAVIS-BACON ACT

- a. All transactions regarding this contract shall be done in compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) and the requirements of 29C.F.R. pt. 5 as may be applicable. The contractor shall comply with 40 U.S.C. 3141-3144, and 3146-3148 and the requirements of 29 C.F.R. pt. 5 as applicable.
- b. Contractors are required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor.
- c. Additionally, contractors are required to pay wages not less than once a week.

6. COPELAND ANTI-KICKBACK ACT

- a. Contractor. The contractor shall comply with 18 U.S.C. § 874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. pt. 3 as may be applicable, which are incorporated by reference into this contract.
- b. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clause above and such other clauses as FEMA may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of these contract clauses.

- c. Breach. A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a contractor and subcontractor as provided in 29 C.F.R. § 5.12.”

7. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

- a. *Overtime requirements.* No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.
- b. *Violation; liability for unpaid wages; liquidated damages.* In the event of any violation of the clause set forth in paragraph (b)(1) of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (b)(1) of this section, in the sum of \$27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (b)(1) of this section.
- c. *Withholding for unpaid wages and liquidated damages.* The City shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (b)(2) of this section.
- d. *Subcontracts.* The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (b)(1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (b)(1) through (4) of this section.

8. CLEAN AIR ACT AND THE FEDERAL WATER POLLUTION CONTROL ACT

Clean Air Act

- a. The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
- b. The Contractor agrees to report each violation to the City and understands and agrees that the City will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- c. The Contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.

Federal Water Pollution Control Act

- a. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
- b. The Contractor agrees to report each violation to the City and understands and agrees that the City will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- c. The Contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.

9. DEBARMENT AND SUSPENSION

- a. This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such, the Contractor is required to verify that none of the Contractor's principals (defined at 2 C.F.R. § 180.995) or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
- b. The Contractor must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.
- c. This certification is a material representation of fact relied upon by the City. If it is later determined that the Contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the City, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
- d. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

10. PROCUREMENT OF RECOVERED MATERIALS

- a. In the performance of this contract, the Contractor shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired —
 - 1) Competitively within a timeframe providing for compliance with the contract performance schedule;
 - 2) Meeting contract performance requirements; or
 - 3) At a reasonable price.
- b. Information about this requirement, along with the list of EPA designated items, is available at EPA's Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensiveprocurement-guideline-cpg-program>.
- c. The Contractor also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act."

11. TIME AND MATERIAL CONTRACTS

To the extent this contract includes work that is paid on a time and material basis, such work must have a guaranteed maximum price (GMP). The GMP is set forth in the body of this contract. The GMP constitutes a ceiling price that Contractor exceeds at its own risk.

12. BONDING REQUIREMENTS

To the extent this is a contract for construction or facility improvement, Contractor agrees as follows:

- a. Contractor provided with its bid for this contract a bid guarantee of no less than 5% of the bid price, or greater if otherwise required in this contract.
- b. Contractor has obtained a performance bond in favor of the City, securing fulfillment of all its obligations under the contract, in an amount no less than 100% of the contract price.
- c. Contractor has obtained a payment bond, assuring payment as required by law to all persons supplying labor and material in the execution of the work provided for in the contract, in an amount no less than 100% of the contract price.

13. ACCESS TO RECORDS

The following access to records requirements apply to this contract:

- a. The Contractor agrees to provide applicable state agency, the City, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts, and transcriptions.
- b. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
- c. The Contractor agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the contract.
- d. In compliance with the Disaster Recovery Act of 2018, the City and the Contractor acknowledge and agree that no language in this contract is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

14. DEPARTMENT OF HOMELAND SECURITY (DHS) SEAL, LOGO, AND FLAGS

The contractor shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre-approval.

15. COMPLIANCE WITH FEDERAL LAW, REGULATIONS, AND EXECUTIVE ORDERS

This is an acknowledgement that FEMA financial assistance will be used to fund all or a portion of the contract. The contractor will comply with all applicable Federal law, regulations, executive orders, FEMA policies, procedures, and directives.

16. NO OBLIGATION BY FEDERAL GOVERNMENT

The Federal Government is not a party to this contract and is not subject to any obligations or liabilities to the non-Federal entity, contractor, or any other party pertaining to any matter resulting from the contract.

15. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS

The Contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the Contractor's actions pertaining to this contract.

17. BYRD ANTI-LOBBYING AMENDMENT

Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352 (as amended)

Contractors who apply or bid for an award of \$100,000 or more shall file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, officer or employee of Congress, or an employee of a Member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient who in turn will forward the certification(s) to the awarding agency.

Required Certification. If applicable, Contractors must sign and submit to the non-federal entity the following certification.

APPENDIX A, 44 C.F.R. PART 18 – CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The Contractor, _____, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. Chap. 38, Administrative Remedies for False Claims and Statements, apply to this certification and disclosure, if any.

Signature of Contractor's Authorized Official

Name and Title of Contractor's Authorized Official

Date

***** END *****



FEMA

October 26, 2021

Mark S. Ghilarducci, Director
Governor's Authorized Representative
California Governor's Office of Emergency Services
3650 Schriever Avenue
Mather, CA 95655

Reference: Application Approval, HMGP DR-4344-217-028R
City of Hayward, California
Creation of Defensible Space, Phase 2
FIPS Code: 001-33000, Supplement 239

Dear Mr. Ghilarducci:

We approve and issue Hazard Mitigation Grant Program (HMGP) funds for the City of Hayward, HMGP DR-4344-217-028R, Creation of Defensible Space, Phase 2.

The total project cost for Phase 2 is \$323,820. As shown in the enclosed Obligation Report - Supplement 239, we are obligating \$242,865 for the 75 percent Federal share; the 25 percent non-Federal share is \$80,955. These funds are available in SmartLink for immediate and eligible disbursements. The following is a summary of the approved funding:

Project Phase:	Federal Share:	Non-Federal Share:	Total Project Cost:
Phase 1, Supplement 175	\$ 21,132	\$ 7,044	\$ 28,176
Phase 2, Supplement 239	\$242,865	\$ 80,955	\$323,820
TOTALS	\$263,997	\$ 87,999	\$351,996

This HMGP project approval and obligation of funds are subject to the following conditions:

- 1. Scope of Work (SOW)** – The City of Hayward Fire Department will create defensible space through a demonstration project, a residential chipping program, and a Resident Assistant Program. The creation of defensible space will benefit 1,184 residential properties over an area of 1,200 acres. The defensible space demonstration will be a large-scale demonstration project of trimming lower limbs of trees and clearing brush with community members invited to attend. The location of the proposed demonstration is an approximately 5-acre area in Ward Creek Canyon between Leona and Marie Drives on the eastern side of the City of Hayward, Alameda

County, California (37.666050, -122.074915). Once the demonstration is complete, staff will revisit community meetings to present visuals of the completed project and ask residents to take the same mitigation measures on their own property. The chipping program will allow residents to continue the maintenance of pruning the lower limbs of trees and removing dead materials and aged shrubs. Chipped materials will be hauled and disposed offsite as green waste. A Resident Assistant Program will be implemented to assist residents who have limited physical abilities or need economic assistance to participate in the chipping program.

2. **Project Completion Date** – The work schedule included with the project application indicates that Phase 2 will take 17 months to complete; therefore, the project completion date is March 26, 2023. Please inform the sub-recipient that work completed after this date is not eligible for federal funding, and that federal funds may be de-obligated for work completed outside the completion date when there is no approved time extension.
3. **Project Closeout** – Within 120 days of project completion, all project funds must be liquidated and final closeout documentation for the project must be submitted to FEMA. Please note the project must comply with Code of Federal Regulations Title 2, Part 200 reporting requirements at the time of closeout.
4. **Record of Environmental Considerations (REC)** – This project has been determined to be Categorically Excluded from the need to prepare either an Environmental Impact Statement or Environmental Assessment in accordance with FEMA Instruction 108-1-1 and DHS Instruction 23-01-001-01: Categorical Exclusion N11 (Federal Assistance for Wildfire Hazard Mitigation Actions) has been applied. Particular attention should be given to the project conditions before and during project implementation. Failure to comply with these conditions may jeopardize federal assistance including funding. Please reference the enclosed REC for further information.
5. **Standard Conditions** – This project approval is subject to the enclosed *Standard Mitigation Grant Program (HMGP) Conditions*, amended August 2018. Please note that federal funds may be de-obligated for work that does not comply with these conditions.

If you have any questions or need further assistance please contact Thomas Berry, Sr. Grants Management Specialist, by email thomas.berry@fema.dhs.gov, or phone (510) 627-7180.

Sincerely,

Kathryn Lipiecki
Director, Mitigation Division
FEMA Region 9

Mr. Ghilarducci
October 22, 2021
Page 3 of 3

Enclosures (3):

Obligation Report - Supplement 239
Record of Environmental Considerations (REC)
Standard Mitigation Grant (HMGP) Conditions

cc:

Jennifer Hogan, State Hazard Mitigation Officer, California Governor's Office of Emergency Services
Dr. Jacy Hyde, Branch Chief, California Governor's Office of Emergency Services
Robert McCord, Chief, Hazard Mitigation Assistance Branch, FEMA Region 9



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: CONS 22-279

DATE: May 3, 2022

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Adopt a Resolution in Support of Locating a Trauma Center in Southern Alameda County at Washington Hospital's Morris Hyman Critical Care Pavilion

RECOMMENDATION

That the Council adopts a resolution (Attachment II) supporting the creation and location of a trauma center in Southern Alameda County at Washington Hospital in Fremont.

SUMMARY

The current Alameda County trauma network has not changed since it was established in 1987. It currently has three trauma centers: Highland Hospital in Oakland; UCSF Benioff Children's Hospital in Oakland; and Eden Medical Center in Castro Valley. The population in Southern Alameda County alone has grown from roughly 230,000 residents when the trauma network was established to nearly 350,000 residents and is expected to grow by another 15 percent to 403,000 by 2040. WHHS engaged an independent third party from 2018 to 2019 to assess the feasibility of a trauma center located at the hospital, which, using data provided by Alameda County EMS, projected there is sufficient volume to support a trauma center in the southern portion of the County.

Within the coming weeks (April - May 2022), Bishop & Associates will release their report to the East Bay Hospital Council and the Alameda County Health Committee, comprised of members of the County Board of Supervisors. The Health Committee will in turn make a recommendation to the Alameda County Board of Supervisors to consider action on changing the Alameda County trauma network to include a trauma center in the south county region. This issue was brought to the attention of the Mayor and City Manager by former County Supervisor Scott Haggerty on behalf of WHHS. Given the timeline for the County recommendations, the City Manager directly agenda'd this resolution for Council consideration.

ATTACHMENTS

File #: CONS 22-279

Attachment I Staff Report
Attachment II Resolution



DATE: May 3, 2022
TO: Mayor and City Council
FROM: City Manager
SUBJECT: Adopt a Resolution in Support of Locating a Trauma Center in Southern Alameda County at Washington Hospital's Morris Hyman Critical Care Pavilion

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SUMMARY

The current Alameda County trauma network has not changed since it was established in 1987. It currently has three trauma centers: Highland Hospital in Oakland; UCSF Benioff Children's Hospital in Oakland; and Eden Medical Center in Castro Valley. The population in Southern Alameda County alone has grown from roughly 230,000 residents when the trauma network was established to nearly 350,000 residents and is expected to grow by another 15 percent to 403,000 by 2040. WHHS engaged an independent third party from 2018 to 2019 to assess the feasibility of a trauma center located at the hospital, which, using data provided by Alameda County EMS, projected there is sufficient volume to support a trauma center in the southern portion of the County.

Within the coming weeks (April – May 2022), Bishop & Associates will release their report to the East Bay Hospital Council and the Alameda County Health Committee, comprised of members of the County Board of Supervisors. The Health Committee will in turn make a recommendation to the Alameda County Board of Supervisors to consider action on changing the Alameda County trauma network to include a trauma center in the south county region. This issue was brought to the attention of the Mayor and City Manager by former County Supervisor Scott Haggerty on behalf of WHHS. Given the timeline for the County recommendations, the City Manager directly agenda'd this resolution for Council consideration.

BACKGROUND

The current Alameda County trauma network has not changed since it was established in 1987. It currently has three trauma centers: Highland Hospital in Oakland; UCSF Benioff

Children's Hospital in Oakland; and Eden Medical Center in Castro Valley. The network has remained unchanged since adoption despite the dramatic population growth in the region. The population in Southern Alameda County alone has grown from roughly 230,000 residents when the trauma network was established to nearly 350,000 residents and is expected to grow by another 15 percent to 403,000 by 2040.

The Washington Township Health Care District, dba Washington Hospital Healthcare System (WHHS), was founded in 1948. Voters passed the first bond for \$1.25 million in 1952 to build the hospital, which opened on November 24, 1958, to serve southern Alameda County. WHHS has a publicly elected Board of Directors, which provides governance for this community-owned hospital. WHHS has demonstrated a history of financial stability, responsible stewardship, and has provided a wide-ranging collaboration with Alameda County and Emergency Medical Services (EMS) providers. Local voters have continually approved bond measures for seismic upgrades and facility improvements required by State mandates, and the expansion of emergency and critical care services.

WHHS engaged an independent third party from 2018 to 2019 to assess the feasibility of a trauma center located at the hospital, which, using data provided by Alameda County EMS, projected there is sufficient volume to support a trauma center in the southern portion of the County. During that time, the Alameda County Department of Public Health retained Bishop & Associates to assess the demand for and feasibility of additional trauma centers in Alameda County. Within the coming weeks (April – May 2022), Bishop & Associates will release their report to the East Bay Hospital Council and the Alameda County Health Committee, comprised of members of the County Board of Supervisors. The Health Committee will in turn make a recommendation to the Alameda County Board of Supervisors to consider action on changing the Alameda County trauma network to include a trauma center in the south county region.

This issue was brought to the attention of the Mayor and City Manager by former County Supervisor Scott Haggerty on behalf of WHHS. Given the timeline for the County recommendations, the City Manager directly agenda'd this resolution for Council consideration.

DISCUSSION

WHHS has applied to Alameda County to be designated as a trauma center. WHHS is equipped with the 224,000-square foot Morris Hyman Critical Care Pavilion that opened in 2018. The facility contains a state-of-the-art emergency department with 39 rooms and two trauma rooms. The facility also houses a 48-bed critical care unit and 69 medical-surgical rooms. WHHS has been affiliated with the University of California, San Francisco since 2013. This strategic partnership gives WHHS access to UCSF Health's specialty services and trained surgeons and provides local access to advanced life-saving care.

During its 64-year history, WHHS has maintained a reputation for providing patients the highest-quality clinical care. Expansions and development have always reflected the needs and priorities of the community. WHHS has an award-winning neurosurgical program that has been operational for decades. In addition, the stroke program has won several awards.

The clinical services needed to support trauma care are already in place at WHHS.

Not only does WHHS have the infrastructure and services necessary to be a designated trauma center, but it also has a history of being fiscally responsible and stable and keeping the health care needs at the forefront of all actions.

Designating Washington Hospital as a trauma center will provide trauma patients in Southern Alameda County access to quicker life-saving medical care within an acceptable trauma response time. Currently, ambulance transport to Eden Medical Center and Highland Regional Medical Center for trauma services from Fremont, Newark, Union City, and South Hayward can take between 45 minutes to over an hour to arrive, long beyond what is acceptable for trauma response. In addition, roughly 180 patients annually are transported to Santa Clara County and other neighboring counties for trauma related care.

As such, the designation of Morris Hyman Critical Care Pavilion as a trauma center will dramatically improve the quality of care for trauma patients in the south county area, which will in turn improve the quality of life for Hayward residents (particularly in South Hayward). Washington Hospital's application to become a trauma center is also strongly supported by the medical community, including St. Rose Hospital leadership, and labor and has vast community support. Staff recommends that the Council adopts a resolution supporting WHHS' application to be designated as a trauma center.

FISCAL AND ECONOMIC IMPACT

There is no fiscal impact to the City associated with this item. It is staff's understanding that the operational cost of the trauma center at WHHS would be predominantly funded by WHHS. The financial model provided to Bishop & Associates assumed WHHS would receive \$400,000 annually from the County, but no commitment has been made.

STRATEGIC ROADMAP

This agenda item does not relate to any of the priorities in the Strategic Roadmap.

NEXT STEPS

If the Council adopts this resolution, staff will forward a copy to WHHS and the County Board of Supervisors.

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-____

Introduced by Council Member_____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD IN SUPPORT OF LOCATING A TRAUMA CENTER AT WASHINGTON HOSPITAL HEALTHCARE AND ENCOURAGES THE ALAMEDA COUNTY BOARD OF SUPERVISORS TO APPROVE A TRAUMA CENTER AT WASHINGTON HOSPITAL IN SOUTHERN ALAMEDA COUNTY

WHEREAS, the Alameda County Trauma System Plan was established by the Alameda County Board of Supervisors in 1987 and has remained the same since adoption; and WHEREAS, the Trauma Network includes three designated trauma centers: Highland Hospital in Oakland, UCSF Benioff Children’s Hospital in Oakland and Eden Medical Center in Castro Valley; and

WHEREAS, ambulance transport to Eden Medical Center for trauma services from Southern Alameda County can often take 45 minutes to over an hour, far beyond what is acceptable for trauma response; and

WHEREAS, the population in Southern Alameda County alone has grown from roughly 230,000 residents when the trauma network was established to nearly 350,000 residents and is expected to grow by another 15 percent to 403,000 by 2040; and

WHEREAS, the Alameda County Department of Public Health retained Bishop & Associates to assess the demand for and feasibility of additional trauma centers in Alameda County; and

WHEREAS, Bishop & Associates is anticipated to release the final report in April/May 2022 and make a recommendation to consider action on changing the Alameda County trauma network; and

WHEREAS, Washington Hospital Healthcare (WHHS) has applied to Alameda County to be a designated trauma center; and

WHEREAS, WHHS is equipped with the 224,000 square foot Morris Hyman Critical Care Pavilion that contains a state-of-the art emergency department; and

WHEREAS, WHHS already has the clinical services in place needed to support trauma care; and



File #: WS 22-012

DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Proposed Traffic Impact Fee and Nexus Study

RECOMMENDATION

That the Council reviews and provides feedback on the proposed Traffic Impact Fee recommendations.

SUMMARY

A traffic impact fee (TIF) is a one-time fee imposed on new development projects to help mitigate the cumulative transportation impacts of development growth. As importantly, a TIF will bring much-needed certainty to Hayward's development process at the onset of the application.

TIFs imposed on new development are based on the concept that traffic generated by the proposed development will cause a nearby traffic deficiency, such as an intersection exceeding a specific level of service or capacity. A TIF does not replace any transportation analysis requirements imposed by the California Environmental Quality Act (CEQA). Also, while a TIF addresses cumulative impacts of all future development projects, it does not address specific or direct impacts from a proposed development. As a result, in some cases, a Local Transportation Analysis (LTA) may still be necessary.

Traffic consultants TJKM prepared the Multimodal Improvement Plan and TIF Nexus Study (Nexus Study) (Attachment II) that identifies locations of future traffic deficiencies as a result of future development, develops mitigations to these deficiencies, calculates total cost of capital improvements required to implement the mitigations, and provides a calculated maximum allowable traffic fee that would be legally defensible based on projected cumulative traffic impact from different development types.

To ensure that the City's proposed TIF rates are reasonable and will not impact the City's competitiveness and the desirable development in the City, the City retained economic consultants, Community Attributes, Inc. (CAI), to review the Nexus Study and assist the City in developing recommendations for adopting appropriate fees. The goals were for the proposed fees to be below the maximum allowable, based on current economic conditions and development feasibility and to maintain competitive overall development fees when compared to surrounding jurisdictions.

Council Infrastructure Committee. On February 23, 2022, staff presented the TIF recommendations to the Council Infrastructure Committee (CIC) for review and feedback. The CIC expressed support for staff's recommendation and also suggested additional public outreach and coordination with transit agency partners. In response to CIC guidance, staff scheduled outreach meetings with the Chamber of Commerce and conducted one additional stakeholder meeting, which was held on March 31, 2022. Staff also met with representatives from AC Transit to discuss the inclusion of transit projects to the list that could be funded by the TIF. Many of the projects identified by AC Transit and City staff have been included in the approved project list, which resulted in a nominal increase in the amount of the traffic impact fees.

Planning Commission. On April 14, 2022, staff presented the TIF recommendations to the Planning Commission for review and feedback. The Planning Commission expressed support for staff's recommendations but asked questions about the reduction of the single-family residential fee and whether it should be increased. Additionally, the Planning Commission expressed interest in whether the TIF ordinance includes provisions regarding credits to developers for grandfathered changes or for developers who opt to pay to build improvements rather than paying the TIF.

As a result of the feedback received during the outreach processes, staff recommends that the Council adopts the TIF at the maximum allowable rates identified in the Nexus Study, but levy the fees according to the following:

1. Reduce residential developments by 70% and non-residential developments by 30% below the maximum allowable TIF.
 - It was determined that these reductions will ensure that the City maintains development feasibility while offering competitive rates with surrounding cities.
2. Reduce the fee for multi-family, retail, and office developments by 100%.
 - These land uses were hit the hardest by the pandemic and are still recovering; additionally, CAI prepared a financial feasibility analysis that demonstrated that a TIF at this time may disincentivize development of these land uses in the City. As a result, staff recommends reducing the proposed traffic impact fees for these land uses by 100% to allow more time for these types of development to recover from the pandemic. The reduction of these fees will be revisited after a three (3) year monitoring period.
3. Include an automatic annual construction inflation index adjustment.
 - The cost of construction materials normally increases annually due to inflation - an issue that contractors faced even prior to the pandemic. Building materials supply chains have been interrupted and labor has become scarce increasing the magnitude of construction inflation costs due to the pandemic. It is typical practice for local jurisdictions to adjust fees annually based on the California Construction Cost Index for the San Francisco Bay Area published by the Engineering News Record.
4. Revisit TIF reductions in the Master Fee Schedule after three (3) years.
 - Three years seems like the appropriate amount of time to revisit the TIF program as to whether the reductions should be extended or modified. The reductions may be adjusted due to changes in proposed improvements and traffic patterns that are expected to change in the upcoming years from employers allowing employees to telecommute.

A summary of staff recommendations is presented in the table below and codified in the draft Ordinance in Attachment III.

Land Use Category	Maximum Allowable	Reduction from Maximum Allowable	Recommended Fee	Feasibility	100% Reduction
Single Family Residence / Unit	\$11,584	70%	\$3,475	Marginal	No
Multi-Family Residence / Unit	\$7,761	100%	-	Marginal	Yes, for development feasibility purposes
Retail/ KSF*	\$19,460	100%	-	Challenged	Yes, for development feasibility purposes
Office / KSF	\$16,449	100%	-	Challenged	Yes, for development feasibility purposes
General Industrial / KSF	\$4,633	30%	\$3,243	Promising	No
Distribution or e-commerce / KSF	\$8,224	30%	\$5,757	Promising	No

*ksf is one thousand square feet

The Council Work Session is the culmination of a series of meetings related to the TIF as summarized:

1. February 9, 2022: Stakeholder Meeting #1 to introduce the proposed TIF and solicit feedback from the business/broker/development communities.
2. February 23, 2022: CIC review and comment.
3. March 31, 2022: Stakeholder Meeting #2 to solicit feedback from the business/broker/development communities.
4. April 14, 2022: Planning Commission
5. May 3, 2022: Council Work Session

Following this work session, staff will address Council feedback and finalize the Nexus Study and Ordinance for Council consideration at a public hearing tentatively scheduled for Tuesday, May 17, 2022.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Nexus Study
- Attachment III Draft Traffic Impact Fee Ordinance



DATE: May 3, 2022
TO: Mayor and City Council
FROM: Director of Public Works
SUBJECT Proposed Traffic Impact Fee and Nexus

RECOMMENDATION

That the Council reviews and provides feedback on the proposed Traffic Impact Fee recommendations.

SUMMARY

A traffic impact fee (TIF) is a one-time fee imposed on new development projects to help mitigate the cumulative transportation impacts of development growth. As importantly, a TIF will bring much-needed certainty to Hayward's development process at the onset of the application.

TIFs imposed on new development are based on the concept that traffic generated by the proposed development will cause a nearby traffic deficiency, such as an intersection exceeding a specific level of service or capacity. A TIF does not replace any transportation analysis requirements imposed by the California Environmental Quality Act (CEQA). Also, while a TIF addresses cumulative impacts of all future development projects, it does not address specific or direct impacts from a proposed development. As a result, in some cases, a Local Transportation Analysis (LTA) may still be necessary.

Traffic consultants TJKM prepared the Multimodal Improvement Plan and TIF Nexus Study (Nexus Study) (Attachment II) that identifies locations of future traffic deficiencies as a result of future development, develops mitigations to these deficiencies, calculates total cost of capital improvements required to implement the mitigations, and provides a calculated maximum allowable traffic fee that would be legally defensible based on projected cumulative traffic impact from different development types.

To ensure that the City's proposed TIF rates are reasonable and will not impact the City's competitiveness and the desirable development in the City, the City retained economic consultants, Community Attributes, Inc. (CAI), to review the Nexus Study and assist the City in developing recommendations for adopting appropriate fees. The goals were for the proposed fees to be below the maximum allowable, based on current economic conditions and development feasibility and to maintain competitive overall development fees when compared to surrounding jurisdictions.

Council Infrastructure Committee. On February 23, 2022, staff presented the TIF recommendations to the Council Infrastructure Committee (CIC) for review and feedback. The CIC expressed support for staff's recommendation and also suggested additional public outreach and coordination with transit agency partners. In response to CIC guidance, staff scheduled outreach meetings with the Chamber of Commerce and conducted one additional stakeholder meeting, which was held on March 31, 2022. Staff also met with representatives from AC Transit to discuss the inclusion of transit projects to the list that could be funded by the TIF. Many of the projects identified by AC Transit and City staff have been included in the approved project list, which resulted in a nominal increase in the amount of the traffic impact fees.

Planning Commission. On April 14, 2022, staff presented the TIF recommendations to the Planning Commission for review and feedback. The Planning Commission expressed support for staff's recommendations but asked questions about the reduction of the single-family residential fee and whether it should be increased. Additionally, the Planning Commission expressed interest in whether the TIF ordinance includes provisions regarding credits to developers for grandfathered changes or for developers who opt to pay to build improvements rather than paying the TIF.

As a result of the feedback received during the outreach processes, staff recommends that the Council adopts the TIF at the maximum allowable rates identified in the Nexus Study, but levy the fees according to the following:

1. Reduce residential developments by 70% and non-residential developments by 30% below the maximum allowable TIF.
 - It was determined that these reductions will ensure that the City maintains development feasibility while offering competitive rates with surrounding cities.
2. Reduce the fee for multi-family, retail, and office developments by 100%.
 - These land uses were hit the hardest by the pandemic and are still recovering; additionally, CAI prepared a financial feasibility analysis that demonstrated that a TIF at this time may disincentivize development of these land uses in the City. As a result, staff recommends reducing the proposed traffic impact fees for these land uses by 100% to allow more time for these types of development to recover from the pandemic. The reduction of these fees will be revisited after a three (3) year monitoring period.
3. Include an automatic annual construction inflation index adjustment.
 - The cost of construction materials normally increases annually due to inflation – an issue that contractors faced even prior to the pandemic. Building materials supply chains have been interrupted and labor has become scarce increasing the magnitude of construction inflation costs due to the pandemic. It is typical practice for local jurisdictions to adjust fees annually based on the California Construction Cost Index for the San Francisco Bay Area published by the Engineering News Record.
4. Revisit TIF reductions in the Master Fee Schedule after three (3) years.
 - Three years seems like the appropriate amount of time to revisit the TIF program as to whether the reductions should be extended or modified. The reductions may be adjusted due to changes in proposed improvements and traffic patterns that

are expected to change in the upcoming years from employers allowing employees to telecommute.

A summary of staff recommendations is presented in the table below and codified in the draft Ordinance in Attachment III.

Land Use Category	Maximum Allowable	Reduction from Maximum Allowable	Recommended Fee	Feasibility	100% Reduction
Single Family Residence / Unit	\$11,584	70%	\$3,475	Marginal	No
Multi-Family Residence / Unit	\$7,761	100%	-	Marginal	Yes, for development feasibility purposes
Retail/ KSF*	\$19,460	100%	-	Challenged	Yes, for development feasibility purposes
Office / KSF	\$16,449	100%	-	Challenged	Yes, for development feasibility purposes
General Industrial / KSF	\$4,633	30%	\$3,243	Promising	No
Distribution or e-commerce / KSF	\$8,224	30%	\$5,757	Promising	No

*ksf is one thousand square feet

The Council Work Session is the culmination of a series of meetings related to the TIF as summarized:

1. February 9, 2022: Stakeholder Meeting #1 to introduce the proposed TIF and solicit feedback from the business/broker/development communities.
2. February 23, 2022: CIC review and comment.
3. March 31, 2022: Stakeholder Meeting #2 to solicit feedback from the business/broker/development communities.
4. April 14, 2022: Planning Commission
5. May 3, 2022: Council Work Session

Following this work session, staff will address Council feedback and finalize the Nexus Study and Ordinance for Council consideration at a public hearing tentatively scheduled for Tuesday, May 17, 2022.

BACKGROUND

The Mitigation Fee Act authorizes a local agency to establish, increase, or impose various fees as a condition of approval of a development project, if specified requirements are met. A TIF is a one-time fee imposed on new development projects to help mitigate the cumulative transportation impacts of development growth. As importantly, a TIF will bring much-needed certainty to the City's development process at the onset of the application process.

Unlike most Bay Area cities, the City does not currently have a TIF, or other private funding mechanism dedicated solely to transportation improvements. Hayward is the only city in Alameda County, besides Albany (population of less than 20,000 people) and Piedmont (population of less than 11,500 people) with no TIF, meaning that Hayward is left with the responsibility of mitigating future traffic impacts generated by developments.

TIFs imposed on new developments are linked to the concept that traffic generated by the proposed development will cause a nearby traffic deficiency, such as an intersection exceeding a specific level of service or capacity. A TIF does not replace any transportation analysis requirements imposed by CEQA and while a TIF addresses cumulative impacts of all future development projects, it does not address specific or direct impacts from a proposed development. As a result, in some cases, a LTA may still be necessary.

On July 21, 2015, the City executed a Professional Services Agreement with Traffic Consultants TJKM to conduct the Multimodal Improvement Plan and TIF Nexus Study. TJKM prepared the Nexus Study (Attachment II) that identifies locations of future traffic deficiencies because of future development, develops mitigations to these deficiencies, calculates total cost of capital improvements required to implement the mitigations, and provides a calculated maximum allowable traffic fee that would be legally defensible based on projected cumulative traffic impact from different development types.

A TIF should not be viewed as a deterrent to development activities. On October 20, 2020, four development experts presented a work session item to Council on *Covid-19 Trends and Impacts on the Real Estate Market*. Jason Ovadia, Industrial Development expert, states that TIFs are funding mechanisms cities can use to offset the transportation and infrastructure degradation from the significant increase in traffic generated by new industrial developments and provide for greater upfront certainty for developers in the development review process. A key factor that affects the feasibility of impact fees is the presence of a strong local economy and the financial feasibility of specific land uses. The supply and demand for developable land must be sufficient to absorb the added expense of impact fees.

To ensure that the City's fees are reasonable and would not adversely impact needed developments in the City, after the completion of the Nexus Study in Summer 2021, the City executed a professional services agreement with economic consultants CAI. CAI reviewed the Nexus Study and assisted the City in developing recommendations for adopting appropriate fee levels based on current development feasibility and on maintaining competitive overall development fees compared to surrounding jurisdictions.

AB 602 recently amended the Mitigation Fee Act to require any nexus study adopted after July 1, 2022 to calculate impact fees on housing developments based on square footage, instead of per unit, of proposed residential development. If the Nexus Study is not adopted by July 1, 2022, the Nexus Study will have to be updated to reflect the AB 602 fee methodology. If the Nexus Study is adopted after July 1, 2022, Council would be required to make specific findings to justify not basing residential impact fees per square footage, as AB 602 requires, and justify continuing to charge residential impact fees per unit.

DISCUSSION

The Nexus Study prepared by Traffic consultants TJKM identifies locations of future traffic deficiencies generated by future development, develops mitigations to these deficiencies, calculates total cost of capital improvements required to implement the mitigations, and provides a calculated maximum allowable traffic fee that would be legally defensible based on projected cumulative traffic impact from different development types. The Nexus Study identifies maximum allowable traffic fees for eighteen different land use categories. CAI researched traffic and overall development impact fees from neighboring jurisdictions and provided staff with valuable information for determining the most appropriate recommended fee amount for the TIF. The number and type of land use categories for the TIF vary widely across jurisdictions. Based on review of neighboring jurisdictions, staff narrowed down the eighteen land use categories identified in the Nexus Study to the proposed recommended six land use categories: single-family residential, multi-family residential, retail, office, general industrial, and distribution/e-commerce.

After determining Hayward’s TIF land use categories, CAI studied the feasibility of these six development types. The findings and results of this feasibility study are summarized in Table 1.

Table 1. Development Feasibility Study

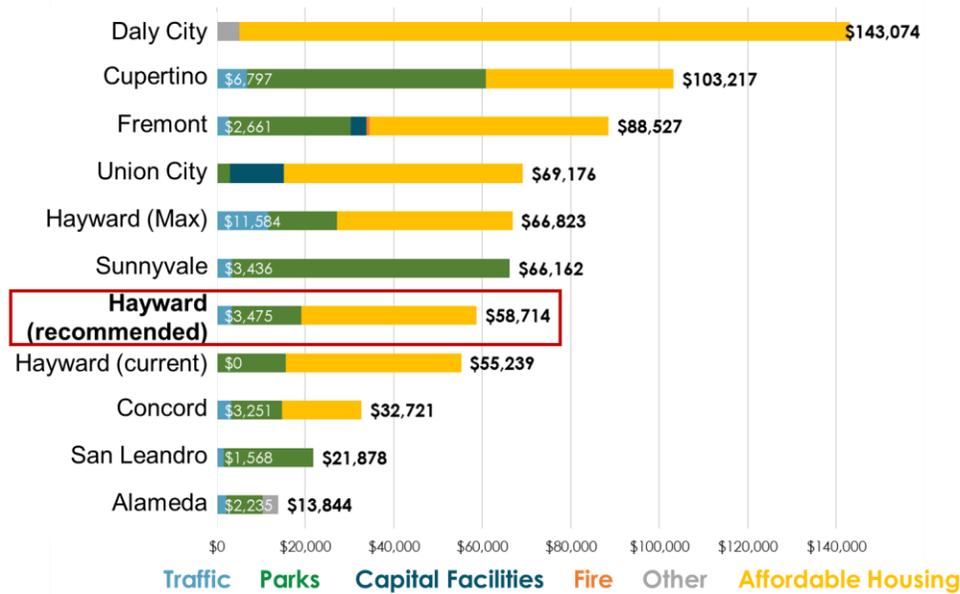
Land Use Category	Feasibility Findings	Result	Recommend 100% Reduction?
Single-Family Residential	Despite strong sales prices, high development and land costs are challenges; some townhouse development, suggesting that deals are possible. Strong regional demand for housing creates opportunities for Hayward.	Marginal	No
Multi-Family Residential	Some multi-family development has occurred in recent years, though this product is challenged by lease rates that decreased during the pandemic and higher rates of vacancy and credit loss due in part to ongoing eviction moratoria. Given strong regional demand for housing and the prospect that lease rates rebound to pre-pandemic levels, the longer-term prospects for multi-family development are positive.	Marginal	Yes
Retail	Brick and mortar retail faces an uncertain future coming out of the pandemic and achievable lease rates in Hayward generally do not support new construction. Some retail anchors, such as CVS, have adapted in ways that make them more feasible. This trend also affects restaurants, though housing growth will support incremental additions to the retail and restaurant inventory.	Challenged	Yes

Office	The market for office in Hayward is weak and lease rates generally do not support new construction; to that extent that any demand for commercial office exists in Hayward, it is likely to be for medical office in or around the BART stations.	Challenged	Yes
General Industrial	Extremely strong regional demand and Hayward's central location support project feasibility and modeling shows positive residual land value	Promising	No
Distribution/E-commerce	Extremely strong regional demand and Hayward's central location support project feasibility and modeling shows positive residual land value	Promising	No

CAI compared traffic impact fees and total cumulative impact fees with selected neighboring cities that are similar in size and location. The following figures show the TIF and cumulative impact fee comparisons with the local cities of Alameda, Concord, Cupertino, Daly City, Fremont, San Leandro, Sunnyvale, and Union City, to Hayward’s cumulative impact fee using the maximum allowable TIF, Hayward’s cumulative impact fee using the recommended fee, and Hayward’s current cumulative impact fee with no TIF.

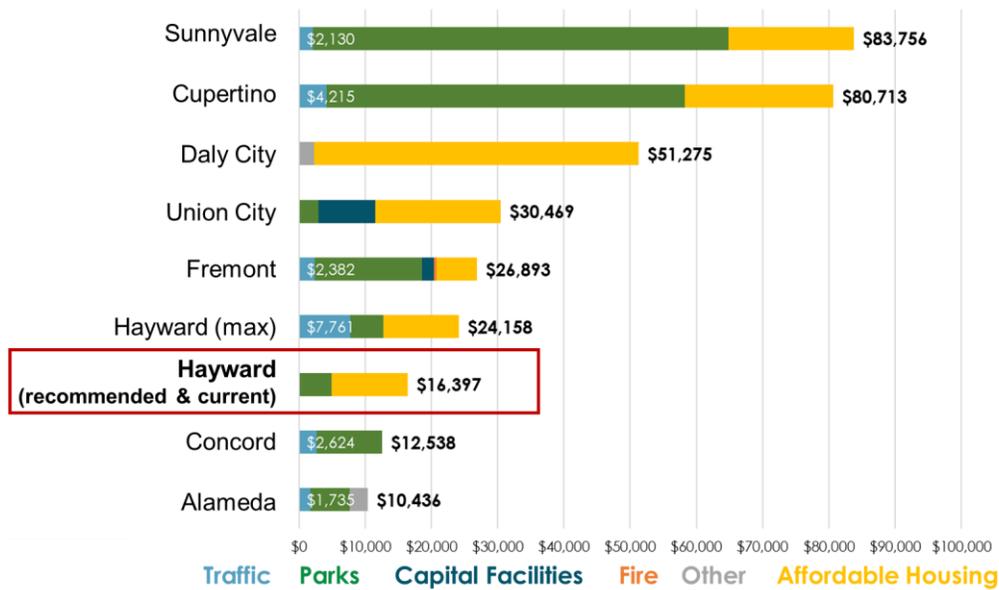
Single Family Residential Uses. The cumulative impact fee comparison for single-family residential development for each jurisdiction is shown in Figure 1 and ranks fees from highest to lowest. For single-family residential development, three different fee scenarios are used: Hayward’s cumulative impact fee using the maximum allowable TIF; Hayward’s cumulative impact fee using the recommended fee with 70% reduction; and Hayward’s current cumulative impact fee with no TIF. As noted in Figure 1, the Hayward recommended rate seems appropriate given the “marginal” feasibility of this land use, based on the CAI feasibility analysis.

Figure 1. Single-Family Residential Impact Fee Comparison



Multi-Family Residential Uses. For multi-family residential uses, staff recommends reducing the impact fees by 100% at this time, given the challenges facing this development type due to the economic impacts of the pandemic. Considering California’s housing crisis, it would also be in the City’s best interest to avoid disincentivizing high-density development and affordable housing at this time. For multi-family residential development, two different fee scenarios are used: Hayward’s cumulative impact fee using the maximum allowable TIF and Hayward’s current and recommended cumulative impact fee with no TIF. These two scenarios rank sixth and seventh highest, respectively, out of nine comparison jurisdictions in Figure 2.

Figure 2. Multi-Family Residential Impact Fee Comparison



Retail Uses. Retail has been one of the businesses hit hardest by pandemic restrictions. Reduced economic activity results in less demand for new commercial retail space, and ambiguity about future recovery further dampens investment. To allow more time for retail businesses to recover from the impacts of the pandemic, staff recommends reducing the TIF by 100% for retail development for three years until the TIF reductions are revisited. For retail development, Hayward’s cumulative impact fee using the maximum allowable TIF and Hayward’s recommended and current cumulative impact fee, with no TIF, rank third and last respectively when compared to the other jurisdictions as shown in Figure 3.

Figure 3. Retail Impact Fee Comparison



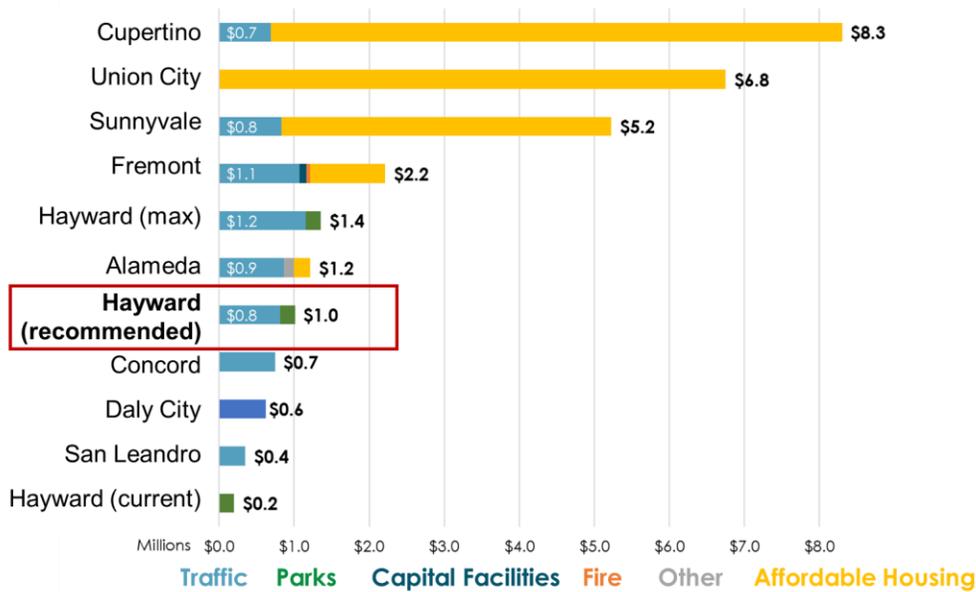
Office Uses. Like retail development, office development has been substantially impacted by the pandemic. For the first 16 months of the pandemic, non-essential employees were ordered to telecommute, resulting in a decrease in demand for office space. As restrictions were lifted, many employers continued to allow employees to telecommute either part-time or full-time. While office development may increase over the long-term, the short-term outlook remains weak. For these reasons, staff recommends reducing the TIF by 100% for three years to allow more time for the commercial office market to stabilize. For office development, Hayward’s cumulative impact fee using the maximum allowable TIF and Hayward’s recommended and current cumulative impact fee with no TIF rank fourth and last respectively when compared to the other jurisdictions as shown in Figure 4.

Figure 4. Office Impact Fee Comparison



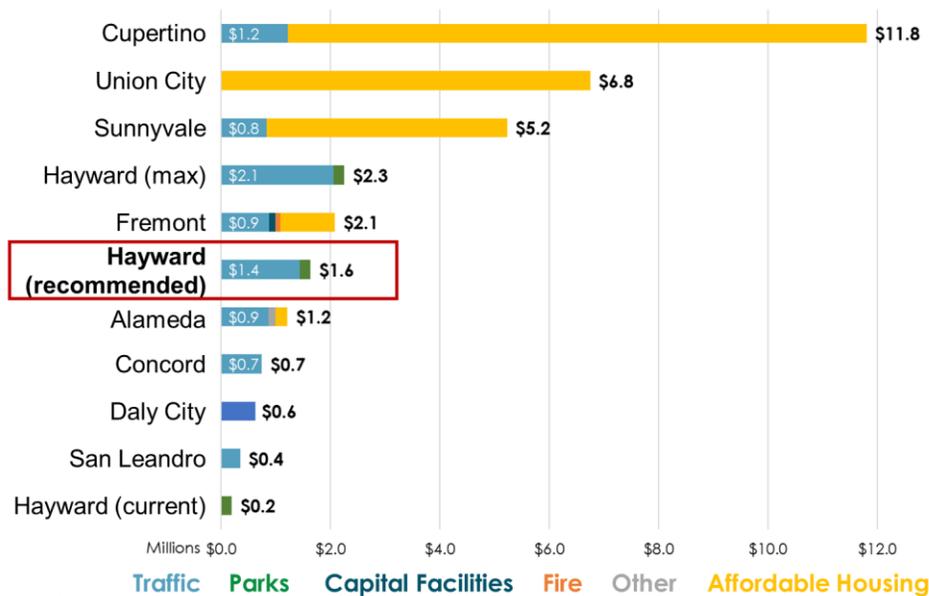
General Industrial Uses. Unlike residential, retail, and office development, the industrial sector has not experienced a decrease in demand. Extremely strong regional demand and the City’s central location further support industrial development feasibility as modeling shows positive residual land value. For general industrial development, Hayward’s cumulative impact fee using the maximum allowable TIF, Hayward’s recommended traffic impact fee at a 30% reduction, and Hayward’s current cumulative impact fee with no TIF rank fifth, seventh, and last respectively when compared to the other jurisdictions, as shown in Figure 5.

Figure 5. General Industrial Impact Fee Comparison



Distribution and E-Commerce Uses. Like general industrial development, the distribution and e-commerce economy has experienced a dramatic increase in demand. Extremely strong regional demand and the City’s central location support industrial development feasibility and the modeling shows positive residual land value. For distribution/e-commerce development, Hayward’s cumulative impact fee using the maximum allowable TIF, Hayward’s recommended impact fee at a 30% reduction, and Hayward’s current cumulative impact fee with no TIF rank fourth, sixth, and last respectively when compared to other jurisdictions as shown in Figure 6 below.

Figure 6. Distribution/E-commerce Impact Fee Comparison



Conclusions. As detailed above, staff is recommending the TIF be adopted at the maximum allowable rates identified in the Nexus Study, but levy the fees for the following land uses as follows:

1. Reduce residential developments by 70% and non-residential developments by 30% below the maximum allowable TIF.
 - It was determined that these reductions ensure that the City maintains development feasibility while offering competitive rates with surrounding cities.
2. Reduce the fee for multi-family, retail, and office developments by 100%.
 - These land uses were hit the hardest from the pandemic and are still recovering; additionally, CAI prepared a financial feasibility analysis that demonstrated that a traffic impact fee at this time may disincentivize development of these land uses in the City. As a result, it is recommended to reduce the TIFs for these land uses by 100% to allow more time for these types of development to recover from the pandemic. The reduction of these development types will be revisited after a three (3) year monitoring period.
3. Include an automatic annual construction inflation index adjustment.

- The cost of construction materials normally increases annually due to inflation – an issue that contractors faced even prior to the pandemic. Building materials supply chains have been interrupted and labor has become scarce increasing the magnitude of construction inflation costs due to the pandemic. It is typical practice for local jurisdictions to adjust fees annually based on the California Construction Cost Index for the San Francisco Bay Area published by the Engineering News Record.

4. Revisit TIF reductions in the Master Fee Schedule after three (3) years.

- Three years seems like the appropriate amount of time to revisit the TIF program as to whether the reductions should be extended or modified. The reductions may be adjusted due to changes in proposed improvements and traffic patterns that are expected to change in the upcoming years from employers allowing employees to telecommute.

A summary of staff recommendations is presented in Table 2 and codified in the draft Ordinance in Attachment III.

Table 2. Staff Recommendations

Land Use Category	Maximum Allowable	Reduction from Maximum Allowable	Recommended Fee	Feasibility	100% Reduction?
Single Family Residence / Unit	\$11,584	70%	\$3,475	Marginal	No
Multi-Family Residence / Unit	\$7,761	100%	-	Marginal	Yes, for development feasibility purposes
Retail/ KSF*	\$19,460	100%	-	Challenged	Yes, for development feasibility purposes
Office / KSF	\$16,449	100%	-	Challenged	Yes, for development feasibility purposes
General Industrial / KSF	\$4,633	30%	\$3,243	Promising	No
Distribution or e-commerce / KSF	\$8,224	30%	\$5,757	Promising	No

*ksf is one thousand square feet

FISCAL IMPACT

A total budget of \$700,000 from the Transportation System Improvement Fund (Fund 460) has been allocated for the traffic consultant TJKM for the Nexus Study of the City’s first TIF. The project breakdown is as follows:

Project No.	Project Name	Project Total
05705	Citywide Multi Modal Improvement Study	\$400,000
05711	Multi Modal Level of Service Study	\$100,000
05274	Traffic Impact Fee Study	\$200,000

Approximately \$27,500 is remaining of the \$700,000 contract.

A total budget of \$36,000 has been allocated for economic consultant CAI for TIF policy recommendations that align with current economic and development activities within Hayward.

TIFs are another source of funds for needed improvements and are commonly viewed in terms of their revenue potential. TIFs are used to offset transportation infrastructure degradation from the significant increase in traffic generated by new developments. TIFs are used to help mitigate the cumulative transportation impacts of development growth, help maintain the City's transportation infrastructure, and not create a long-term liability for the City.

ECONOMIC IMPACT

A TIF will be valuable to the City in ensuring that future developers pay their fair share of needed mitigation measures to minimize future traffic impacts, such as addition of bicycle and pedestrian facilities, installation of traffic signals, efficient re-timing of signals, and the increase of traffic capacity.

Evaluations and studies have consistently shown that this type of funding mechanism increases job growth and revenues in the City. Impact fees have evolved as an element of a broader growth management strategy for cities experiencing strong development pressure. The objective is to encourage development to occur in areas within the City where public facilities have adequate capacity to serve the development. While some may view impact fees as a penalty for development in areas where there is insufficient capacity, the fee acts as an investment in the community, by spurring economic growth through the timely provision of sustainable infrastructure and the expansion of buildable land. Developments bring more jobs, sales tax revenue, and/or property tax revenue.

Without a TIF, developers must hire a traffic engineering consultant to prepare a study which includes predicting future traffic impacts, developing mitigations, and estimating costs of constructing the mitigations. The City reviews, comments, and uses the study to determine which mitigation projects will be conditions of approval for the development. TIFs streamline the development process by saving time and effort for both developers and City staff.

As cities continue to grapple with the problems of traffic congestion and limited public resources, cities will continue to view impact fees as another source of funds for needed improvements and are commonly viewed in terms of their revenue potential. Because several of the mitigation projects identified in the Nexus Study are additions or enhancements of bicycle and pedestrian facilities, the City will become a more pedestrian- and bicycle-friendly community, thus creating positive economic benefits.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improving Infrastructure. Specifically,

this item relates to the implementation of the following project(s):

Project 3. Develop and Submit a Traffic Impact Fee

SUSTAINABILITY FEATURES

The Nexus Study will enhance operations and safety for all modes of transportation. The TIF will align improvements consistent with the City's 2040 General Plan, Complete Streets Strategic Initiative, Pedestrian and Bicycle Master Plan, Neighborhood Traffic Calming Program, and major regional improvements.

PUBLIC CONTACT

Stakeholder Meeting #1. On February 9, 2022, Staff held Stakeholder Meeting #1 to introduce the proposed recommended TIF and solicit feedback from the public. An article publicizing the event was published in The Stack and distributed to its subscribers. Additionally, a targeted email with information on how to attend the event was sent to a distribution list of 420 recipients who are involved in some way to Hayward's development process.

The Stakeholder Meeting included less than 10 participants. Feedback received from attendee Zachariah Oquenda could be summarized as general support for the proposed TIF. Mr. Oquenda stated his appreciation for the reasonable fees and the presentation of the jurisdictional comparisons to understand how the implementation of a TIF will affect Hayward's standing with other local cities. Additionally, Mr. Oquenda asked questions about the reduction of single-family residential fee and whether it should be increased.

An attendee who did not provide a name, provided a comment through the chat box suggesting that the funds collected from the new TIF should be used mostly for improvements to alternative modes of transportation, such as biking, walking, and transit. Staff responded stating that a majority of the TIF fund is dedicated to promoting mode shifting from single occupancy vehicles to alternate modes, such as biking, walking, and taking transit and the remaining TIF funds are dedicated to vehicular/transit improvements and traffic signal equipment upgrades and improvements that improve traffic operations and benefit all modes.

Council Infrastructure Committee. On February 23, 2022, staff presented the traffic impact fee recommendations to the CIC for review and feedback. The CIC expressed support for staff's recommendation but suggested additional public outreach and coordination with transit agency partners. In response to CIC guidance, staff scheduled outreach meetings with the Chamber of Commerce and conducted one additional stakeholder meeting, which was held on March 31, 2022. Staff also met with representatives from AC Transit to discuss the inclusion of transit projects to the list that could be funded by the TIF. Many of the projects identified by AC Transit and City staff have been included in the approved project list, which resulted in a nominal increase in the amount of the traffic impact fees.

Stakeholder Meeting #2. On March 31, 2022, staff held Stakeholder Meeting #2 to discuss the proposed recommended TIF and solicit feedback from the public. Feedback received from the Bay Area Building Industry Association (BIA) Director of Governmental Affairs – East Bay Lisa Vorderbrueggen asked questions about whether the new fee will be imposed on the development applications currently in process and about grandfather provisions.

Planning Commission. On April 14, 2022, staff presented the traffic impact fee recommendations to the Planning Commission for review and feedback. The Planning Commission expressed support for staff’s recommendation but asked questions about the reduction of single-family residential traffic impact fee and whether it should be increased. Additionally, the Planning Commission expressed interest in whether the TIF ordinance includes provisions regarding credits to developers for grandfathered changes or for developers who opt to pay to build improvements rather than paying the TIF.

Although a TIF fee is common for local jurisdictions, staff is prioritizing a seamless integration into the existing traffic requirements process for entitlement applications. With the goal of minimizing uncertainty, staff prepared a flow chart for determining which traffic analyses will be required, responses to Frequently Asked Questions (FAQs), and resources to traffic analysis guidelines to be posted on the transportation webpage for the public to access at any time. Developers seek to identify all expenses early as they develop a business pro forma for the development. Identifying traffic impact fees and analysis requirements at the time of permit application will provide a baseline expectation and reduce administrative effort for both the City and developer, and establish a best practice where developers know what to expect up front rather than waiting after the entitlement process.

This Council Work Session is the culmination of a series of meetings related to the TIF as summarized:

1. February 9, 2022: Stakeholder Meeting #1 to introduce the proposed TIF and solicit feedback from the business/broker/development communities.
2. February 23, 2022: CIC review and comment.
3. March 31, 2022: Stakeholder Meeting #2 to solicit feedback from the business/broker/development communities.
4. April 14, 2022: Planning Commission
5. May 3, 2022: Council Work Session

NEXT STEPS

Following this work session, staff will address Council feedback and finalize the Nexus Study and Ordinance for Council consideration at a public hearing tentatively scheduled for Tuesday, May 17, 2022.

Prepared by: Charmine Solla, Senior Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

Kelly McAdoo, City Manager

City of Hayward

Final Report

***Multimodal Intersection Improvement Plan &
Nexus Study***

March 2022



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EXECUTIVE SUMMARY

The Citywide Multimodal Improvement Plan (MIP) is a planning document that identifies measures to improve transportation conditions for multiple modes of transportation on the roadway network. The MIP does not recommend capacity expansions such as widening intersections and roadway segments.

The Hayward 2040 General Plan's policy direction does not support intersection and street widening as a strategy. This is due to limited space for additional right-of-way, increased crossing distance for pedestrians, induced demands, and other issues related to the City's desired future character. Instead, the City directs future actions to include transportation demand management, operational improvements, and multimodal improvements.

Two amendments to the Hayward 2040 General Plan establish Vehicle Miles Traveled (VMT) thresholds for California Environmental Quality Act (CEQA) analysis and Greenhouse Gas (GHG) emission reduction goals. Senate Bill 743 (SB 743) requires cities to evaluate transportation impacts with metrics that support greenhouse gas reduction, multimodal transportation networks, and diversification of land uses. SB 743 shifts the measures of performance from vehicle level of service (LOS) to vehicle miles traveled (VMT). VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Use of the VMT metric allows projects to look at regional impacts rather than local and provides a more accurate measure of transportation impacts. As per the General Plan Amendments, the City considers LOS guidelines to support the expansion of a multimodal network for projects that increase transit ridership, biking, and walking, thus, this study evaluates impacts based on LOS guidelines.

The MIP was developed based on the City's recent transportation and land use plans and policies. The bicycle and pedestrian improvements presented in this report are based on the City's recent Bicycle & Pedestrian Master Plan and Hayward Downtown Specific Plan. The vehicular improvements are based on traffic operation analysis conducted in this study by TJKM.

The TJKM Team, in cooperation with the City of Hayward, conducted a comprehensive capacity and safety study of 100 intersections and 15 roadway segments within the City of Hayward to identify impacts resulting from new developments and develop capital improvements to mitigate the impacts. These selected intersections and segments are considered the project study intersections and study segments. The study intersections are evaluated with Level of Service (LOS) D or better as acceptable under Existing Conditions. Under Future Conditions, the study intersections are evaluated with Level of Service (LOS) E or better as acceptable for signalized intersections due to costs of mitigation and limited right-of-way as per the City of Hayward 2040 General Plan, and LOS D or better as acceptable for unsignalized intersections. The study segments are evaluated with LOS standards of LOS D or better as acceptable, except if they are part of the Alameda County Congestion Management Program (CMP) network, in which they are evaluated with standards of LOS E or better as acceptable. **Tables ES1 to ES4** present intersection and roadway segment level of service for existing and future conditions.

Table ES1 summarizes the intersection operations under Existing Conditions (2019). Under this scenario, 47 study intersections (26 signalized and 21 unsignalized) operate at LOS E or F during

one or both peak periods. The remaining 53 study intersections operate at LOS D or better. Of the 21 unsignalized intersections with failing operations, 15 are one- or two-way stop controlled.

Table ES2 summarizes the results of the LOS analysis for both directions along roadway segments during a.m. and p.m. peak hours. Under Existing Conditions, all study segments operate at LOS E or better both peak hours, except the following two segments:

- Southbound direction of Foothill Boulevard south of City Center Drive during the a.m. peak hour (Segment #4)
- Both directions of Winton Avenue between I-880 Northbound Ramps and Santa Clara Street (Segment #11)

Table ES3 summarizes the study intersection operations under Future Conditions (2040). Under this scenario, 47 intersections (24 signalized, 23 unsignalized) operate at unacceptable LOS during the a.m. peak, and 48 intersections (27 signalized, 21 unsignalized) operate at unacceptable LOS during the p.m. peak. The remaining intersections operate at acceptable LOS.

Table ES4 summarizes the results of the LOS analysis for both directions along roadway segments during a.m. and p.m. peak hours. Under Future Conditions, nine study segments operate at unacceptable LOS E or F during at least one peak period, in one or both directions. The remaining six segments operate at acceptable LOS D or better in both directions, during both a.m. and p.m. peaks.

Table ES1: Intersection Level of Service Analysis – Existing Conditions

ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
1	Foothill Boulevard / Grove Way	Signalized	AM	51.2	D
			PM	36.9	D
2	Foothill Boulevard / City Center	Signalized	AM	>80	F
			PM	77.9	E
3	City Center Drive / 2 nd Street	Signalized	AM	43.2	D
			PM	56.3	E
4	2 nd Street / Russell Way	Two-Way Stop	AM	15.0	C
			PM	>50	F
5	Foothill Boulevard / A Street*	Signalized	AM	61.7	E
			PM	32.8	C
6	A Street / 2 nd Street	Signalized	AM	41.4	D
			PM	42.4	D
7	B Street / 2 nd Street	Signalized	AM	55.6	E
			PM	35.5	D
8	B Street / 3 rd Street	Two-Way Stop	AM	38.2	E
			PM	21.9	C
9	B Street / 6 th Street	Two-Way Stop	AM	29.8	D
			PM	25.7	D
10	A Street / Mission Boulevard	Signalized	AM	>80	F
			PM	69.4	E
11	A Street / Myrtle Street	One-Way Stop	AM	31.1	D
			PM	20.6	C

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
12	B Street / Grand Street	Signalized	AM	32.2	C
			PM	21.6	C
13	A Street / Grand Street	Signalized	AM	47.0	D
			PM	37.3	D
14	B Street / Montgomery Street	All-Way Stop	AM	11.7	B
			PM	14.0	B
15	B Street / Watkins Street	Signalized	AM	>80	F
			PM	33.1	C
16	C Street / Second Street	Signalized	AM	18.6	B
			PM	26.6	C
17	D Street / Grand Street	Signalized	AM	49.2	D
			PM	45.7	D
18	A Street / Happyland Avenue	Two-Way Stop	AM	>50	F
			PM	>50	F
19	D Street / Watkins Avenue	Signalized	AM	27.6	C
			PM	28.4	C
20	Foothill Boulevard/ D Street	Signalized	AM	>80	F
			PM	>80	F
21	D Street / 1 st Street	Two-Way Stop	AM	>50	F
			PM	>50	F
22	D Street / 2 nd Street	Signalized	AM	64.1	E
			PM	41.0	D
23	D Street / 5 th Street	One-Way Stop	AM	>50	F
			PM	15.7	C
24	Jackson Street / Watkins Street	Signalized	AM	34.8	C
			PM	23.3	C
25	Foothill Boulevard / Jackson Street / Mission Boulevard	Signalized	AM	21.2	C
			PM	63.6	E
26	E Street / 2 nd Street	Signalized	AM	44.6	D
			PM	43.1	D
27	Grand Street / Meek Avenue	All-Way Stop	AM	14.7	B
			PM	13.4	B
28	Jackson Street / Meek Avenue / Silva Avenue	Signalized	AM	38.4	D
			PM	59.5	E
29	Fletcher Lane / Watkins Street	Two-Way Stop	AM	19.7	C
			PM	30.2	D
30	Mission Boulevard/ Fletcher Lane	Signalized	AM	45.2	D
			PM	23.4	C
31	Santa Clara Street / Ocie Way	Two-Way Stop	AM	>50	F
			PM	>50	F
32	Amador Street / Winton Avenue	Signalized	AM	39.3	D
			PM	>80	F
33	Myrtle Street / Soto Road / Winton Avenue	Signalized	AM	56.9	E
			PM	34.9	C
34	D Street / Winton Avenue	Signalized	AM	4.5	A
			PM	4.4	A

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
35	Park Street / Winton Avenue	One-Way Stop	AM	10.1	B
			PM	11.3	B
36	Jackson Street / Alice Street / Sycamore Avenue	Two-Way Stop	AM	>50	F
			PM	>50	F
37	2 nd Street / Campus Drive	One-Way Stop	AM	>50	F
			PM	26.8	D
38	Amador Street / Elmhurst Street	All-Way Stop	AM	39.7	E
			PM	>50	F
39	Jackson Street / Soto Road	Signalized	AM	55.6	E
			PM	79.9	E
40	Jackson Street / Amador Street / Cypress Avenue	Signalized	AM	60.2	E
			PM	65.5	E
41	Orchard Avenue / Soto Road	Signalized	AM	33.0	C
			PM	35.9	D
42	Carlos Bee Boulevard / Hayward Boulevard	Signalized	AM	43.8	D
			PM	19.6	B
43	Harder Road / Santa Clara Street	Signalized	AM	8.3	A
			PM	7.9	A
44	Harder Road / Cypress Avenue	Signalized	AM	8.0	A
			PM	11.5	B
45	Harder Road / Gading Road	Signalized	AM	63.3	E
			PM	>80	F
46	Harder Road / Soto Road / Mocine Avenue	Signalized	AM	>80	F
			PM	47.6	D
47	Harder Road / Jane Avenue	Signalized	AM	42.1	D
			PM	29.8	C
48	Harder Road / Mission Boulevard	Signalized	AM	75.7	E
			PM	79.1	E
49	Patrick Avenue / Gomer Street	All-Way Stop	AM	>50	F
			PM	35.5	E
50	Patrick Avenue / Roosevelt Avenue	All-Way Stop	AM	49.2	E
			PM	32.9	D
51	Tennyson Road / Patrick Avenue	Signalized	AM	>80	F
			PM	38.3	D
52	Tennyson Road / Pompano Avenue	Signalized	AM	8.0	A
			PM	7.9	A
53	Tennyson Road / Tampa Avenue	Signalized	AM	41.0	D
			PM	26.0	C
54	Tennyson Road / Dickens Avenue	One-Way Stop	AM	>50	F
			PM	>50	F
55	Tennyson Road / Tyrell Avenue	Signalized	AM	29.6	C
			PM	17.7	B
56	Tennyson Road / Harvey Avenue	One-Way Stop	AM	>50	F
			PM	>50	F
57	Tennyson Road / Ruus Road	Signalized	AM	14.1	B
			PM	17.7	B

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
58	Tennyson Road / Baldwin Street	Two-Way Stop	AM	24.0	C
			PM	>50	F
59	Tennyson Road / Huntwood Avenue	Signalized	AM	54.2	D
			PM	28.4	C
60	Tennyson Road / Beatron Way / Whitman Street	Signalized	AM	43.0	D
			PM	38.6	D
61	Tennyson Road / Pacific Street	One-Way Stop	AM	>50	F
			PM	>50	F
62	Dixon Street / E 12 th Street / Tennyson Road	Signalized	AM	21.9	C
			PM	22.0	C
63	Mission Boulevard/ Tennyson Road	Signalized	AM	44.9	D
			PM	36.2	D
64	Ruus Road / Folsom Avenue	All-Way Stop	AM	>50	F
			PM	>50	F
65	Industrial Parkway / Stratford Road	Signalized	AM	27.5	C
			PM	30.2	C
66	Industrial Boulevard / Russ Road	Signalized	AM	54.9	D
			PM	48.9	D
67	Huntwood Avenue / Industrial Parkway	Signalized	AM	>80	F
			PM	>80	F
68	Mission Boulevard / Industrial Parkway	Signalized	AM	60.1	E
			PM	50.4	D
69	Huntwood Avenue/ Sandoval Way	Signalized	AM	28.5	C
			PM	28.9	C
70	Huntwood Avenue / Zephyr Avenue	Two-Way Stop	AM	43.1	E
			PM	26.5	D
71	Huntwood Avenue / Whipple Road	Signalized	AM	33.1	C
			PM	27.6	C
72	A Street / Hesperian Boulevard	Signalized	AM	45.5	D
			PM	38.9	D
73	A Street / Garden Avenue	One-Way Stop	AM	>50	F
			PM	>50	F
74	Hesperian Boulevard / Sueirro Street*	Signalized	AM	21.3	C
			PM	17.6	B
75	Winton Avenue / Cabot Boulevard**	All-Way Stop	AM	13.1	B
			PM	9.5	A
76	Winton Avenue / Clawiter Road	Signalized	AM	18.6	B
			PM	31.5	C
77	Winton Avenue / Saklan Road	Signalized	AM	13.2	B
			PM	13.7	B
78	Winton Avenue / Hesperian Boulevard	Signalized	AM	47.2	D
			PM	56.7	E
79	Hesperian Boulevard / La Playa Drive / West Street	Signalized	AM	7.0	A
			PM	16.6	B
80	La Playa Drive / Calaroga Avenue	Signalized	AM	0.9	A
			PM	0.9	A

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
81	Clawiter Road / Industrial Boulevard	Signalized	AM	15.5	B
			PM	25.8	C
82	Hesperian Boulevard / Turner Ct	Signalized	AM	48.6	D
			PM	12.5	B
83	Clawiter Road / Depot Road	Signalized	AM	16.1	B
			PM	16.4	B
84	Depot Road / Industrial Boulevard	Signalized	AM	37.3	D
			PM	57.0	E
85	Depot Road / Cathy Way / Hesperian Boulevard	Signalized	AM	>80	F
			PM	46.6	D
86	Clawiter Road / Enterprise Avenue	Signalized	AM	13.1	B
			PM	17.6	B
87	Tennyson Road / Industrial Boulevard*	Signalized	AM	26.2	C
			PM	24.1	C
88	Tennyson Road / Hesperian Boulevard	Signalized	AM	44.3	D
			PM	55.4	E
89	Tennyson Road / Sleepy Hollow Avenue	Signalized	AM	25.6	C
			PM	29.9	C
90	Tennyson Road / Calaroga Avenue	Signalized	AM	59.4	E
			PM	>80	F
91	Calaroga Avenue / Bolero Avenue	All-Way Stop	AM	>50	F
			PM	34.8	D
92	Hesperian Boulevard / Oliver Drive	One-Way Stop	AM	>50	F
			PM	>50	F
93	Calaroga Avenue / Panama Street	All-Way Stop	AM	33.7	D
			PM	12.0	B
94	Industrial Boulevard / Baumberg Avenue	Signalized	AM	19.7	B
			PM	33.1	C
95	Hesperian Boulevard / Catalpa Way	One-Way Stop	AM	>50	F
			PM	>50	F
96	Calaroga Avenue / Catalpa Way	All-Way Stop	AM	29.8	D
			PM	9.1	A
97	Industrial Boulevard / Marina Drive	Signalized	AM	8.1	A
			PM	9.3	A
98	Hesperian Boulevard / Industrial Boulevard	Signalized	AM	65.8	E
			PM	75.2	E
99	Hesperian Boulevard / Eden Shores Boulevard	Signalized	AM	10.7	B
			PM	24.2	C
100	Hesperian Boulevard / Eden Park Place	Signalized	AM	6.5	A
			PM	29.6	C

Notes:

¹Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way-stop-control intersections; and critical minor approaches for two-way-stop-control intersections.

²LOS: Level of Service.

* 2000 HCM Methodology is used.

** Intersection LOS evaluated in Traffix software.

Bold text indicates unacceptable intersection operations.

Table ES2: Roadway Segment Level of Service Analysis – Existing Conditions

ID	Roadway Segment	Direction	No. of Lanes ¹	Capacity ²	AM Peak Hour		PM Peak Hour	
					V/C ³	LOS ⁴	V/C ³	LOS ⁴
1*	Mission Blvd b/w Rose St & Sunset Blvd	Northbound	2	1600	0.23	A	0.39	A
		Southbound	2	1600	0.53	A	0.51	A
2*	Mission Blvd b/w A St & B St	Northbound	0	-	-	-	-	-
		Southbound	5	4000	0.47	A	0.40	A
3*	Mission Blvd b/w Fletcher Ln & Sycamore Ave	Northbound	3	2400	0.77	C	0.83	A
		Southbound	3	2400	0.92	E	0.69	B
4*	Foothill Blvd b/w City Center Dr & Russell Way	Northbound	4	3200	0.39	A	0.33	A
		Southbound	2	1600	0.76	C	1.06	F
5*	A St b/w Western Blvd & Peralta St	Eastbound	2	1600	0.32	A	0.28	A
		Westbound	2	1600	0.47	A	0.36	A
6	Santa Clara St b/w Jackson St & Elmhurst St	Northbound	2	1600	0.29	A	0.40	A
		Southbound	2	1600	0.37	A	0.35	A
7	Soto Rd b/w Orchard Ave & Berry Ave	Northbound	1	800	0.46	A	0.60	A
		Southbound	1	800	0.77	C	0.44	A
8	Campus Dr b/w 2 nd St & Oakes Dr	Eastbound	1	800	0.67	B	0.53	A
		Westbound	1	800	0.43	A	0.73	C
9	A St b/w Royal Ave & Hesperian Blvd	Eastbound	2	1600	0.41	A	0.60	B
		Westbound	2	1600	0.64	B	0.59	A
10*	Winton Ave b/w Wright Dr & Stonewall Ave	Eastbound	3	2400	0.41	A	0.59	A
		Westbound	2	1600	0.82	D	0.67	B
11*	Winton Ave b/w I-880 NB Ramps & Santa Clara St	Eastbound	2	1600	0.68	B	1.23	F
		Westbound	2	1600	1.12	F	0.84	D
12	Depot Rd b/w Clawiter Rd & Viking St	Eastbound	1	800	0.73	C	0.59	A
		Westbound	1	800	0.54	A	0.82	D
13	Depot Rd b/w Hesperian Blvd & Adrian Ave	Eastbound	2	1600	0.32	A	0.33	A
		Westbound	2	1600	0.25	A	0.20	A
14*	Industrial Blvd b/w Tennyson Rd & Baumberg Ave	Northbound	2	1600	0.60	A	0.58	A
		Southbound	2	1600	0.84	D	0.73	C
15*	Hesperian Blvd b/w Panama St & Catalpa Way	Northbound	3	2400	0.43	A	0.64	B
		Southbound	3	2400	0.47	A	0.39	A

Notes:

¹Number of Lanes per direction; Does not include TWLTL medians or turn pockets at intersections.

²Capacity = 800 vehicles per hour per lane.

³V/C: Volume-to-capacity ratio; Calculated using peak hour Average Daily Traffic (ADT) counts.

⁴LOS: Level of Service.

*Indicates Alameda CTC Congestion Management Program (CMP) roadway with minimum standards of LOS E or better.

Bold text indicates unacceptable roadway segment operations.

Table ES3: Intersection Level of Service Analysis – Future Conditions

ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
1	Foothill Blvd & Grove Way	SIGNALIZED	HCM 2010		61.4	E		>80	F
2	Foothill Blvd & City Center Dr	SIGNALIZED	HCM 2010		>80	F		69.8	E
3	City Center Dr & 2 nd St	SIGNALIZED	HCM 2010		43.6	D		58.4	E
4	2 nd St & Russell Way	TWSC	HCM 2010		24.5	C		>50	F
5	Foothill Blvd & A St	SIGNALIZED	HCM 2000	1.030	68.6	E	1.180	76.4	E
6	A St & 2 nd St	SIGNALIZED	HCM 2010		54.8	D		74.2	E
7	B St & 2 nd St	SIGNALIZED	HCM 2010		>80	F		41.6	D
8	B St & 3 rd St	TWSC	HCM 2010		>50	F		>50	F
9	B St & 6 th St	TWSC	HCM 2010		29.8	D		25.7	D
10	Mission Blvd & A St	SIGNALIZED	HCM 2010		>80	F		>80	F
11	A St & Myrtle St	TWSC	HCM 2010		31.1	D		20.6	C
12	B St & Grand St	SIGNALIZED	HCM 2010		58.3	E		22.3	C
13	A St & Grand St	SIGNALIZED	HCM 2010		>80	F		>80	F
14	B St & Montgomery St	AWSC	HCM 2010		15.8	C		16.1	C
15	B St & Watkins St	SIGNALIZED	HCM 2010		>80	F		32.7	C
16	C St & Second St	SIGNALIZED	HCM 2010		19.2	B		55.8	E
17	D St & Grand St	SIGNALIZED	HCM 2010		>80	F		>80	F
18	A St & Happyland Ave	TWSC	HCM 2010		>50	F		>50	F
19	D St & Watkins Ave	SIGNALIZED	HCM 2010		55.6	E		39.6	D
20	Foothill & D Street	SIGNALIZED	HCM 2010		>80	F		>80	F
21	D St & 1 st St	TWSC	HCM 2010		>50	F		>50	F
22	D St & 2 nd St	SIGNALIZED	HCM 2010		77.7	E		67.9	E
23	D St & 5 th St	TWSC	HCM 2010		>50	F		22.5	C
24	Watkins & Jackson	SIGNALIZED	HCM 2010		71.6	E		70.2	E
25	Foothill Blvd & Mission Blvd & Jackson St	SIGNALIZED	HCM 2000	0.700	21.2	C	0.960	72.1	E
26	E St & Second St	SIGNALIZED	HCM 2010		46.2	D		64.1	E

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ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
27	Grand St & Meek Ave	AWSC	HCM 2010		>50	F		>50	F
28	Jackson St & Meek Ave % Silva Ave	SIGNALIZED	HCM 2010		39.4	D		>80	F
29	Fletcher Ln & Watkins St	TWSC	HCM 2010		>50	F		>50	F
30	Mission Blvd & Fletcher Ln	SIGNALIZED	HCM 2010		>80	F		>80	F
31	Santa Clara St & Ocie Way	TWSC	HCM 2010		>50	F		>50	F
32	Amador St & Winton Ave	SIGNALIZED	HCM 2010		46.4	D		>80	F
33	Myrtle St & Soto Rd & Winton Ave	SIGNALIZED	HCM 2010		>80	F		>80	F
34	D St & Winton Ave	SIGNALIZED	HCM 2010		4.2	A		4.3	A
35	Park St & Winton Ave	TWSC	HCM 2010		10.1	B		11.3	B
36	Jackson St & Alice St & Sycamore Ave	TWSC	HCM 2010		>50	F		>50	F
37	2 nd St & Campus Dr	TWSC	HCM 2010		>50	F		37.7	E
38	Amador St & Elmhurst St	AWSC	HCM 2010		49.8	E		>50	F
39	Jackson St & Soto Ave	SIGNALIZED	HCM 2010		>80	F		>80	F
40	Amador St & Cypress Ave & Jackson St	SIGNALIZED	HCM 2010		77.4	E		>80	F
41	Orchard Ave & Soto Rd	SIGNALIZED	HCM 2010		75.4	E		>80	F
42	Carlos Bee Blvd & Hayward Blvd	SIGNALIZED	HCM 2010		51.7	D		21.2	C
43	Harder Rd & Santa Clara St	SIGNALIZED	HCM 2010		9.6	A		10.1	B
44	Cypress Ave & Harder Rd & Underwood Ave	SIGNALIZED	HCM 2010		11.6	B		12.6	B
45	Harder Rd & Gading Rd	SIGNALIZED	HCM 2010		>80	F		>80	F
46	Harder Rd & Soto Rd & Mocine Ave	SIGNALIZED	HCM 2010		>80	F		>80	F
47	Harder Rd & Jane Ave	SIGNALIZED	HCM 2010		42.9	D		57.5	E
48	Harder Road & Mission Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
49	Patrick Ave & Gomer St	AWSC	HCM 2010		>50	F		>50	F
50	Patrick Ave & Roosevelt Ave	AWSC	HCM 2010		49.2	E		32.9	D
51	Tennyson Rd & Patrick Ave	SIGNALIZED	HCM 2010		>80	F		71.5	E
52	Tennyson Rd & Pompano Ave	SIGNALIZED	HCM 2010		7.8	A		7.7	A
53	Tennyson Rd & Tampa Ave	SIGNALIZED	HCM 2010		47.3	D		63.6	E

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ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
54	Tennyson Rd & Dickens Ave	TWSC	HCM 2010		>50	F		>50	F
55	Tennyson Rd & Tyrell Ave	SIGNALIZED	HCM 2010		32.8	C		27.5	C
56	Tennyson Rd & Harvey Ave	TWSC	HCM 2010		>50	F		>50	F
57	Tennyson Rd & Russ Rd	SIGNALIZED	HCM 2010		79.4	E		63.8	E
58	Tennyson Rd & Baldwin St	TWSC	HCM 2010		>50	F		>50	F
59	Tennyson Rd & Huntwood Ave	SIGNALIZED	HCM 2010		62.5	E		47.7	D
60	Tennyson Rd & Beatron Way & Whitman St	SIGNALIZED	HCM 2010		74.8	E		>80	F
61	Tennyson Rd & Pacific St	TWSC	HCM 2010		>50	F		>50	F
62	Dixon St & E 12 th St & Tennyson Rd	SIGNALIZED	HCM 2010		>80	F		>80	F
63	Mission Blvd & Tennyson Rd	SIGNALIZED	HCM 2010		59.5	E		38.2	D
64	Ruus Rd & Folsom Ave	AWSC	HCM 2010		>50	F		>50	F
65	Industrial Pkwy & Stratford Rd	SIGNALIZED	HCM 2010		65.8	E		47.2	D
66	Industrial Pkwy & Russ Rd	SIGNALIZED	HCM 2010		>80	F		>80	F
67	Huntwood Ave & Industrial Pkwy	SIGNALIZED	HCM 2010		>80	F		>80	F
68	Mission Blvd & Industrial Pkwy	SIGNALIZED	HCM 2010		>80	F		>80	F
69	Huntwood Ave & Sandoval Way	SIGNALIZED	HCM 2000	0.760	32.4	C	0.680	33.5	C
70	Huntwood Ave & Zephyr Ave	TWSC	HCM 2010		>50	F		>50	F
71	Huntwood Ave & Whipple Rd	SIGNALIZED	HCM 2010		>80	F		>80	E
72	A St & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
73	A St & Garden Ave	TWSC	HCM 2010		>50	F		>50	F
74	Hesperian Blvd & Sueirro St	SIGNALIZED	HCM 2000	0.800	21.8	C	0.830	26.7	C
75	Winton Ave & Cabot Blvd	AWSC	HCM 2000 (Traffix)	0.677	14.0	B	0.459	11.5	B
76	Winton Ave & Clawiter Rd	SIGNALIZED	HCM 2010		20.2	C		32.8	C
77	Winton Ave & Saklan Rd	SIGNALIZED	HCM 2010		16.0	B		13.9	B
78	Winton Ave & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
79	Hesperian Blvd & La Playa Dr & West St	SIGNALIZED	HCM 2010		4.6	A		14.6	B
80	La Playa Dr & Calaroga Ave	SIGNALIZED	HCM 2010		0.9	A		0.9	A

Multimodal Improvement Plan TIF Nexus Study

ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
81	Clawiter Rd & Industrial Blvd	SIGNALIZED	HCM 2010		38.2	D		38.1	D
82	Hesperian Blvd & Turner Ct	SIGNALIZED	HCM 2010		78.8	E		9.9	A
83	Clawiter Rd & Depot Rd	SIGNALIZED	HCM 2010		16.1	B		19.3	B
84	Depot Rd & Industrial Blvd	SIGNALIZED	HCM 2010		39.4	D		66.8	E
85	Cathy Way & Depot Rd & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		64.0	E
86	Clawiter Rd & Enterprise Ave	SIGNALIZED	HCM 2010		14.9	B		16.7	B
87	Tennyson Rd & Industrial Blvd	SIGNALIZED	HCM 2000	0.750	25.4	C	0.960	>80	F
88	Tennyson Rd & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
89	Tennyson Rd & Sleepy Hollow Ave	SIGNALIZED	HCM 2010		25.6	C		31.3	C
90	Tennyson Rd & Calaroga Ave	SIGNALIZED	HCM 2010		65.8	E		>80	F
91	Calaroga Ave & Bolero Ave	AWSC	HCM 2010		>50	F		>50	F
92	Hesperian Blvd & Oliver Dr	TWSC	HCM 2010		>50	F		>50	F
93	Calaroga Ave & Panama St	AWSC	HCM 2010		>50	F		32.6	D
94	Industrial Blvd & Baumberg Ave	SIGNALIZED	HCM 2010		63.4	E		60.2	E
95	Hesperian Blvd & Catalpa Way	TWSC	HCM 2010		>50	F		>50	F
96	Calaroga Ave & Catalpa Way	AWSC	HCM 2010		29.8	D		9.1	A
97	Industrial Blvd & Marina Dr	SIGNALIZED	HCM 2010		9.4	A		11.5	B
98	Hesperian Blvd & Industrial Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
99	Hesperian Blvd & Eden Shores Blvd	SIGNALIZED	HCM 2010		11.3	B		77.0	E
100	Hesperian Blvd & Eden Park Place	SIGNALIZED	HCM 2010		7.1	A		>80	F

Notes:

¹Delay: Average control delay in seconds per vehicle; reported values are overall for signalized and all-way stop-control intersections, and critical minor approaches for two-way stop-control intersections.

²LOS: Level of Service

Bold indicates unacceptable intersection operations.

Table ES4: Roadway Segment Level of Service Analysis – Future Conditions

ID	Roadway Segment	Direction	No. of Lanes ¹	Capacity ²	AM Peak		PM Peak	
					V/C ³	LOS ⁴	V/C ³	LOS ⁴
1*	Mission Blvd b/w Rose St & Sunset Blvd	Northbound	2	1600	0.43	A	1.14	F
		Southbound	2	1600	1.11	F	0.96	E
2*	Mission Blvd b/w A St & B St	Northbound	0	-	-	-	-	-
		Southbound	5	4000	0.58	A	0.52	A
3*	Mission Blvd b/w Fletcher Ln & Sycamore Ave	Northbound	3	2400	0.91	E	0.95	E
		Southbound	3	2400	1.13	F	0.89	D
4*	Foothill Blvd b/w City Center Dr & Russell Way	Northbound	4	3200	0.56	A	0.44	A
		Southbound	2	1600	0.95	E	1.22	F
5*	A St b/w Western Blvd & Peralta St	Eastbound	2	1600	0.35	A	0.68	B
		Westbound	2	1600	0.78	C	0.68	B
6	Santa Clara St b/w Jackson St & Elmhurst St	Northbound	2	1600	0.65	B	0.72	C
		Southbound	2	1600	0.72	C	0.60	B
7	Soto Rd b/w Orchard Ave & Berry Ave	Northbound	1	800	0.69	B	1.40	F
		Southbound	1	800	1.13	F	1.02	F
8	Campus Dr b/w 2 nd St & Oakes Dr	Eastbound	1	800	0.73	C	0.97	E
		Westbound	1	800	0.52	A	0.84	D
9	A St b/w Royal Ave & Hesperian Blvd	Eastbound	2	1600	0.44	A	0.94	E
		Westbound	2	1600	0.85	D	0.62	B
10*	Winton Ave b/w Wright Dr & Stonewall Ave	Eastbound	3	2400	0.42	A	0.72	C
		Westbound	2	1600	0.86	D	0.69	B
11*	Winton Ave b/w I-880 NB Ramps & Santa Clara St	Eastbound	2	1600	0.70	B	1.61	F
		Westbound	2	1600	1.54	F	1.00	F
12	Depot Rd b/w Clawiter Rd & Viking St	Eastbound	1	800	0.73	C	0.59	A
		Westbound	1	800	0.54	A	0.82	D
13	Depot Rd b/w Hesperian Blvd & Adrian Ave	Eastbound	2	1600	0.35	A	0.39	A
		Westbound	2	1600	0.27	A	0.20	A
14*	Industrial Blvd b/w Tennyson Rd & Baumberg Ave	Northbound	2	1600	0.76	C	0.87	D
		Southbound	2	1600	1.00	E	0.95	E
15*	Hesperian Blvd b/w Panama St & Catalpa Way	Northbound	3	2400	0.48	A	0.93	E
		Southbound	3	2400	0.80	C	0.42	A

Notes:

¹Number of Lanes per direction; Does not include TWLTL medians or turn pockets at intersections.

²Capacity = 800 vehicles per hour per lane.

³V/C: Volume-to-capacity ratio; Calculated using peak hour Average Daily Traffic (ADT) counts generated from TDM.

⁴LOS: Level of Service.

*Indicates Alameda CTC Congestion Management Program (CMP) roadway with minimum standards of LOS E or better.

Bold indicates unacceptable roadway segment operations.

Based on the analysis results, TJKM provides mitigations to improve intersection operations and roadway segment operations for pedestrians, bicyclists and vehicles. TJKM also considered improvements proposed in the City of Hayward 2040 General Plan, Bicycle and Pedestrian Master Plan, and Downtown Specific Plan. The above-mentioned mitigations and proposed improvements are summarized in Section 5 of this report.

Cost estimates for bicycle, pedestrian and transit improvements were developed via pre-calculated project costs provided in Bicycle and Pedestrian Master Plan while cost estimates for vehicular improvements were developed via typical unit costs for roadway and intersection facilities. **Table ES5** summarizes the total costs calculated for the projects in the City of Hayward. The cost estimates provide in this table are used to calculate the Nexus fee.

Table ES5: Total Cost Estimates

Project Category	Low Cost	High Cost	Existing Cost	Future Cost
Bicycle	\$7.3 million	\$18.4 million	-	-
Pedestrian	\$108.3 million	\$124 million	-	-
Transit	\$1.9 million	\$14.9 million		
Vehicle	-	-	\$5.2 million	\$25.1 million

Traffic Impact Fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. The fee’s purpose is to help mitigate the transportation impacts of development growth. As an applicant proposes a project, a project-specific traffic impact study may be necessary, as this document only addresses cumulative impacts of all projects, but does not address specific impacts from a proposed development. The development of the MIP Nexus fee program involved the major tasks described below.

1. **List of Projects** The MIP includes the list of projects for the TIF program. All projects identified for inclusion in the fee program were presented in Chapter 5 of this report.
2. **Project Costs** The projects had low-cost and high-cost alternatives and were categorized into short-term, near-term and long-term improvements as part of the Action Plan. The project costs were identified in Chapter 5 of this report. The existing cost for vehicular improvements was adjusted to account for existing deficiencies since the full existing cost is not eligible for TIF funding. Only 20 percent of existing cost for vehicular improvements was added to total vehicular improvement cost.
3. **Trip Generation** An estimate was prepared of the A.M. and P.M. peak hour trip generation that will result from development of the expected future land uses within the City of Hayward.
4. **Cost per Trip** A cost per trip was calculated along with the corresponding schedule of fees. The schedule of fees includes fee categories for residential units, hotel, office, school, service/retail and other standard land uses.

Table ES6 presents a summary of the TIF improvement project costs, the projected future trips to be added by new development, and the resulting estimated TIF improvement cost per trip. The total costs of the TIF projects to be included are \$143,636,200 (low cost) and \$183,483,624 (high cost). State law allows the City to include costs associated with administering the Fee program in the Fee. These administrative tasks include required reporting and enforcement, and are conservatively estimated at 1% of the total project costs.

The fee calculation is based on trip generation and the cost estimates of the TIF improvement projects. The TIF improvement project costs as well as the calculated new TIF cost per trip are shown in **Table ES6**.

Table ES6: Cost Per Trip Estimate

	A.M. Peak Hour		P.M. Peak Hour	
	Low Cost	High Cost	Low Cost	High Cost
All Projects	\$143,636,200	\$183,483,624	\$143,636,200	\$183,483,624
Plus Administrative Costs (1%)	\$1,436,362	\$1,834,836	\$1,436,362	\$1,834,836
Total TIF Funding	\$145,072,562	\$185,318,460	\$145,072,562	\$185,318,460
Total Peak Hour Trips Added by New Development	10,495	10,495	12,524	12,524
TIF Cost Per Trip	\$13,824	\$17,659	\$11,584	\$14,797

Table ES7 and **Table ES8** present the new schedule of fees. The land use categories in this fee schedule have been determined based on a range of expected development land use types. The fees are calculated by multiplying the ITE trip rates contained in *Trip Generation, 10th Edition* for the A.M. and P.M. peak period by the cost per trip.

The resulting fee rate, shown in the last columns of **Table ES7** and **Table ES8** are the rate per dwelling unit for residential development, per employee for lodging development, or per thousand square feet (KSF) for non-residential development. Trip rate factor for retail land use was adjusted (reduce 60%) to account for pass-by trips. Trip rate factor for gas station was adjusted (reduced 70%) to account for pass-by trips.

Table ES7: Calculations of Fees based on A.M. trips (Per KSF¹ unless noted)

Land Use Category	A.M. Trip Rate ²	Cost Per A.M. Trip		Fee Rate	
		Low Cost	High Cost	Low Cost	High Cost
Retail ³ /KSF	1.2	\$13,824	\$17,659	\$16,588	\$21,190
Office/KSF	1.47	\$13,824	\$17,659	\$20,321	\$25,958
School/KSF	5.68	\$13,824	\$17,659	\$78,518	\$100,301
Place of worship/KSF	0.65	\$13,824	\$17,659	\$8,985	\$11,478
Car dealership/KSF	3.18	\$13,824	\$17,659	\$43,959	\$56,154
Auto Service/KSF	2.83	\$13,824	\$17,659	\$39,121	\$49,974
Gas Station ⁴ /KSF	27.07	\$13,824	\$17,659	\$374,192	\$478,000
Fast food with drive-through/KSF	50.97	\$13,824	\$17,659	\$704,591	\$900,058
Fast food without drive-through/KSF	47.66	\$13,824	\$17,659	\$658,835	\$841,608
Sit-down restaurant/KSF	14.04	\$13,824	\$17,659	\$194,084	\$247,927

Multimodal Improvement Plan TIF Nexus Study

Land Use Category	A.M. Trip Rate ²	Cost Per A.M. Trip		Fee Rate	
		Low Cost	High Cost	Low Cost	High Cost
Hotel/Room	0.54	\$13,824	\$17,659	\$7,465	\$9,536
Warehouse /KSF	0.22	\$13,824	\$17,659	\$3,041	\$3,885
Distribution Hub/E-Commerce /KSF	0.88	\$13,824	\$17,659	\$12,165	\$15,540
Manufacturing/KSF	0.81	\$13,824	\$17,659	\$11,197	\$14,303
Industrial Park/KSF	0.41	\$13,824	\$17,659	\$5,668	\$7,240
Other/KSF	1	\$13,824	\$17,659	\$13,824	\$17,659
Single Family/Unit	0.76	\$13,824	\$17,659	\$10,506	\$13,421
Multi-Family/Unit	0.56	\$13,824	\$17,659	\$7,741	\$9,889

Notes:

¹KSF = Thousand square feet

²A.M. peak hour trip rate, based on ITE's Trip Generation, 10th Edition

³ITE Retail Trip Rate Adjustment Based on 60% pass-by trip

⁴ITE Retail Trip Rate Adjustment Based on 70% pass-by trip

Table ES8: Calculations of Fees based on P.M. trips (Per KSF¹ unless noted)

Land Use Category	P.M. Trip Rate ²	Cost Per P.M. Trip		Fee Rate	
		Low Cost	High Cost	Low Cost	High Cost
Retail ³ /KSF	1.68	\$11,584	\$14,797	\$19,460	\$24,859
Office/KSF	1.42	\$11,584	\$14,797	\$16,449	\$21,012
School/KSF	2.88	\$11,584	\$14,797	\$33,361	\$42,616
Place of worship/KSF	0.8	\$11,584	\$14,797	\$9,267	\$11,838
Car dealership/KSF	3.79	\$11,584	\$14,797	\$43,844	\$56,007
Auto Service/KSF	3.51	\$11,584	\$14,797	\$40,658	\$51,938
Gas Station ⁴ /KSF	35.8	\$11,584	\$14,797	\$415,132	\$530,298
Fast food with drive-through/KSF	51.36	\$11,584	\$14,797	\$594,932	\$759,978
Fast food without drive-through/KSF	48.7	\$11,584	\$14,797	\$564,120	\$720,617
Sit-down restaurant/KSF	17.41	\$11,584	\$14,797	\$201,670	\$257,617
Hotel/Room	0.61	\$11,584	\$14,797	\$7,066	\$9,026
Warehouse /KSF	0.24	\$11,584	\$14,797	\$2,780	\$3,551

Multimodal Improvement Plan TIF Nexus Study

Land Use Category	P.M. Trip Rate ²	Cost Per P.M. Trip		Fee Rate	
		Low Cost	High Cost	Low Cost	High Cost
Distribution Hub/E-Commerce /KSF	0.71	\$11,584	\$14,797	\$8,224	\$10,506
Manufacturing/KSF	0.79	\$11,584	\$14,797	\$9,151	\$11,690
Industrial Park/KSF	0.4	\$11,584	\$14,797	\$4,633	\$5,919
Other/KSF	1	\$11,584	\$14,797	\$11,584	\$14,797
Single Family/Unit	1	\$11,584	\$14,797	\$11,584	\$14,797
Multi-Family/Unit	0.67	\$11,584	\$14,797	\$7,761	\$9,914

Notes:

¹KSF = Thousand square feet

²P.M. peak hour trip rate, based on ITE's Trip Generation, 10th Edition

³ITE Retail Trip Rate Adjustment Based on 60% pass-by trip

⁴ITE Retail Trip Rate Adjustment Based on 70% pass-by trip

CHAPTER 1. INTRODUCTION

The City of Hayward is a mid-sized, culturally-diverse community that is centrally located within the San Francisco Bay Area. The city is located in Alameda County, approximately 14 miles south of downtown Oakland, 20 miles southeast of downtown San Francisco, and 25 miles north of downtown San Jose. In 2019, the City of Hayward had a population of over 159,000 and has a very diverse population where no single race or ethnicity is in the majority. According to the 2010 census, the largest ethnic group in the City of Hayward is Hispanic or Latino, which represents over 40 percent of the population.

Land uses in the City of Hayward are commercial, residential, industrial or other urban uses. The majority of City of Hayward's single-family homes were built between 1950 and 1960 and multi-family homes were built between 1960 and 1990. The City of Hayward experienced a boom in commercial and industrial construction during the late 1990's.

The City of Hayward has an extensive regional transportation network. Interstate 880; State Routes (SR) 92, 238, and 185; two BART lines; and one Amtrak line traverse through the City and provide residents and businesses convenient access to the Bay Area's major employment centers and ports via two stations.

The TJKM Team, in cooperation with the City of Hayward, has prepared the Citywide Multimodal Improvement Plan and the Traffic Impact Fee (Nexus Fee).

The Citywide Multimodal Improvement Plan (MIP) is the planning document that identifies measures to improve transportation conditions on the roadway network instead of making physical traffic capacity expansions such as widening an intersection or roadway.

The Hayward 2040 General Plan's policy direction does not support intersection and street widening as a strategy. This is due to limited space for additional right-of-way, increased crossing distance for pedestrians, induced demands, and other issues related to the City's desired future character. Instead, the City directs future actions to include transportation demand management, operational improvements, and multimodal improvements and service.

Two amendments to the Hayward 2040 General Plan establish Vehicle Miles Traveled (VMT) thresholds for California Environmental Quality Act (CEQA) analysis and Greenhouse Gas (GHG) emission reduction goals. Senate Bill 743 (SB 743) requires cities to evaluate transportation impacts with metrics that support greenhouse gas reduction, multimodal transportation networks, and diversification of land uses. SB 743 shifts the measures of performance from vehicle level of service (LOS) to vehicle miles traveled (VMT). VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Use of the VMT metric allows projects to look at regional impacts rather than local and provides a more accurate measure of transportation impacts. As per the General Plan Amendments, the City considers LOS guidelines to support the expansion of a multimodal network for projects that increase transit ridership, biking, and walking, thus, this study evaluates impacts based on LOS guidelines.

Traffic Impact Fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. The

fee's purpose is to help mitigate the transportation impacts of development growth. As an applicant proposes a project, a project-specific traffic impact study may be necessary, as this document only addresses cumulative impacts of all projects, but does not address specific impacts from a proposed development. In addition to fees and projects considered in this document, other on-site, frontage, and off-site improvements directly associated with future projects may be required. A project-specific traffic impact study will assess this.

This report includes the following seven sections:

1. Introduction
2. Existing Conditions Analysis
3. Developing Traffic Forecast and Future Conditions Analysis
4. Document Review
5. Multimodal Improvement Projects and Action Plan
6. Nexus Study
7. Conclusion

CHAPTER 2. EXISTING CONDITIONS ANALYSIS

Introduction

The TJKM Team, in cooperation with the City of Hayward, conducted a comprehensive capacity and safety study of 100 intersections and 15 roadway segments within the City of Hayward to identify impacts resulting from new developments and develop capital improvements to mitigate the impacts. These selected intersections and segments are considered the project study intersections and study segments. A related aspect of the project is the preparation of a Capital Improvement Program, which will be designed to address and mitigate the traffic impacts resulting from future development within the City.

The purpose of this section is to present the existing conditions of the study intersections and roadway segments.

The project study area is divided into three different zones, which are shown in **Figures 1, 2 and 3**.

Project Vicinity Map - Zone 1

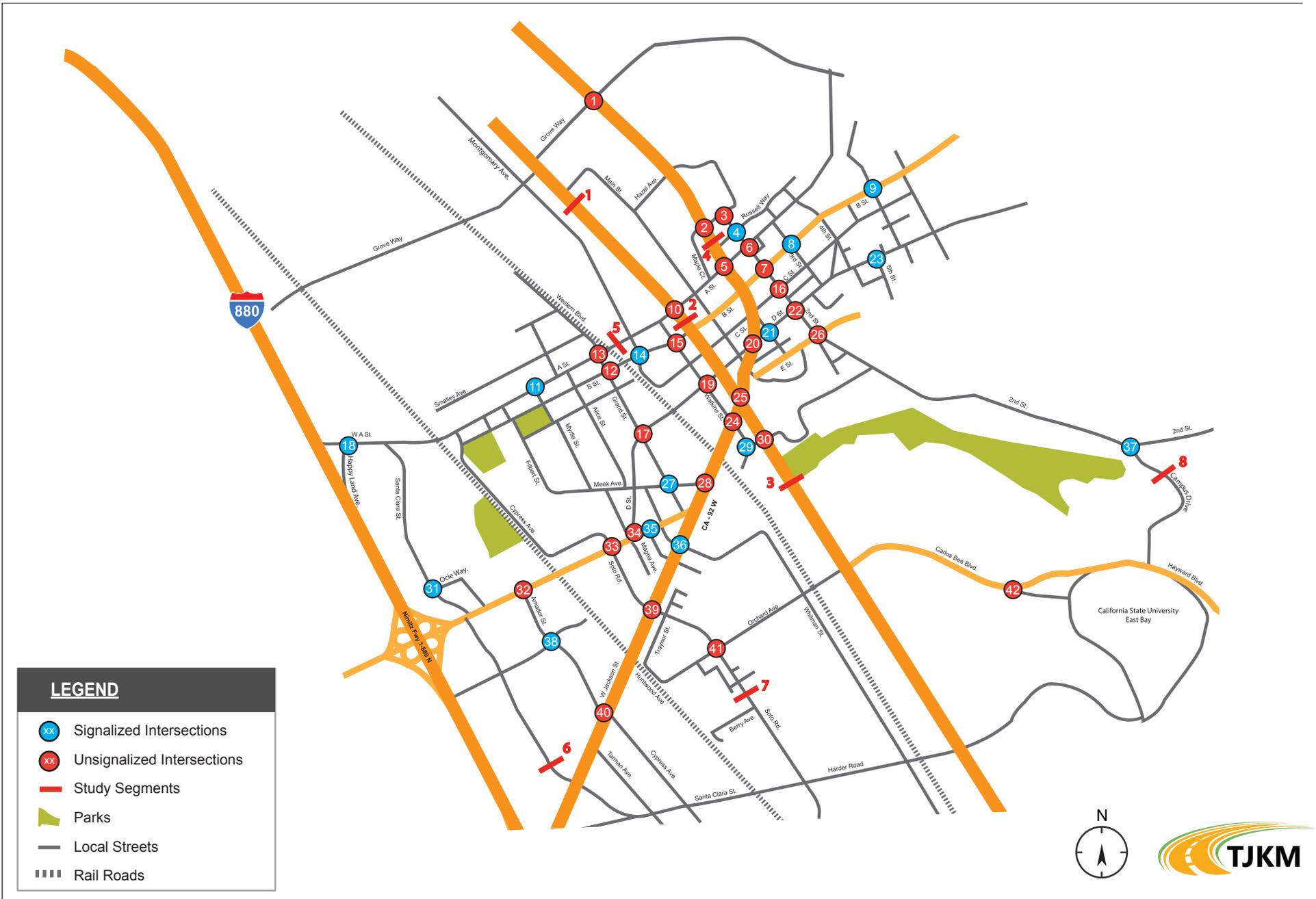


Figure - 1

Project Vicinity Map - Zone 3



Figure - 3

Existing Roadway Network

This section describes the existing roadway system within the study area.

Foothill Boulevard is a six-lane, north-south arterial with occasional raised medians. Posted speed limits vary from 25 mph to 35 mph within the study area. This roadway provides local access to residential and commercial developments and the I-580 and I-238 freeways. This corridor is part of the Hayward Loop and operates one-way northbound from Mission Boulevard/Jackson Street to "A" Street.

Mission Boulevard is a four- to six-lane, north-south arterial with a raised median that runs intermittently throughout the corridor. The posted speed limit is 25 mph to 35 mph within the study area. This roadway provides local access to residential and commercial developments, but also serves as a regional facility from Oakland (as International Boulevard/SR 185) to Fremont. This corridor is part of the Hayward Loop and operates one-way southbound from "A" Street to Foothill Boulevard.

City Center Drive is a two- to four-lane, semi-circle roadway from Hazel Avenue and terminating at McKeever Avenue. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential and commercial developments.

A Street is a four- to six-lane, east-west collector from Skywest Drive and terminating at Redwood Road. The posted speed limit is 25 mph to 35 mph within the study area. This roadway is part of the Hayward Loop and becomes one-way westbound from Foothill Boulevard to Mission Boulevard. This corridor provides local access to residential areas, Downtown Hayward commercial developments, and the I-580 and I-880 freeways.

B Street is a two- to four-lane, east-west roadway from Martin Luther King Drive and terminating at Center Street/Kelly Street. B Street functions as a local roadway west of Mission Boulevard and a collector roadway east of Mission Boulevard. The posted speed limit is 25 mph within the study area. This becomes a one-way westbound corridor from Foothill Boulevard to Mission Boulevard. This roadway provides local access to residential areas, Downtown Hayward commercial developments, and the Hayward Amtrak station.

C Street is a two- to four-lane, east-west roadway from Montgomery Avenue and terminating at 7th Street. This roadway provides local access to residential developments. The posted speed limit is 25 mph within the study area.

D Street is a four-lane, east-west roadway from Winton Avenue and terminating at Machado Court. This roadway provides local access to residential areas and Downtown Hayward commercial developments. The posted speed limit is 25 mph to 35 mph within the study area.

E Street is a two-lane, east-west roadway from Main Street and terminating east of Wilma Way. This roadway provides local access to residential developments. The posted speed limit is 25 mph within the study area.

1st Street is a two-lane, north-south roadway from C Street and terminating at E Street. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

2nd Street is a two- to four-lane, north-south roadway from City Center Drive and terminating at Windfeldt Road. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

3rd Street is a two-lane, north-south roadway from A Street and terminating at D Street. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

6th Street is a two-lane, north-south roadway from north of Stafford Avenue and terminating at D Street. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Campus Drive is a two-lane, north-south roadway from 2nd Street and terminating at Hayward Boulevard. The posted speed limit is 30 mph within the study area. This roadway provides local access to residential developments.

Watkins Street is a two-lane, north-south roadway from A Street and terminating at Fletcher Lane. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential and commercial developments.

Grand Street is a four-lane, north-south roadway from A Street and terminating at Jackson Street. The posted speed limit is 25 mph to 35 mph within the study area. This roadway provides local access to residential developments.

Jackson Street is a six-lane, east-west arterial from Mission Boulevard and terminating at Santa Clara Street. After Santa Clara Street, Jackson Street continues into SR 92. The posted speed limit is 30 mph to 40 mph within the study area. This roadway provides local access to residential areas and commercial developments.

Soto Road is a two-lane, north-south roadway from Winton Avenue and terminating at Harder Road. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Carlos Bee Boulevard is a four-lane, east-west collector roadway that extends from Mission Boulevard and terminates at Hayward Boulevard. The posted speed limit is 30 mph within the study area. This roadway provides local access to residential and commercial developments.

Hayward Boulevard is a four-lane, east-west collector roadway beginning at Carlos Bee Boulevard and terminating at Fairview Avenue. The posted speed limit is 30 mph within the study area. This roadway provides local access to residential and commercial developments.

Amador Street is a two-lane, north-south roadway from Amador Village Circle and terminating at Cypress Avenue. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Santa Clara Street is a two-lane to four-lane, north-south collector roadway that extends between West A Street and Harder Road. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Harder Road is a two- to four-lane, east-west collector from Jackson Street and terminating at Old Hillary Road. The posted speed is 25 mph to 35 mph within the study area. This roadway provides local access to residential developments.

Cypress Avenue is a two-lane, north-south roadway from Jackson Street and terminating at West Harder Road. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Tennyson Road is a four-lane, east-west arterial extending from Mountain View Drive to Industrial Boulevard. The posted speed limit is 25 mph to 35 mph within the study area. This roadway provides local access to residential and commercial developments.

Ruus Road is a two-lane, north-south roadway from West Tennyson Road and terminating at Industrial Parkway West. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Industrial Boulevard is a four-lane, north-south collector roadway between Clawiter Road and Hesperian Boulevard. It provides access to I-880 to the north and the SR 92 freeway to the south. The posted speed limit is 35 mph within the study area. This roadway provides local access to residential and commercial developments.

Industrial Parkway West is four-lane, east-west collector roadway, extending from Mission Boulevard to Hesperian Boulevard. The posted speed limit is 45 mph within the study area. This roadway provides local access to commercial developments.

Baumberg Avenue/Arden Road is a two-lane collector roadway between Portsmouth Avenue and Eden Landing Road. Along this route, Baumberg Avenue becomes Arden Road. The posted speed limit is 25 mph in the within the study area. This roadway provides local access to industrial developments.

Industrial Parkway SW is a four-lane, north-south arterial extending from Whipple Road to Industrial Parkway West. The Whipple Road interchange at I-880 connects directly to Industrial Parkway SW. The posted speed limit is 35 mph to 45 mph within the study area. This roadway provides local access to residential and commercial developments.

Huntwood Avenue is a two- to four-lane, north-south collector roadway with a posted speed limit of 25mph to 30 mph within the study area. Huntwood Avenue extends between Whipple Road to the south and Jackson Street to the north. This roadway provides local access to residential and commercial developments.

Whipple Road is a two- to four-lane, east-west collector roadway with a posted speed limit of 30 mph to 40 mph within the study area. Whipple Road connects to Horner Street and extends to Mission Boulevard. This roadway provides local access to residential and commercial developments.

Calaroga Avenue is a two- to four-lane, north-south roadway from La Playa Drive and terminating at Catalpa Way. The posted speed limit is 25 mph within the study area. This roadway collector provides local access to residential neighborhoods.

Patrick Avenue is a two-lane, north-south roadway from Tennyson Road and terminating at Schafer Road. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Hesperian Boulevard is a six-lane, north-south arterial that extends from E 14th Street and terminates at Alameda Creek. Posted speed limit is 35 mph within the study area. This roadway provides local access to residential and commercial developments and the I-92, I-880 and I-238 freeways.

W Winton Avenue is a six-lane, east-west roadway extending from D Street and terminating at Jackson Street. W Winton Avenue functions as a collector roadway east of D Street and as an arterial west of D Street. The posted speed limit is 35 mph within the study area. This roadway provides local access to residential and commercial developments.

Clawiter Road is a four-lane, north-south, collector roadway extending south of Industrial Boulevard and as an arterial north of Industrial Boulevard. The posted speed limit is 35 mph to 40 mph within the study area. This roadway provides access to residential developments.

Depot Road is a two- to four-lane, east-west roadway west of Hesperian Boulevard. The posted speed limit is 25 mph within the study area. This roadway provides access to residential and Industrial developments.

La Playa Drive is a six-lane roadway between Hesperian Boulevard and Southland Drive. The posted speed limit is 25 mph within the study area. This roadway provides access to residential and commercial developments.

Panama Street is a two-lane, east-west roadway between Hesperian Boulevard and Decatur Way. The posted speed limit is 25 mph within the study area. This roadway provides access to residential developments.

Catalpa Way is a two-lane, east-west roadway between Hesperian Boulevard and Hesse Drive. The posted speed limit is 25 mph within the study area. This roadway provides access to residential developments.

Walpert Street is a two-lane, east-west roadway between 2nd Street and Fletcher Lane. The posted speed limit is 25 mph within the study area. This roadway has horizontal and vertical curves and provides local access to residential developments.

Fletcher Lane is a two-lane, east-west roadway from Walpert Street and terminating in a cul-de-sac west of Watkins Street. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential and commercial developments.

Grove Way is a two- to four-lane, east-west, collector roadway extending from East Castro Valley Boulevard and terminating at Meekland Avenue in unincorporated Alameda County. The posted speed limit is 25 mph within the study area. This roadway collector provides local access to residential neighborhoods.

Montgomery Street is a two-lane, north-south roadway between Medford Avenue and C Street. The posted speed limit is 25 mph within the study area. This roadway provides access to residential developments.

Meek Avenue is a two-lane, east-west roadway between Jackson Street and Filbert Street. The posted speed limit is 25 mph within the study area. This roadway provides access to residential neighborhoods.

Alice Street is a two-lane, east-west roadway between A Street and Meek Avenue. The posted speed limit is 25 mph within the study area. This roadway provides access to residential neighborhoods.

Eden Shores Boulevard is a four-lane, east-west roadway west of Hesperian Boulevard. The posted speed limit is 25 mph within the study area. This roadway provides access to commercial developments.

Marina Drive is a two-lane, north-south roadway between Industrial Boulevard and Eden Park Place. The posted speed limit is 25 mph within the study area. This roadway provides access to residential developments.

Pompano Avenue is a two-lane, north-south roadway from Tennyson Road and terminating at Folsom Avenue. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential neighborhoods.

Tampa Avenue is a two-lane, north-south roadway from Gomer Street and terminating at Avila Court. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential neighborhoods.

Dickens Avenue is a two-lane, north-south roadway from Tennyson Road and terminating at Folsom Avenue. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential neighborhoods.

Tyrell Avenue is a two-lane, north-south roadway from Tennyson Road and terminating at Schafer Road. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Harvey Avenue is a two-lane, north-south roadway from Tennyson Road and terminating at Folsom Avenue. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential neighborhoods.

Whitman Street is a two-lane, north-south roadway from Tennyson Road and terminating at Sycamore Avenue. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential developments.

Dixon Street is a two-lane, north-south roadway from Tennyson Road and terminating at Industrial Parkway. The posted speed limit is 25 mph within the study area. This roadway provides local access to residential and Industrial developments.

Existing Bicycle Facilities

There are four bicycle lane classes, as defined below:

- **Bicycle Paths (Class I)** – A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skater, and other non-motorized travelers. Multi-use paths are the most popular type of facility. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and expensive to build relative to other types of bicycle and pedestrian facilities, but inexpensive compared to new roadways. Prime locations for bike paths are areas such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights-of-way, or regional community parks.
- **Bicycle Lanes (Class II)** – A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs.
- **Bicycle Routes (Class III)** – Bike routes are facilities shared with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of streets with bike facilities. Also, bike routes are located on residential streets and rural roads. If the pavement width is sufficient and traffic volume/speeds warrant, an edge line may be painted to further delineate the bike route. Bike routes are signed with the G-93 Bike Route marker, but no striping or legends are required.
- **Separated Bikeways (Class IV)** – Separated bikeways provide a physical separation from vehicular traffic. This separation may include grade separation, flexible posts, planters or other inflexible barriers, or on-street parking. These bikeways provide some bicyclists a greater sense of comfort and security, especially in the context of high speed roadways. Separated facilities can provide one-way or two-way travel and may be located on either side of a one-way roadway.

According to the latest City of Hayward Bicycle & Pedestrian Master Plan, adopted September 2020, Class I Bike Paths are located on six different corridors as shown in **Table 1**. Existing bicycle facilities within three zone study areas are shown in **Figure 4**, **Figure 5**, and **Figure 6**, respectively.

Table 1 : Existing Class I Bike Paths in the City of Hayward

Name	From	To	Miles
Eden Greenway	East of Soto Road	Hesperian Boulevard	1.48
Ward Creek Trail	Folsom Avenue	Auction Way	1.90
Ward Creek Trail	Hesperian Boulevard	Industrial Parkway SW	0.73
Ward Creek Trail	Pacheco Way	Murcia Street	0.50

Multimodal Improvement Plan TIF Nexus Study

Name	From	To	Miles
Industrial Parkway Path	Industrial Parkway SW	Mission Boulevard	1.20
San Francisco Bay Trail	West Winton Avenue	Breakwater Avenue	2.87
Total Bike Paths			8.68

Source: City of Hayward Bicycle and Pedestrian Master Plan, September 2020.

Table 2, Table 3 and **Table 4** show the existing Class II, Class III and Class IV bikeways within the study area, respectively. Class II bicycle lanes and buffered bicycle lanes are located on 46 different routes with total length of approximately 37 miles.

Table 2 : Existing Class II Bike Lanes in the City of Hayward

Street	From	To	Miles
A Street	Hesperian Boulevard	Mission Boulevard	1.90
Alquire Parkway	Mission Boulevard	Vanderbilt Street	0.13
Arf Avenue	Baumberg Avenue	Hesperian Boulevard	0.40
B Street	Martin Luther King Drive	Grand Street	0.53
Brae Burn Avenue	Rousseau Street	Gresel Street	0.18
C Street	Filbert Street	Alice Street	0.23
D Street	Winton Avenue	2 nd Street	1.12
Calaroga Avenue	La Playa Drive	Ashbury Lane	1.41
Calaroga Avenue	Tennyson Road	Catalpa Way	0.70
Campus Drive	2 nd Street	Highland Boulevard	0.59
Catalpa Way	Miami Avenue	Hesperian Boulevard	0.43
Cathy Way	Calaroga Avenue	Hesperian Boulevard	0.18
City Center Drive	Foothill Boulevard	Second Street	0.40
Clubhouse Drive	Skywest Drive	Golf Course Road	0.13
Corporate Avenue	Eden Landing Road	Arden Road	0.62
Corsair Boulevard	W Winton Avenue	North of Stearman Avenue	0.80
Dixon Street	Tennyson Road	Industrial Parkway	0.69
Eden Landing Road	Clawiter Road	Corporate Avenue	0.47
Eden Shores Boulevard	Sandcreek Drive	Hesperian Boulevard	0.57
Fairview Avenue	Hayward Boulevard	City Limits	0.60
Garin Avenue	Mission Boulevard	Larrabee Street	0.28
Gresel Street	Medinah Street	Brae Burn Avenue	0.13
Harder Road	Santa Clara Street	West Loop Road	1.90
Hathaway Avenue	San Leandro City Limits	West A Street	0.44
Hesperian Boulevard	Tennyson Road	City Limits	1.60

Multimodal Improvement Plan TIF Nexus Study

Street	From	To	Miles
Huntwood Avenue/Huntwood Way	Gading Road	Union City Border	3.44
Marina Drive	Industrial Boulevard	Eden Park Place	0.48
Miami Avenue	Catalpa Way	Hesperian Boulevard	1.10
Morningside Drive	Tahoe Avenue	Arf Avenue	0.20
Panama Street	Hesperian Boulevard	Calaroga Avenue	0.20
Portsmouth Avenue	Sleepy Hollow Avenue	Baumberg Avenue	0.70
Rousseau Street	Prestwick Avenue	Brae Burn Avenue	0.14
Ruus Road	Folsom Avenue	Industrial Parkway West	0.53
Santa Clara Street	West A Street	Harder Road	1.65
Soto Road	Winton Avenue	Harder Road	1.05
Second Street	D Street	Campus Drive	1.00
Skywest Drive	Hesperian Boulevard	Sueirro Street	0.30
Tahoe Avenue	Hesperian Boulevard	Morningside Drive	0.30
Tampa Avenue/Gomer Street	Patrick Avenue	Tennyson Road	0.37
Tennyson Road	Industrial Boulevard	Calaroga Avenue	1.00
Tennyson Road	Patrick Avenue	Vista Grande Drive	1.90
Turner Court	Kay Avenue	Hesperian Boulevard	0.37
West A Street	Montgomery Street	Skywest Drive	1.90
West Winton Avenue	Clawiter Road	Hesperian Boulevard	0.50
West Winton Avenue	Cabot Boulevard	Depot Road	0.50
Whitman Street	Sycamore Avenue	Tennyson Road	2.10
Whitesell Street	Depot Road	Breakwater Avenue	1.20
Total Bike Lanes			37.36

Source: City of Hayward Bicycle and Pedestrian Master Plan, September 2020.

Class III bicycle boulevards and bicycle routes are located on 48 different routes with total length of 31 miles.

Table 3 : Existing Class III Bike Routes in the City of Hayward

Street	From	To	Miles
A Street	Mission Boulevard	East City Limits	0.60
D Street	2 nd Street	East City Limits	0.76
E Street	2 nd Street	East City Limits	0.19
2 nd Street	City Center Drive	East City Limits	1.15

Multimodal Improvement Plan TIF Nexus Study

Street	From	To	Miles
4 th Street	A Street	D Street	0.29
5 th Street	D Street	E Street	0.15
6 th Street	B Street	D Street	0.20
Amador Street	Centennial Park	Elmhurst Street	0.35
Arden Road/ Baumberg Avenue	Corporate Avenue	Industrial Boulevard	0.76
Breakwater Avenue	San Francisco Bay Trail	Clawiter Road	0.85
Cabot Boulevard	West Winton Avenue	Depot Road	1.11
Campus Drive	Hayward Boulevard	North of Highland Boulevard	0.17
Carlos Bee Boulevard	Mission Boulevard	Campus Drive	0.61
Cheney Lane	Calaroga Avenue	Peterman Avenue	0.06
City Center Drive	2 nd Street	Maple Court	0.13
Clawiter Road	West Winton Avenue	Eden Landing Road	1.84
Depot Road	Cabot Boulevard	Hesperian Boulevard	1.67
Eldridge Avenue	Eden Greenway	Underwood Avenue	0.54
Elmhurst Street	Santa Clara Street	Amador Street	0.20
Fairway Street	Mission Boulevard	Carroll Avenue	0.40
Folsom Avenue	Tampa Avenue	Huntwood Avenue	0.84
Gading Road	Harder Road	Patrick Avenue	0.59
Garin Avenue	Larrabee Street	Bello Road	0.50
Gomer Street	Underwood Avenue	Patrick Avenue	0.20
Grand Street	A Street	Meek Avenue	0.51
Hayward Boulevard	Campus Drive	Fairview Avenue	2.87
Hesperian Boulevard	Northern City Limit	La Playa Drive	1.70
Industrial Boulevard	Clawiter Road	Hesperian Boulevard	2.55
Industrial Parkway SW	Industrial Parkway West	Whipple Road	0.90
Industrial Parkway W	Hesperian Boulevard	Hopkins Street	0.60
La Playa Drive	Hesperian Boulevard	Calaroga Avenue	0.29
Main Street	McKeever Avenue	Sunset Boulevard	0.30
Meek Avenue	Grand Street	Silva Avenue	0.12
Middle Lane	Clawiter Road	Hesperian Boulevard	0.64
Montgomery Street	C Street	Sunset Boulevard	0.70
Orchard Avenue	Soto Road	Mission Boulevard	0.53

Street	From	To	Miles
Pacheco Way/Stratford Road	Folsom Path	Industrial Parkway West	0.22
Patrick Avenue	Gomer Street	West Tennyson Road	0.30
Silva Avenue	Meek Avenue	Sycamore Avenue	0.24
Skywest Drive	West A Street	Sueirro Street	0.30
Southland Drive	Hesperian Boulevard	West Winton Avenue	0.45
Tampa Avenue	Tennyson Road	Folsom Avenue	0.46
Tennyson Road	Calaroga Avenue	Patrick Avenue	0.56
Underwood Avenue	Eldridge Avenue	Gomer Street	0.08
West Winton Avenue	Cabot Boulevard	Clawiter Road	0.99
Western Boulevard	San Leandro City Limits	"A" Street	0.40
Whipple Road	Industrial Parkway SW	Huntwood Avenue	0.50
Winton Avenue	Southland Drive	Soto Road	0.97
Total Bike Routes			31.34

Source: City of Hayward Bicycle and Pedestrian Master Plan, September 2020.

Class IV separated bikeways are located on one corridor with total length of 1.9 miles.

Table 4 : Existing Class I Bike Paths in the City of Hayward

Name	From	To	Miles
Mission Boulevard	Industrial Parkway	South City Limits	1.90
Total Separated Bikeways			1.90

Source: City of Hayward Bicycle and Pedestrian Master Plan, September 2020.

Existing Bicycle Facilities - Zone 3

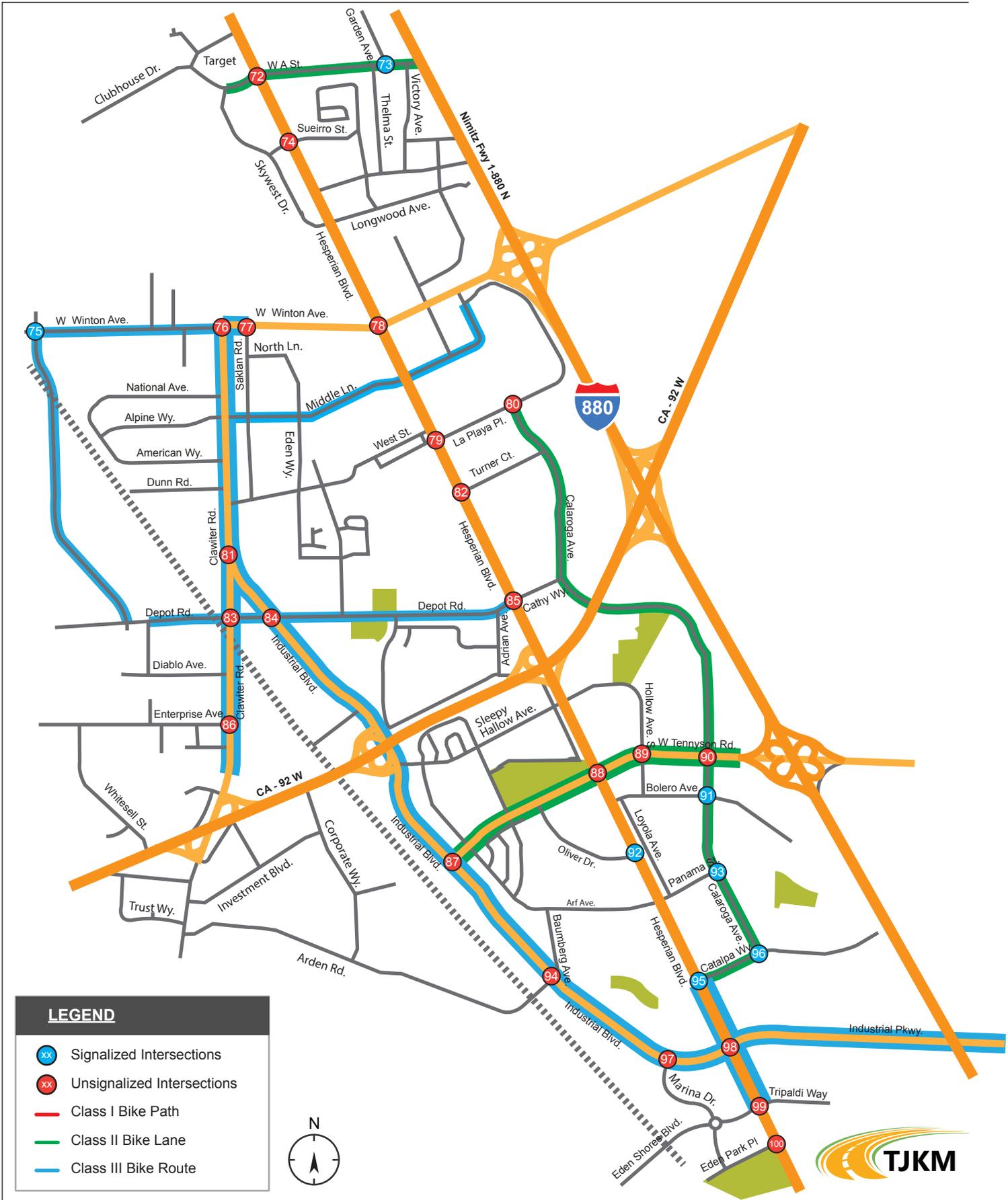


Figure - 6

Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal “walkable” community includes wide sidewalks, a mix of land uses such as residential, employment, shopping opportunities, a limited number of conflict points with vehicle traffic, easy access to transit facilities, and services.

Pedestrian facilities comprise of crosswalks, sidewalks, pedestrian signals, and off-street paths which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities.

Existing pedestrian facilities within three zone study areas are shown in **Figure 7**, **Figure 8**, and **Figure 9**, respectively.

Existing Transit Facilities

In addition to two BART lines, AC Transit offers local bus transit service on the following routes within the project limit:

- AC Transit Line 60 provides weekday service at 20-minute headways between 6:02 a.m. and 11:50 p.m. and weekend service at 40-minute headways between 6:00 a.m. and 11:44 p.m. The line runs from Cal State East Bay to Chabot College, while providing loop service between the Hayward BART station and 2nd Street.
- AC Transit Line 83 provides weekday service at 30-minute headways between 6:00 a.m. and 10:43 p.m. The line runs a loop from the Hayward BART station to the South Hayward BART station with stops along Hesperian Boulevard, Winton Avenue, Industrial Boulevard, and Eden Landing Road.
- AC Transit Line 86 provides service at 30-minute headways between 4:15 a.m. and 12:21 a.m. on weekdays, and 35-minute headways between 5:55 a.m. and 11:33 p.m. on weekends. The line provides service between the South Hayward BART station and the Hayward BART station with stops along Tennyson Road, Industrial Boulevard, and Winton Avenue, and at the AC Transit Hayward Division building.
- AC Transit Line 93 provides weekday service at 37- to 47-minute headways between 5:40 a.m. and 11:13 p.m. and one-hour headways between 6:00 a.m. and 10:48 p.m. on weekends. The line runs a loop from the Hayward BART station and stops along Mission Boulevard.
- AC Transit Line 94 provides weekday service at 65-minute headways between 5:05 a.m. and 9:22 p.m. The line runs a loop from Stonebrae Elementary School to the Hayward BART Station.
- AC Transit Line 95 provides daily service at 40-minute headways between 5:30 a.m. and 8:24 p.m. The line runs between the Hayward BART station and a stop located at Kelly Street and Eddy Street. Line 95 extends service to Bret Harte Middle School and Hayward High School on school days.

- AC Transit Line 97 provides weekday service at 11- to 20-minute headways between 5:37 a.m. and 11:53 p.m., and weekend service at 13- to 33-minute headways between 6:00 a.m. and 11:45 p.m. Line 97 runs between the Union City BART station and the Bay Fair BART Station with stops at Chabot College and along Hesperian Boulevard.
- AC Transit Line 99 provides weekday service at 15- to 20-minute headways between 5:00 a.m. and 1:01 a.m. and 25- to 30-minute headways between 6:00 a.m. and approximately 12:50 a.m. on weekends and holidays. The line runs a loop from the Hayward BART station and stops along Mission Boulevard.
- AC Transit Line 801 provides weekday service at one-hour headways between 11:43 p.m. and 6:32 a.m., and weekend service at one-hour headways between 11:39 p.m. and 7:35 a.m. on Saturdays and between 11:39 p.m. and 8:22 a.m. on Sundays and holidays. The line runs provides service between the Fremont BART station and the 12th Street Oakland BART Station with stops at both Hayward BART stations.
- AC Transit Line M provides weekday service at 32- to 43-minute headways between 5:54 a.m. and 5:49 p.m. Line M provides service between the Hayward BART Station and the Hillsdale Shopping Center with a stop at Chabot College.
- AC Transit Line S provides weekday service at 15- to 60-minute headways between 5:10 a.m. and 8:33 a.m. and 30- to 45-minute headways between 4:15 p.m. and 8:00 p.m. Line S provides commuter service between the City of Hayward and the Transbay Terminal in San Francisco.
- AC Transit Line SB provides weekday service at 10- to 45-minute headways between 5:25 a.m. and 9:28 a.m. and 20- to 55-minute headways between 3:30 p.m. and 8:20 p.m. This line runs between the City of Newark and San Francisco with one stop in the City of Hayward.

Existing Pedestrian Facilities - Zone 3



Figure - 9

Study Intersections

TJKM evaluated traffic conditions at 100 study intersections: 70 signalized intersections and 30 un-signalized intersections. The study intersections were selected in consultation with the City of Hayward staff. The peak periods observed were between 7:00-9:00 a.m. and 4:00-6:00 p.m. The study intersections and associated traffic controls are as follows:

1. Foothill Boulevard / Grove Way (Signalized)
2. Foothill Boulevard / City Center Drive (Signalized)
3. City Center Drive / 2nd Street (Signalized)
4. 2nd Street / Russell Way (Two-Way Stop)
5. Foothill Boulevard / A Street (Signalized)
6. A Street / 2nd Street (Signalized)
7. B Street / 2nd Street (Signalized)
8. B Street / 3rd Street (Two-Way Stop)
9. B Street / 6th Street (Two-Way Stop)
10. A Street / Mission Boulevard (Signalized)
11. A Street / Myrtle Street (One-Way Stop)
12. B Street / Grand Street (Signalized)
13. A Street / Grand Street (Signalized)
14. B Street / Montgomery Street (All-Way Stop)
15. B Street / Watkins Street (Signalized)
16. C Street / Second Street (Signalized)
17. D Street / Grand Street (Signalized)
18. A Street / Happyland Avenue (Two-Way Stop)
19. D Street / Watkins Avenue (Signalized)
20. Foothill Boulevard/ D Street (Signalized)
21. D Street / 1st Street (Two-Way Stop)
22. D Street / 2nd Street (Signalized)
23. D Street / 5th Street (One-Way Stop)
24. Watkins Street / Jackson Street (Signalized)
25. Foothill Boulevard / Jackson Street / Mission Boulevard (Signalized)
26. E Street / 2nd Street (Signalized)
27. Grand Street / Meek Avenue (All-Way Stop)

28. Meek Avenue / Silva Avenue / Jackson Street (Signalized)
29. Fletcher Lane / Watkins Street (Two-Way Stop)
30. Mission Boulevard/ Fletcher Lane (Signalized)
31. Santa Clara Street / Ocie Way (Two-Way Stop)
32. Amador Street / Winton Avenue (Signalized)
33. Myrtle Street / Soto Road / Winton Avenue (Signalized)
34. D Street / Winton Avenue (Signalized)
35. Park Street / Winton Avenue (Two-Way Stop)
36. Alice Street / Jackson Street (Two-Way Stop)
37. 2nd Street / Campus Drive (One-Way Stop)
38. Amador Street / Elmhurst Street (All-Way Stop)
39. Soto Road / Jackson Street (Signalized)
40. Amador Street / Cypress Avenue / Jackson Street (Signalized)
41. Orchard Avenue / Soto Road (Signalized)
42. Carlos Bee Boulevard / Hayward Boulevard (Signalized)
43. Harder Road / Santa Clara Street (Signalized)
44. Cypress Avenue / Harder Road / Underwood Avenue (Signalized)
45. Harder Road / Gading Road (Signalized)
46. Harder Road / Soto Road / Mocine Avenue (Signalized)
47. Harder Road / Jane Avenue (Signalized)
48. Harder Road / Mission Boulevard (Signalized)
49. Patrick Avenue / Gomer Street (All-Way Stop)
50. Patrick Avenue / Roosevelt Avenue (All-Way Stop)
51. Patrick Avenue / Tennyson Road (Signalized)
52. Pompano Avenue / Tennyson Road (Signalized)
53. Tampa Avenue / Tennyson Road (Signalized)
54. Tennyson Road / Dickens Avenue (One-Way Stop)
55. Tyrell Avenue / Tennyson Road (Signalized)
56. Tennyson Road / Harvey Avenue (One-Way Stop)
57. Ruus Road / Tennyson Road (Signalized)
58. Tennyson Road / Baldwin Street (One-Way Stop)

59. Huntwood Avenue / Tennyson Road (Signalized)
60. Beatron Way / Whitman Street / Tennyson Road (Signalized)
61. Tennyson Road / Pacific Street (One-Way Stop)
62. Dixon Street / E 12th Street / Tennyson Road (Signalized)
63. Mission Boulevard/ Tennyson Road (Signalized)
64. Ruus Road / Folsom Avenue (All-Way Stop)
65. Industrial Parkway / Stratford Road (Signalized)
66. Industrial Boulevard / Ruus Road (Signalized)
67. Huntwood Avenue / Industrial Parkway (Signalized)
68. Mission Boulevard / Industrial Parkway (Signalized)
69. Huntwood Avenue/ Sandoval Way (Signalized)
70. Huntwood Avenue / Zephyr Avenue (Two-Way Stop)
71. Huntwood Avenue / Whipple Road (Signalized)
72. A Street / Hesperian Boulevard (Signalized)
73. Garden Avenue / A Street (Two-Way Stop)
74. Hesperian Boulevard / Sueirro Street (Signalized)
75. Winton Avenue / Cabot Boulevard (All-Way Stop)
76. Clawiter Road / Winton Avenue (Signalized)
77. Saklan Road / Winton Avenue (Signalized)
78. Winton Avenue / Hesperian Boulevard (Signalized)
79. Hesperian Boulevard / La Playa Drive / West Street (Signalized)
80. La Playa Drive / Calaroga Avenue (Signalized)
81. Clawiter Road / Industrial Boulevard (Signalized)
82. Hesperian Boulevard / Turner Court (Signalized)
83. Clawiter Road / Depot Road (Signalized)
84. Depot Road / Industrial Boulevard (Signalized)
85. Depot Road / Cathy Way / Hesperian Boulevard (Signalized)
86. Clawiter Road / Enterprise Avenue (Signalized)
87. Industrial Boulevard/ Tennyson Road (Signalized)
88. Hesperian Boulevard / Tennyson Road (Signalized)
89. Sleepy Hollow Avenue / Tennyson Road (Signalized)

90. Calaroga Avenue / Tennyson Road (Signalized)
91. Calaroga Avenue / Bolero Avenue (All-Way Stop)
92. Hesperian Boulevard / Oliver Drive (One-Way Stop)
93. Calaroga Avenue / Panama Street (All-Way Stop)
94. Baumberg Avenue / Industrial Boulevard (Signalized)
95. Hesperian Boulevard / Catalpa Way (One-Way Stop)
96. Calaroga Avenue / Catalpa Way (All-Way Stop)
97. Industrial Boulevard/ Marina Drive (Signalized)
98. Hesperian Boulevard / Industrial Boulevard (Signalized)
99. Hesperian Boulevard / Eden Shores Boulevard (Signalized)
100. Hesperian Boulevard / Eden Park Place (Signalized)

The study intersection lane geometry and traffic controls are illustrated in **Figure 10, Figure 11, Figure 12, Figure 13** and **Figure 14**.

Study Segments

TJKM evaluated traffic conditions at 15 study segments within the project study zones. The study segments were evaluated for both directions during weekday a.m. and p.m. peak periods. The study segments and associated classifications are as follows:

1. Mission Boulevard between Rose Street & Sunset Boulevard (State Route/Arterial)*
2. Mission Boulevard between A Street & B Street (State Route/Arterial)*
3. Mission Boulevard between Fletcher Lane & Sycamore Avenue (State Route/Arterial)*
4. Foothill Boulevard between City Center Drive & Russell Way (Arterial)*
5. A Street between Western Boulevard & Peralta Street (Arterial)*
6. Santa Clara Street between Jackson Street & Elmhurst Street (Arterial)
7. Soto Road between Orchard Avenue & Berry Avenue (Collector)
8. Campus Drive between 2nd Street & Oakes Drive (Arterial)
9. A Street between Royal Avenue & Hesperian Boulevard (Arterial)
10. Winton Avenue between Wright Drive & Stonewall Avenue (Arterial)**
11. Winton Avenue between I-880 Northbound Ramps & Santa Clara Street (Arterial)**
12. Depot Road between Cabot Boulevard & Industrial Boulevard (Collector)
13. Depot Road between Hesperian Boulevard & Adrian Avenue (Local Road)
14. Industrial Boulevard between Tennyson Road & Baumberg Avenue (Arterial)**
15. Hesperian Boulevard between Panama Street & Catalpa Way (Arterial)**

*Tier 1 CMP Roadway

**Tier 2 CMP Roadway

Existing Lane Geometry and Traffic Controls

<p>Intersection #1 Foothill Blvd./ Grove Wy.</p>	<p>Intersection #2 Foothill Blvd./ City Center Dr.</p>	<p>Intersection #3 City Center Dr./ Second St.</p>	<p>Intersection #4 Second St./ Russell Wy.</p>	<p>Intersection #5 Foothill Blvd./ A St.</p>
<p>Intersection #6 A St./ Second St.</p>	<p>Intersection #7 B St./ Second St.</p>	<p>Intersection #8 B St./ Third St.</p>	<p>Intersection #9 B St./ Sixth St.</p>	<p>Intersection #10 A St./ Mission Blvd.</p>
<p>Intersection #11 A St./ Myrtle St.</p>	<p>Intersection #12 B St./ Grand St.</p>	<p>Intersection #13 A St./Grand St./ Western Blvd.</p>	<p>Intersection #14 B St./ Montgomery St.</p>	<p>Intersection #15 B St./ Watkins St.</p>
<p>Intersection #16 C St./ Second St.</p>	<p>Intersection #17 D St./ Grand St.</p>	<p>Intersection #18 A St./ Happyland Ave.</p>	<p>Intersection #19 D St./ Watkins St.</p>	<p>Intersection #20 Foothill Blvd./ D St.</p>

LEGEND

-  Traffic Signal
-  Stop Sign



Figure 10

Existing Lane Geometry and Traffic Controls

<p>Intersection #21 D St./ First St.</p>	<p>Intersection #22 D St./ Second St.</p>	<p>Intersection #23 D St./ Fifth St.</p>	<p>Intersection #24 Watkins St./ Jackson St.</p>	<p>Intersection #25 Foothill Blvd./Jackson St./ Mission Blvd.</p>
<p>Intersection #26 E St./ Second St.</p>	<p>Intersection #27 Grand St./ Meek Ave.</p>	<p>Intersection #28 Meek Ave./Silva Ave./ Jackson St.</p>	<p>Intersection #29 Fletcher Ln./ Watkins St.</p>	<p>Intersection #30 Mission Blvd./ Fletcher Ln.</p>
<p>Intersection #31 Santa Clara St./ Ocie Wy.</p>	<p>Intersection #32 Amador St./ Winton Ave.</p>	<p>Intersection #33 Myrtle St./Soto Rd./ Winton Ave.</p>	<p>Intersection #34 D St./ Winton Ave.</p>	<p>Intersection #35 Park St./ Winton Ave.</p>
<p>Intersection #36 Alice St./Sycamore Ave./ Jackson St.</p>	<p>Intersection #37 Second St./ Campus Dr.</p>	<p>Intersection #38 Amador St./ Elmhurst St.</p>	<p>Intersection #39 Soto Rd./ Jackson St.</p>	<p>Intersection #40 Amador Ave./Cypress Ave./ Jackson St.</p>

LEGEND

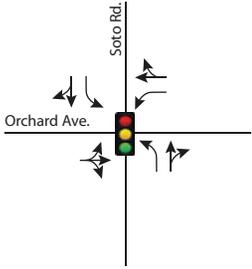
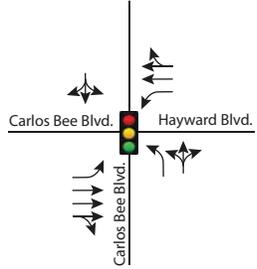
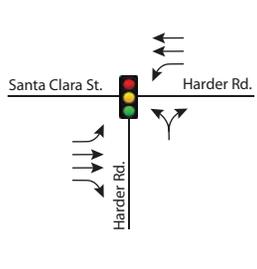
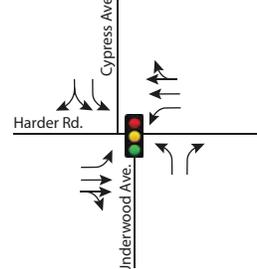
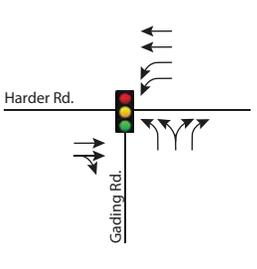
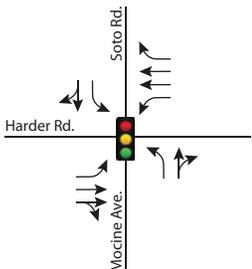
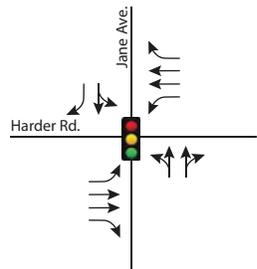
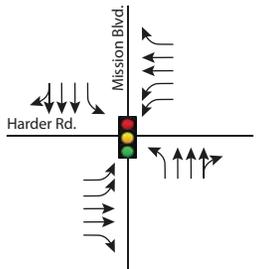
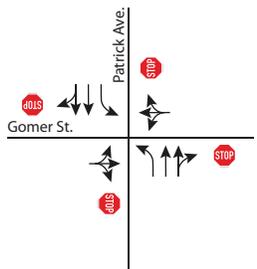
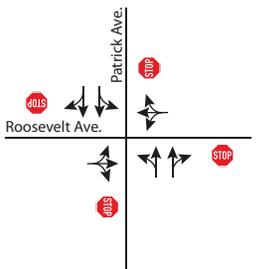
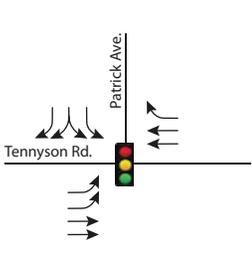
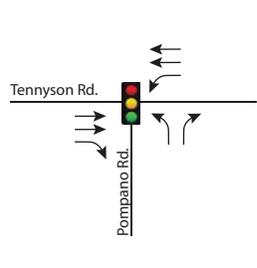
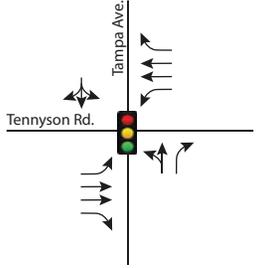
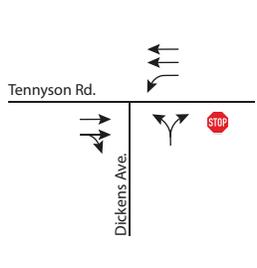
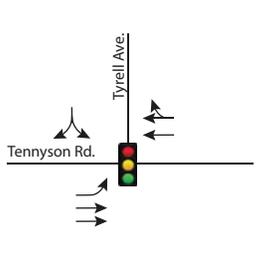
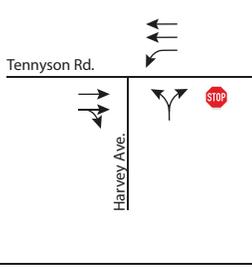
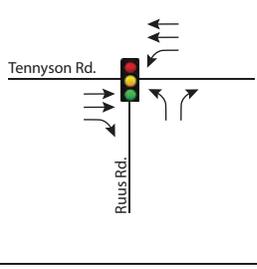
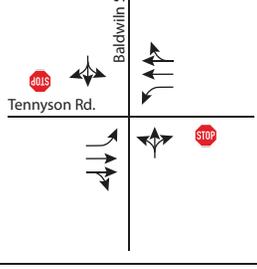
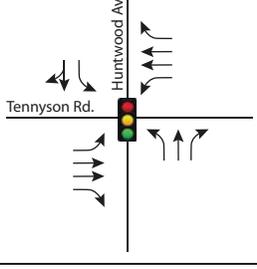
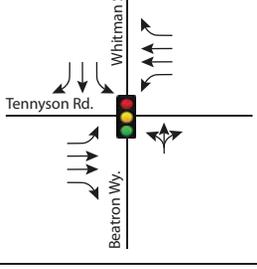
Traffic Signal

Stop Sign



Figure 11

Existing Lane Geometry and Traffic Controls

<p>Intersection #41 Orchard Ave./ Soto Rd.</p> 	<p>Intersection #42 Carlos Bee Blvd./ Hayward Blvd.</p> 	<p>Intersection #43 Harder Rd./ Santa Clara St.</p> 	<p>Intersection #44 Cypress Ave./Harder Rd./ Underwood Ave.</p> 	<p>Intersection #45 Harder Rd./ Gading Rd.</p> 
<p>Intersection #46 Harder Rd./ Soto Rd./Mocine Ave.</p> 	<p>Intersection #47 Harder Rd./ Jane Ave./</p> 	<p>Intersection #48 Harder Rd./ Mission Blvd.</p> 	<p>Intersection #49 Patrick Ave./ Gomer St.</p> 	<p>Intersection #50 Patrick Ave./ Roosevelt Ave.</p> 
<p>Intersection #51 Patrick Ave./ Tennyson Rd.</p> 	<p>Intersection #52 Pompano Ave./ Tennyson Rd.</p> 	<p>Intersection #53 Tampa Ave./ Tennyson Rd.</p> 	<p>Intersection #54 Tennyson Rd./ Dickens Ave.</p> 	<p>Intersection #55 Tyrell Ave./ Tennyson Rd.</p> 
<p>Intersection #56 Tennyson Rd./ Harvey Ave.</p> 	<p>Intersection #57 Ruus Rd./ Tennyson Rd.</p> 	<p>Intersection #58 Tennyson Rd./ Baldwin St.</p> 	<p>Intersection #59 Huntwood Ave./ Tennyson Rd.</p> 	<p>Intersection #60 Beatron Wy./Whitman St./ Tennyson Rd.</p> 

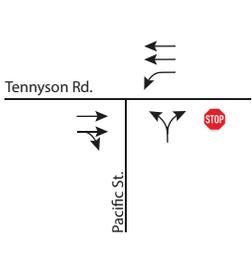
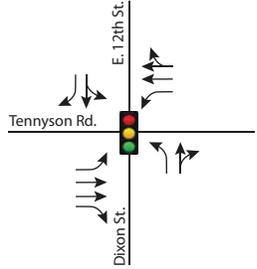
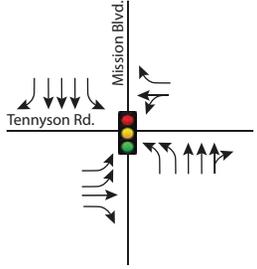
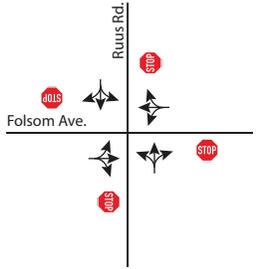
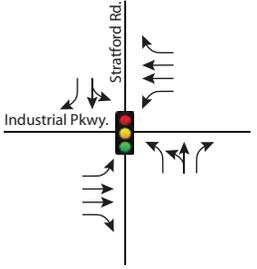
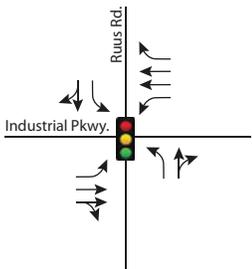
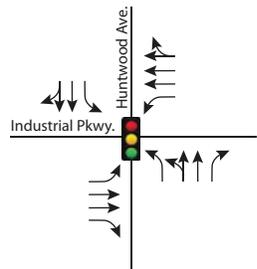
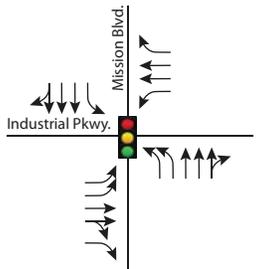
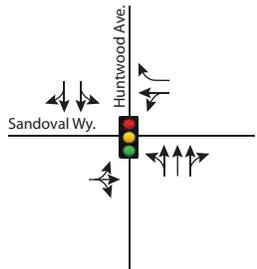
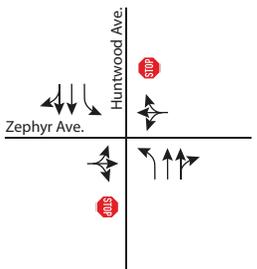
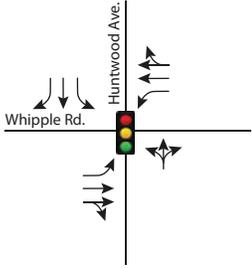
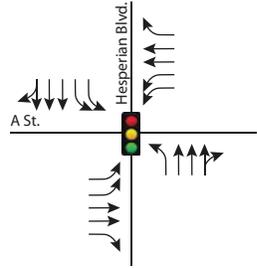
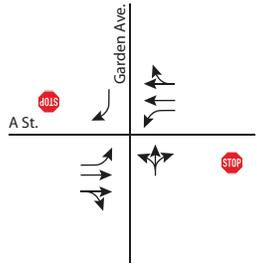
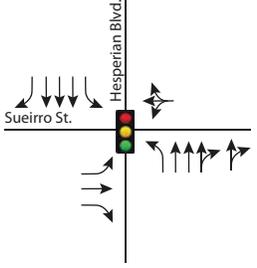
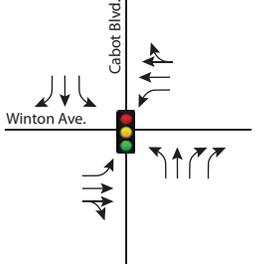
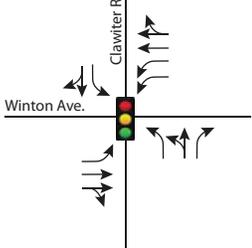
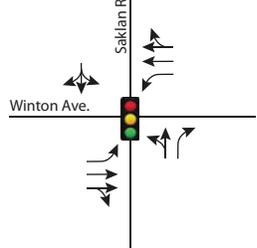
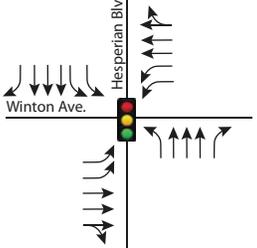
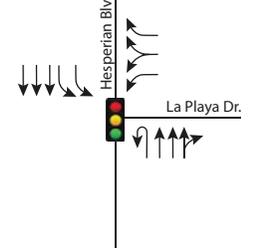
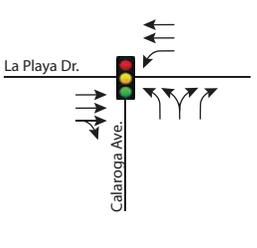
LEGEND

-  Traffic Signal
-  Stop Sign



Figure 12

Existing Lane Geometry and Traffic Controls

<p>Intersection #61 Tennyson Rd./ Pacific St.</p> 	<p>Intersection #62 Dixon St./E. 12th St./ Tennyson Rd.</p> 	<p>Intersection #63 Mission Blvd./ Tennyson Rd.</p> 	<p>Intersection #64 Ruus Rd./ Folsom Ave.</p> 	<p>Intersection #65 Industrial Pkwy./ Stratford Rd.</p> 
<p>Intersection #66 Industrial Pkwy./ Ruus Rd.</p> 	<p>Intersection #67 Huntwood Ave./ Industrial Pkwy.</p> 	<p>Intersection #68 Mission Blvd./ Industrial Pkwy.</p> 	<p>Intersection #69 Huntwood Ave./ Sandoval Wy.</p> 	<p>Intersection #70 Huntwood Ave./ Zephyr Ave.</p> 
<p>Intersection #71 Huntwood Ave./ Whipple Rd.</p> 	<p>Intersection #72 A St./ Hesperian Blvd.</p> 	<p>Intersection #73 Garden Ave./ A St.</p> 	<p>Intersection #74 Hesperian Blvd./ Sueirro St.</p> 	<p>Intersection #75 Winton Ave./ Cabot Blvd.</p> 
<p>Intersection #76 Clawiter Rd./ Winton Ave.</p> 	<p>Intersection #77 Saklan Rd./ Winton Ave.</p> 	<p>Intersection #78 Winton Ave./ Hesperian Blvd.</p> 	<p>Intersection #79 Hesperian Blvd./ La Playa Dr.</p> 	<p>Intersection #80 La Playa Dr./ Calaroga Ave.</p> 

LEGEND

-  Traffic Signal
-  Stop Sign



Figure 13

Existing Lane Geometry and Traffic Controls

<p>Intersection #81 Clawiter Rd./ Industrial Blvd.</p>	<p>Intersection #82 Hesperian Blvd./ Turner Ct.</p>	<p>Intersection #83 Clawiter Rd./ Depot Rd.</p>	<p>Intersection #84 Depot Rd./ Industrial Blvd.</p>	<p>Intersection #85 Depot Rd./ Hesperian Blvd.</p>
<p>Intersection #86 Clawiter Rd./ Enterprise Ave.</p>	<p>Intersection #87 Industrial Blvd./ Tennyson Rd.</p>	<p>Intersection #88 Hesperian Blvd./ Tennyson Rd.</p>	<p>Intersection #89 Sleepy Hollow Ave./ Tennyson Rd.</p>	<p>Intersection #90 Calaroga Ave./ Tennyson Rd.</p>
<p>Intersection #91 Calaroga Ave./ Miami Ave./ Bolero Ave.</p>	<p>Intersection #92 Hesperian Blvd./ Oliver Dr.</p>	<p>Intersection #93 Calaroga Ave./ Panama St.</p>	<p>Intersection #94 Baumberg Ave./ Industrial Blvd.</p>	<p>Intersection #95 Hesperian Blvd./ Catalpa Wy.</p>
<p>Intersection #96 Calaroga Ave./ Catalpa Wy.</p>	<p>Intersection #97 Industrial Blvd./ Marina Dr.</p>	<p>Intersection #98 Hesperian Blvd./ Industrial Blvd.</p>	<p>Intersection #99 Hesperian Blvd./ Eden Shores Blvd.</p>	<p>Intersection #100 Hesperian Blvd./ Eden Park Pl.</p>

LEGEND

-  Traffic Signal
-  Stop Sign



Figure 14

Data Collection

This section summarizes the data collection efforts for the City of Hayward Citywide Intersection Improvement Study. Two primary types of data were collected to support the determination of existing conditions: (1) peak hour turning movement volume counts; and (2) signal timings. Intersection level of service (LOS) analysis was performed using the turning movement data for both the a.m. and p.m. peak hours.

Turning Movement Counts

TJKM collected the turning movement counts (TMC) for 70 intersections during the a.m. (7:00 – 9:00 a.m.) and p.m. (4:00 – 6:00 p.m.) peak periods between January 28, 2016 and February 11, 2016. These counts were done at each location using manual observations to record the number of vehicles that turn left or right or drive straight through the intersection for each of the intersection approaches. To assure proper data collection on typical traffic days, each day and time were carefully reviewed, and any questionable days/times were eliminated from the data collection schedule. This included identifying school holidays across the city and any events that occurred during the data collection period. During the data collection days and times, no public holidays, special events or weather conditions were observed that could have impacted the usefulness of the collected data. The data was collected on the days and hours representative of normal traffic conditions. Significant construction impacts were not present during the data collection period, thus no data was disqualified from the process. **Appendix A** contains the vehicle, pedestrian, and bicycle turning movement counts for the study intersections.

The remaining 30 intersection volumes were provided by the City of Hayward; however, they were collected in 2014 and 2015. After discussing with the City staff, the 2019 volumes were projected by applying a growth rate of 1.3 percent per year, obtained from the City of Hayward General Plan, to 2014, 2015, and 2016 volumes.

Signal Timing Plans

Signal timing plans were obtained from City of Hayward and Caltrans for the studied signalized intersections. The following key parameters were included in the Synchro analysis for every signalized study intersection to accurately model existing conditions:

- Walk Time – This is the amount of time for a pedestrian walk phase. The Walk Time is activated when the signal is on pedestrian recall or when a pedestrian makes a call by pushing the pedestrian push button.
- Flashing Don't Walk Time – This is the amount of time for a pedestrian Flash Don't Walk Phase. This represents the amount of time remaining before the pedestrian phase is completed.
- Minimum Green Time – This is the shortest time that the phase will show green.
- Yellow Time – This is the amount of time for the yellow interval.
- All-Red Time – This is the amount of time for the all-red interval that follows the yellow interval. The all red time should be of sufficient duration to permit the intersection to clear before cross traffic is released.

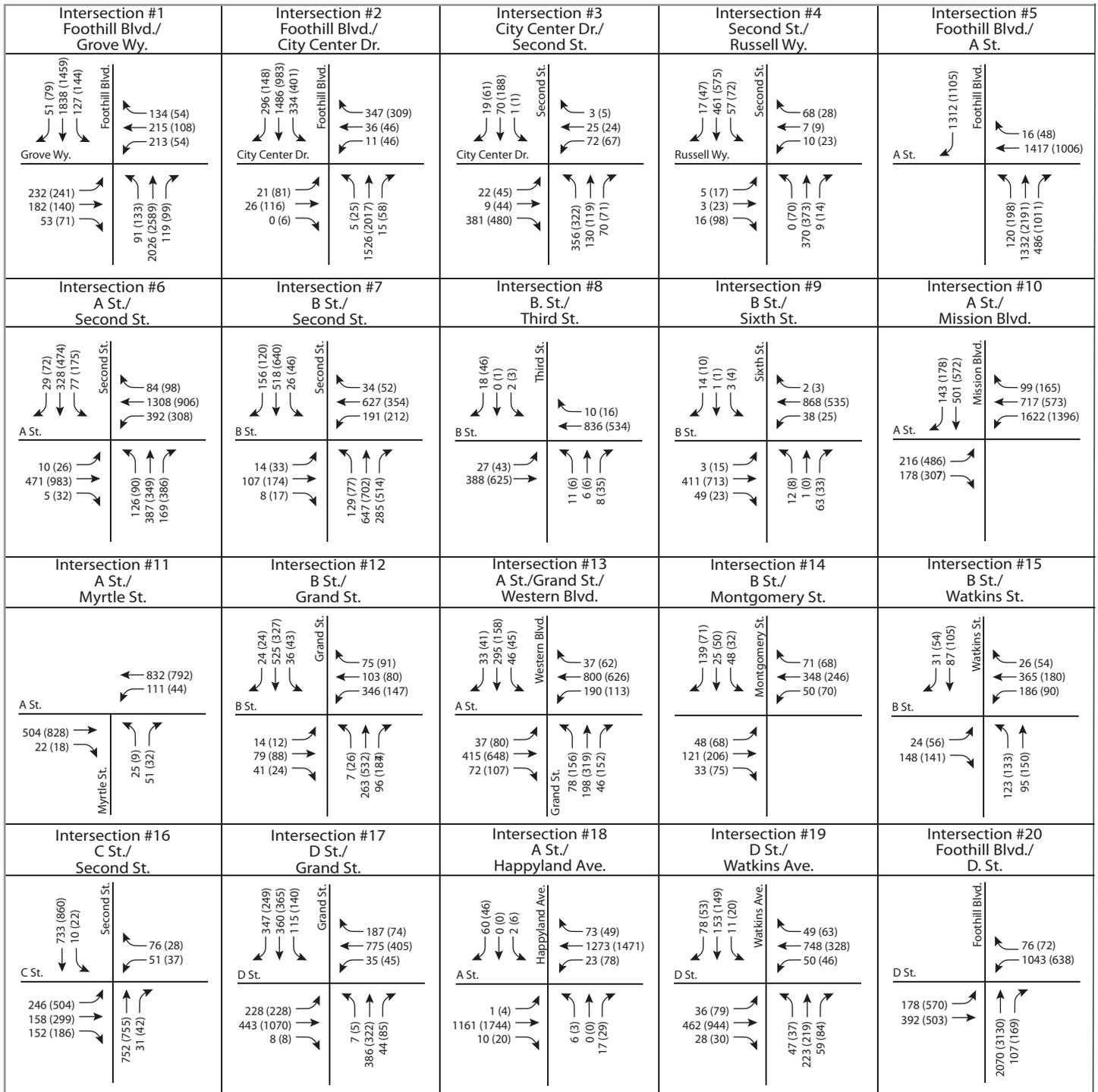
- Vehicle Extension Time – This is also known as the maximum gap. When a vehicle crosses a detector, it will extend the green time by the vehicle extension time.
- Minimum Gap Time – This is the minimum gap that the controller will use with volume-density operation.
- Phasing – The type of left-turn phasing (protected, split, permissive).
- Coordination Plans (Splits) – The maximum amount of time a phase can be served during the relevant peak period.
- Offsets – The offset value represents the number of seconds that the reference phase lags the master reference (or arbitrary reference if no master is specified). The master reference synchronizes the intersections sharing a common cycle length to provide a coordinated system.

The existing (2019) conditions intersection turning volumes are illustrated in **Figure 15, Figure 16, Figure 17, Figure 18** and **Figure 19**.

Average Daily Traffic Counts

TJKM collected the average daily traffic (ADT) counts for 15 study segments. The counts were provided by the City from previous projects and were collected in the years 2017 and 2018. The counts consist of 24-hour, bi-directional ADT conducted during typical weekday conditions. Segments with multi-day counts used a mid-week average calculated from counts conducted on Tuesday and Thursday. Segments with single-day counts consist of data conducted on either Tuesdays, Wednesdays, or Thursdays. To ensure typical weekday conditions were reflected, similar procedures as discussed above for the turning movement counts were applied when conducting ADT counts. **Appendix B** contains the 24-hour, bi-directional ADT counts for the study segments.

Existing Peak Hour Traffic Volumes



LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volumes



Figure 15

Existing Peak Hour Traffic Volumes

<p>Intersection #21 D St./ First St.</p>	<p>Intersection #22 D St./ Second St.</p>	<p>Intersection #23 D St./ Fifth St.</p>	<p>Intersection #24 Watkins St./ Jackson St.</p>	<p>Intersection #25 Foothill Blvd./Jackson St./ Mission Blvd.</p>
<p>Intersection #26 E St./ Second St.</p>	<p>Intersection #27 Grand St./ Meek Ave.</p>	<p>Intersection #28 Meek Ave./Silva Ave./ Jackson St.</p>	<p>Intersection #29 Fletcher Ln./ Watkins St.</p>	<p>Intersection #30 Mission Blvd./ Fletcher Ln.</p>
<p>Intersection #31 Santa Clara St./ Ocye Wy.</p>	<p>Intersection #32 Amador St./ Winton Ave.</p>	<p>Intersection #33 Myrtle St./Soto Rd./ Winton Ave.</p>	<p>Intersection #34 D St./ Winton Ave.</p>	<p>Intersection #35 Park St./ Winton Ave.</p>
<p>Intersection #36 Alice St./Sycamore Ave./ Jackson St.</p>	<p>Intersection #37 Second St./ Campus Dr.</p>	<p>Intersection #38 Amador St./ Elmhurst St.</p>	<p>Intersection #39 Soto Rd./ Jackson St.</p>	<p>Intersection #40 Amador Ave./Cypress Ave./ Jackson St.</p>

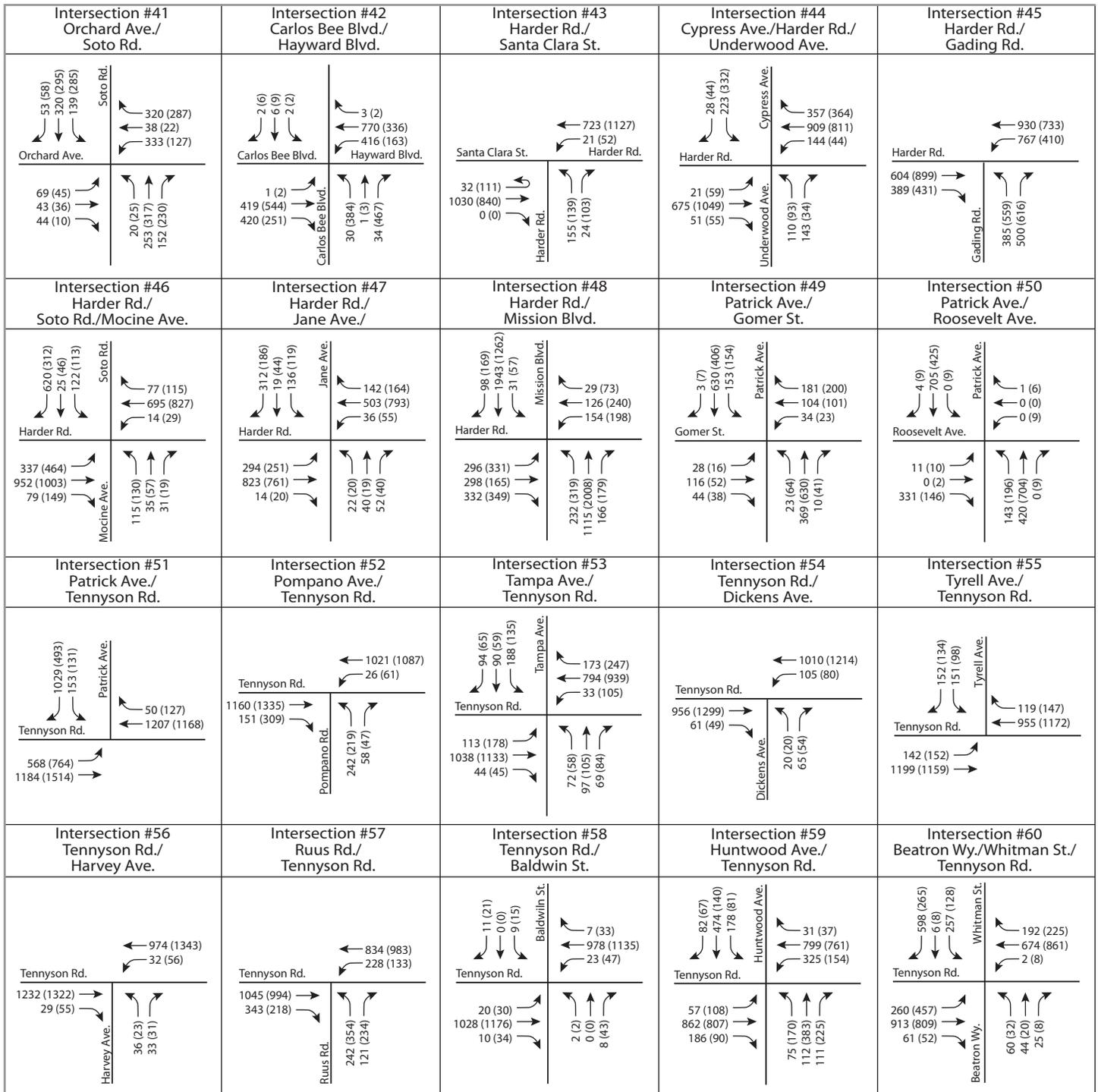
LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volumes



Figure 16

Existing Peak Hour Traffic Volumes



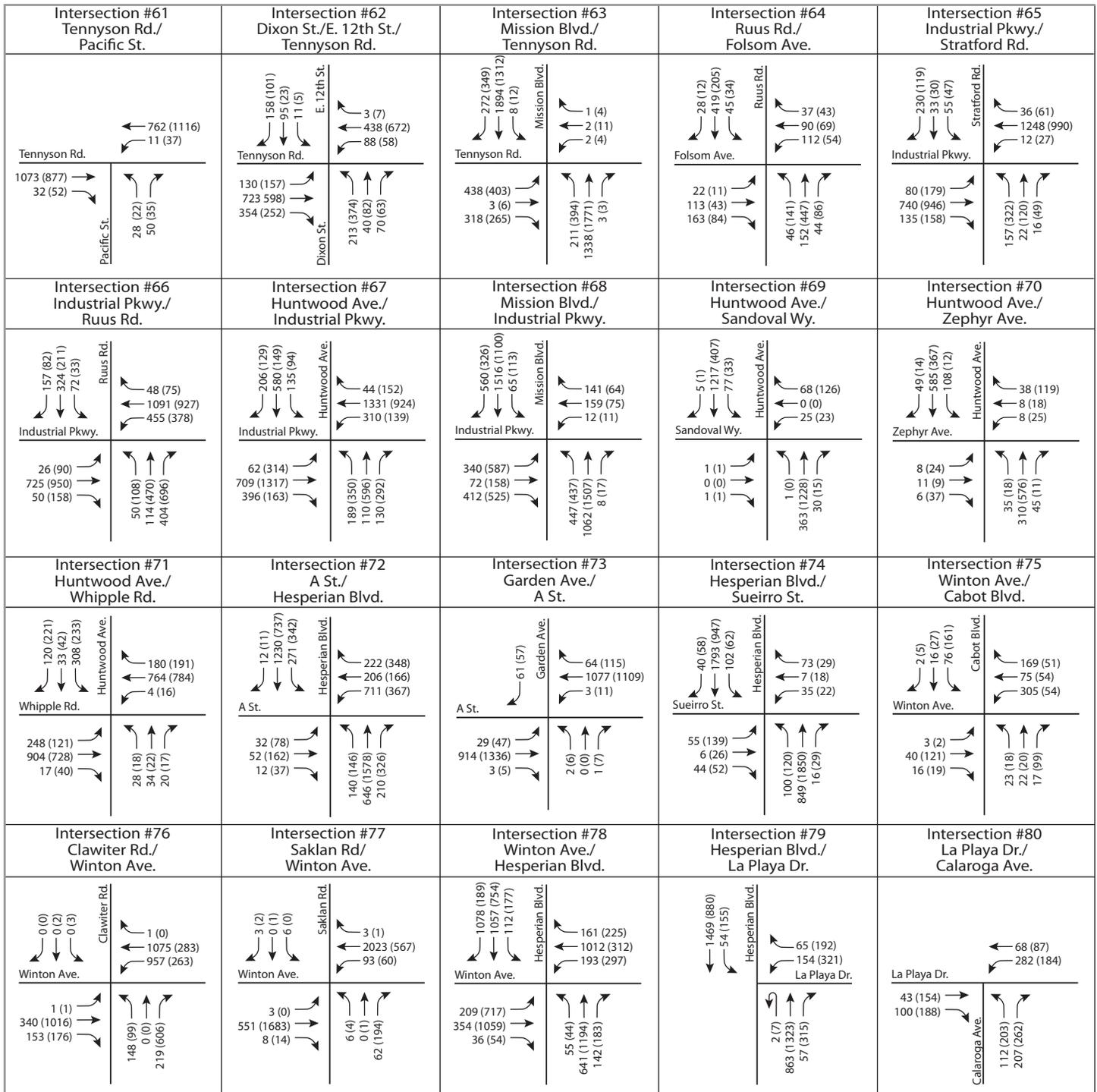
LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volumes



Figure 17

Existing Peak Hour Traffic Volumes



LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volumes



Figure 18

Existing Peak Hour Traffic Volumes

Intersection #81 Clawiter Rd./ Industrial Blvd.	Intersection #82 Hesperian Blvd./ Turner Ct.	Intersection #83 Clawiter Rd./ Depot Rd.	Intersection #84 Depot Rd./ Industrial Blvd.	Intersection #85 Depot Rd./ Hesperian Blvd.
<p>Industrial Blvd. (Northbound): 944 (188), 734 (548), 2 (0)</p> <p>Clawiter Rd. (Eastbound): 114 (569), 2 (4), 5 (8)</p> <p>Clawiter Rd. (Westbound): 1 (7), 1 (1), 3 (48)</p> <p>Industrial Blvd. (Southbound): 22 (22), 338 (481), 5 (3)</p>	<p>Hesperian Blvd. (Northbound): 503 (120), 1074 (937), 69 (88)</p> <p>Turner Ct. (Eastbound): 75 (166), 6 (47), 20 (73)</p> <p>Hesperian Blvd. (Westbound): 70 (74), 85 (18), 64 (67)</p> <p>Hesperian Blvd. (Southbound): 189 (65), 777 (1393), 36 (74)</p>	<p>Clawiter Rd. (Northbound): 194 (42), 648 (144), 29 (22)</p> <p>Depot Rd. (Eastbound): 43 (135), 123 (399), 41 (26)</p> <p>Clawiter Rd. (Westbound): 7 (11), 331 (88), 104 (26)</p> <p>Clawiter Rd. (Southbound): 65 (47), 53 (396), 35 (150)</p>	<p>Industrial Blvd. (Northbound): 56 (11), 600 (529), 23 (58)</p> <p>Depot Rd. (Eastbound): 16 (55), 26 (211), 127 (346)</p> <p>Industrial Blvd. (Westbound): 36 (18), 132 (30), 122 (93)</p> <p>Industrial Blvd. (Southbound): 351 (128), 371 (405), 76 (122)</p>	<p>Hesperian Blvd. (Northbound): 194 (117), 826 (956), 37 (35)</p> <p>Depot Rd. (Eastbound): 153 (225), 63 (115), 340 (277)</p> <p>Hesperian Blvd. (Westbound): 32 (32), 176 (58), 134 (64)</p> <p>Hesperian Blvd. (Southbound): 509 (315), 919 (1348), 83 (160)</p>
Intersection #86 Clawiter Rd./ Enterprise Ave.	Intersection #87 Industrial Blvd./ Tennyson Rd.	Intersection #88 Hesperian Blvd./ Tennyson Rd.	Intersection #89 Sleepy Hollow Ave./ Tennyson Rd.	Intersection #90 Calaroga Ave./ Tennyson Rd.
<p>Clawiter Rd. (Northbound): 113 (22), 722 (867), 2 (0)</p> <p>Enterprise Ave. (Eastbound): 18 (76), 1 (1), 49 (90)</p> <p>Clawiter Rd. (Southbound): 0 (5), 0 (0), 1 (10)</p> <p>Enterprise Ave. (Westbound): 58 (53), 298 (450), 8 (12)</p>	<p>Industrial Blvd. (Northbound): 943 (1136), 121 (531)</p> <p>Tennyson Rd. (Eastbound): 921 (822), 30 (185)</p> <p>Industrial Blvd. (Westbound): 533 (133), 430 (59)</p> <p>Industrial Blvd. (Southbound): 921 (822), 30 (185)</p>	<p>Hesperian Blvd. (Northbound): 227 (87), 1135 (809), 196 (221)</p> <p>Tennyson Rd. (Eastbound): 141 (162), 216 (547), 51 (52)</p> <p>Hesperian Blvd. (Westbound): 226 (187), 598 (226), 302 (257)</p> <p>Hesperian Blvd. (Southbound): 79 (31), 1114 (1255), 72 (108)</p>	<p>Sleepy Hollow Ave. (Northbound): 65 (78), 159 (74), 181 (286)</p> <p>Tennyson Rd. (Eastbound): 18 (44), 484 (867), 40 (60)</p> <p>Sleepy Hollow Ave. (Westbound): 308 (210), 1004 (612), 173 (34)</p> <p>Sleepy Hollow Ave. (Southbound): 73 (30), 227 (131), 180 (161)</p>	<p>Calaroga Ave. (Northbound): 65 (67), 137 (56), 419 (458)</p> <p>Tennyson Rd. (Eastbound): 43 (25), 791 (1292), 14 (21)</p> <p>Calaroga Ave. (Westbound): 520 (320), 1340 (834), 416 (294)</p> <p>Calaroga Ave. (Southbound): 69 (29), 115 (75), 663 (465)</p>
Intersection #91 Calaroga Ave./ Miami Ave./Bolero Ave.	Intersection #92 Hesperian Blvd./ Oliver Dr.	Intersection #93 Calaroga Ave./ Panama St.	Intersection #94 Baumberg Ave./ Industrial Blvd.	Intersection #95 Hesperian Blvd./ Catalpa Wy.
<p>Calaroga Ave. (Northbound): 167 (72), 232 (143), 147 (151)</p> <p>Bolero Ave. (Eastbound): 85 (116), 125 (99), 54 (22)</p> <p>Calaroga Ave. (Southbound): 348 (185), 138 (48), 6 (5)</p> <p>Bolero Ave. (Westbound): 29 (12), 398 (326), 6 (11)</p>	<p>Hesperian Blvd. (Northbound): 43 (72), 1262 (952), 26 (21)</p> <p>Oliver Dr. (Eastbound): 27 (24), 98 (73)</p> <p>Hesperian Blvd. (Westbound): 82 (91), 1298 (1654)</p> <p>Hesperian Blvd. (Southbound): 82 (91), 1298 (1654)</p>	<p>Calaroga Ave. (Northbound): 90 (72), 230 (93), 11 (18)</p> <p>Panama St. (Eastbound): 140 (193), 34 (35), 67 (42)</p> <p>Calaroga Ave. (Southbound): 67 (18), 109 (38), 7 (1)</p> <p>Panama St. (Westbound): 79 (50), 222 (152), 3 (6)</p>	<p>Industrial Blvd. (Northbound): 237 (42), 774 (961), 7 (5)</p> <p>Baumberg Ave. (Eastbound): 47 (155), 7 (33), 63 (395)</p> <p>Industrial Blvd. (Westbound): 2 (2), 28 (4), 70 (18)</p> <p>Baumberg Ave. (Westbound): 361 (82), 816 (729), 38 (34)</p>	<p>Hesperian Blvd. (Northbound): 1046 (867), 156 (52)</p> <p>Catalpa Wy. (Eastbound): 943 (1679), 215 (179)</p> <p>Hesperian Blvd. (Westbound): 119 (22), 131 (86)</p> <p>Hesperian Blvd. (Southbound): 943 (1679), 215 (179)</p>
Intersection #96 Calaroga Ave./ Catalpa Wy.	Intersection #97 Industrial Blvd./ Marina Dr.	Intersection #98 Hesperian Blvd./ Industrial Blvd.	Intersection #99 Hesperian Blvd./ Eden Shores Blvd.	Intersection #100 Hesperian Blvd./ Eden Park Pl.
<p>Calaroga Ave. (Northbound): 189 (27), 24 (62)</p> <p>Catalpa Wy. (Eastbound): 266 (77), 70 (156)</p> <p>Calaroga Ave. (Southbound): 33 (45), 107 (63)</p> <p>Catalpa Wy. (Westbound): 266 (77), 70 (156)</p>	<p>Industrial Blvd. (Northbound): 1111 (659), 15 (58)</p> <p>Marina Dr. (Eastbound): 718 (1058), 97 (41)</p> <p>Industrial Blvd. (Westbound): 212 (226), 34 (38)</p> <p>Marina Dr. (Westbound): 212 (226), 34 (38)</p>	<p>Hesperian Blvd. (Northbound): 22 (24), 1021 (862), 301 (259)</p> <p>Industrial Blvd. (Eastbound): 43 (208), 313 (789), 501 (432)</p> <p>Hesperian Blvd. (Westbound): 346 (375), 429 (403), 380 (374)</p> <p>Hesperian Blvd. (Southbound): 632 (323), 637 (1398), 109 (202)</p>	<p>Hesperian Blvd. (Northbound): 57 (103), 1656 (1317), 85 (188)</p> <p>Eden Shores Blvd. (Eastbound): 63 (43), 62 (30), 127 (247)</p> <p>Hesperian Blvd. (Westbound): 18 (12), 2 (14), 24 (12)</p> <p>Eden Shores Blvd. (Westbound): 178 (364), 1273 (1669), 69 (154)</p>	<p>Hesperian Blvd. (Northbound): 9 (85), 1805 (1485), 2 (7)</p> <p>Eden Park Pl. (Eastbound): 3 (35), 0 (0), 104 (226)</p> <p>Hesperian Blvd. (Westbound): 3 (15), 0 (2), 1 (4)</p> <p>Hesperian Blvd. (Southbound): 21 (169), 1480 (2202), 0 (2)</p>

LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volumes



Figure 19

Collision Data

The collision data was extracted from Statewide Integrated Traffic Records System (SWITRS) for a three-year period from 01/01/2016 to 12/31/2018. Collisions were observed at the study intersections within the study area.

Fatal collisions were found to occur at five locations within the three-year analysis period: Foothill Boulevard/City Center Drive (Intersection #2), Industrial Parkway/Stratford Road (Intersection #65), Hesperian Boulevard/A Street (Intersection #72), Hesperian Boulevard/Turner Court (Intersection #82), and Hesperian Boulevard/Eden Shores Boulevard-Tripaldi Way (Intersection #99). Each location experienced one fatal collision in either 2016 or 2017, and no fatal collisions were observed for the 2018 year. **Table 5** shows the types of collisions observed at the study intersections. The collision types are defined below.

DEFINITIONS FOR COLLISION TYPES: The types of collisions and their definitions as defined by CHP are listed below:



HEAD-ON: A head-on collision is a traffic collision where the front ends of two vehicles hit each other when traveling in opposite directions towards each other. For example, the front of one vehicle collides with the front of another, or prior to impact, one vehicle skids sideways, causing the side of the skidding vehicle to collide with the front of the



SIDESWIPE: A sideswipe collision is any collision between two vehicles in which the point of impact is on the side of both vehicles. For example, two vehicles are proceeding in the same direction or from opposite directions, and the side of one vehicle strikes the side of the other.



REAR-END: A rear-end collision occurs when the front bumper of a vehicle makes contact with another vehicle from the rear. For example, the front of one vehicle strikes the rear of another vehicle, or Vehicle #1 approaches Vehicle #2 from the rear and skids sideways during a braking action, causing the side of Vehicle #1 to strike the rear of



BROADSIDE: A broadside collision occurs when the side of one vehicle is struck by the front of another vehicle.



HIT OBJECT: A motor vehicle strikes a fixed object or other object.



OVERTURNED: A motor vehicle overturns and no prior collision or hitting an object caused the overturning. This would include a motorcyclist losing control, causing the vehicle to lie down on its side. Vehicles that collided with other vehicles or objects prior to overturning are considered as broadside, side swipe, etc. based on the travel direction of involved parties before the collision.



AUTO/PED: A vehicle strikes a pedestrian.



OTHER: A collision not covered in the preceding elements. This entry shall be explained in the narrative, such as a vehicle involved with – a bicycle, train, or animal; an automobile fire; passengers falling or jumping from a vehicle; a vehicle backing; a bicycle involved with a pedestrian or another bicycle, etc.

Table 5 : Collision History Summary – 2016 – 2018

#	Study Intersections	Total	Collision Type									Injury	Fatal	
			Head-On	Side-Swipe	Rear-End	Broadside	Hit Object	Pedestrian	Bicycle	Overturned	Other			
1	Foothill Blvd / Grove Way	12	0	2	4	3	0	2	0	0	0	1	6	0
2	Foothill Blvd / City Center Dr	20	0	3	7	2	3	4	1	0	0	0	10	1
3	City Center Dr / Second St	2	0	0	0	0	2	0	0	0	0	0	0	0
4	Russell Way/Second St	3	0	0	0	2	0	1	0	0	0	0	1	0
5	Foothill Blvd / A St	15	1	3	3	2	3	2	1	0	0	0	11	0
6	A St / Second St	3	1	0	1	0	0	1	0	0	0	0	3	0
7	B St / Second St	6	0	2	2	0	2	0	0	0	0	0	4	0
8	B St / Third St	4	0	1	2	0	0	0	1	0	0	0	2	0
9	B St/ Sixth St	1	0	1	0	0	0	0	0	0	0	0	0	0
10	Mission Blvd / A St	9	0	3	3	1	2	0	0	0	0	0	4	0
11	Myrtle St/ A St	3	1	1	0	0	0	1	0	0	0	0	1	0
12	B St / Grand St	8	2	1	1	2	2	0	0	0	0	0	6	0
13	A St / Grand St-Western Blvd	13	0	0	1	8	0	2	2	0	0	0	11	0
14	B St / Montgomery Ave	3	0	2	0	1	0	0	0	0	0	0	1	0
15	B St/ Watkins Ave	2	1	0	0	0	0	1	0	0	0	0	1	0
16	C St / Second St	5	0	0	1	4	0	0	0	0	0	0	4	0
17	D St / Grand St	6	0	0	2	3	1	0	0	0	0	0	4	0
18	W A St / Happyland Ave	6	0	0	0	3	0	2	1	0	0	0	5	0
19	D St / Watkins St	6	0	2	0	3	0	1	0	0	0	0	4	0
20	Foothill Blvd / D St	13	0	3	3	4	3	0	0	0	0	0	4	0
21	D St / First St	8	0	1	0	7	0	0	0	0	0	0	6	0

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#	Study Intersections	Total	Collision Type									Injury	Fatal
			Head-On	Side-Swipe	Rear-End	Broadside	Hit Object	Pedestrian	Bicycle	Overturned	Other		
22	D St / Second St	9	0	1	4	3	0	1	0	0	0	4	0
23	D St / Fifth St	0	0	0	0	0	0	0	0	0	0	0	0
24	Watkins Ave / Jackson St	14	1	1	2	4	3	1	2	0	0	8	0
25	Foothill Blvd / Mission Blvd- Jackson St	11	0	3	1	2	5	0	0	0	0	6	0
26	E St / Second St	5	0	1	0	2	2	0	0	0	0	3	0
27	Meek Ave / Grand St	1	0	0	1	0	0	0	0	0	0	0	0
28	Jackson St / Meek Ave-Silva Ave	13	0	0	4	4	2	3	0	0	0	9	0
29	Fletcher Ln / Watkins Ave	1	0	0	1	0	0	0	0	0	0	0	0
30	Fletcher Ln / Mission Blvd	11	1	0	5	3	0	1	1	0	0	6	0
31	Santa Clara St / Ocie Way	1	0	0	0	0	0	0	1	0	0	1	0
32	Amador St / Winton Ave	8	0	0	5	0	2	1	0	0	0	5	0
33	Winton Ave / Soto Rd-Myrtle Ave	5	0	0	2	2	1	0	0	0	0	3	0
34	D St / Winton Ave	2	0	1	0	0	1	0	0	0	0	1	0
35	Winton Ave / Park St	1	0	0	0	1	0	0	0	0	0	0	0
36	Jackson St / Alice St- Sycamore Ave	8	0	1	0	3	4	0	0	0	0	4	0
37	Campus Dr / Second St	0	0	0	0	0	0	0	0	0	0	0	0
38	Amador St / Elmhurst St	4	0	1	0	1	0	2	0	0	0	2	0
39	Jackson St / Soto Ave	9	0	2	3	2	1	0	1	0	0	3	0
40	Jackson St / Cypress Ave- Amador St	19	0	4	3	8	2	1	1	0	0	5	0
41	Soto Rd / Orchard Ave	2	0	0	0	1	0	0	1	0	0	2	0

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#	Study Intersections	Total	Collision Type									Injury	Fatal
			Head-On	Side-Swipe	Rear-End	Broadside	Hit Object	Pedestrian	Bicycle	Overtaken	Other		
42	Carlos Bee Blvd / Hayward Blvd	1	0	0	1	0	0	0	0	0	0	0	0
43	Harder Rd / Santa Clara St	3	0	1	1	0	1	0	0	0	0	0	0
44	Harder Rd / Cypress Ave-Underwood Ave	6	0	2	2	1	0	1	0	0	0	3	0
45	Harder Rd / Gading Rd	2	0	1	0	1	0	0	0	0	0	1	0
46	Harder Rd / Soto Rd-Mocine Ave	10	0	3	2	3	2	0	0	0	0	6	0
47	Harder Rd / Jane Ave	5	0	0	1	1	2	1	0	0	0	4	0
48	Harder Rd / Mission Blvd	16	1	4	6	2	2	1	0	0	0	8	0
49	Patrick Ave / Gomer St	7	0	0	1	3	1	2	0	0	0	5	0
50	Patrick Ave / Roosevelt Ave	1	0	0	1	0	0	0	0	0	0	0	0
51	Patrick Ave / Tennyson Rd	15	3	3	3	2	2	0	2	0	0	6	0
52	Tennyson Rd / Pompano Ave	13	1	2	5	1	2	2	0	0	0	6	0
53	Tennyson Rd / Tampa Ave	10	0	0	2	4	1	3	0	0	0	5	0
54	Tennyson Rd / Dickens Ave	4	0	1	0	0	0	2	0	0	1	2	0
55	Tennyson Rd / Tyrell Ave	7	0	0	2	1	3	1	0	0	0	2	0
56	Tennyson Rd / Harvey Ave	3	0	0	0	3	0	0	0	0	0	1	0
57	Tennyson Rd / Ruus Rd	7	0	0	2	0	3	2	0	0	0	1	0
58	Tennyson Rd / Baldwin St	2	0	0	0	0	1	1	0	0	0	1	0
59	Tennyson Rd / Huntwood Ave	20	3	3	7	1	3	1	1	0	1	8	0
60	Tennyson Rd / Beatron Way-Whitman St	9	0	0	3	2	1	2	1	0	0	5	0
61	Tennyson Rd / Pacific St	6	0	2	0	3	0	0	0	1	0	5	0

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#	Study Intersections	Total	Collision Type									Injury	Fatal
			Head-On	Side-Swipe	Rear-End	Broadside	Hit Object	Pedestrian	Bicycle	Overtaken	Other		
62	Tennyson Rd / Dixon St-E 12 th St	10	0	1	2	5	1	1	0	0	0	7	0
63	Tennyson Rd / Mission Blvd	7	1	2	1	2	0	1	0	0	0	5	0
64	Ruus Rd / Folsom Ave	3	0	0	1	2	0	0	0	0	0	1	0
65	Stratford Rd / Industrial Pkwy	8	0	2	1	4	0	1	0	0	0	5	1
66	Industrial Pkwy / Ruus Rd- Industrial Pkwy SW	22	3	0	3	12	4	0	0	0	0	17	0
67	Huntwood Ave / Industrial Pkwy	14	0	3	4	3	2	1	1	0	0	9	0
68	Mission Blvd / Industrial Pkwy-Alquire Pkwy	7	0	3	2	0	1	0	1	0	0	5	0
69	Huntwood Ave / Sandoval Way	3	0	0	1	0	2	0	0	0	0	1	0
70	Huntwood Ave / Zephyr Ave	3	0	0	1	0	1	0	0	1	0	1	0
71	Huntwood Ave / Whipple Rd	0	0	0	0	0	0	0	0	0	0	0	0
72	Hesperian Blvd / A St	13	0	1	6	2	3	1	0	0	0	6	1
73	W A St / Garden Ave	4	0	0	2	2	0	0	0	0	0	2	0
74	Hesperian Blvd / Sueirro St	2	0	0	H2	0	0	0	0	0	0	1	0
75	Winton Ave / Cabot Blvd	2	0	0	0	0	2	0	0	0	0	1	0
76	Winton Ave / Clawiter Rd	5	0	0	0	4	1	0	0	0	0	3	0
77	Winton Ave / Saklan Rd	2	0	0	1	0	0	1	0	0	0	1	0
78	Winton Ave / Hesperian Blvd	19	0	2	7	2	4	1	3	0	0	7	0
79	Hesperian Blvd / La Playa Dr- West St	11	0	0	4	5	0	2	0	0	0	7	0
80	La Playa Dr / Calaroga Ave	3	0	1	0	1	1	0	0	0	0	1	0
81	Clawiter Rd / Industrial Blvd	2	0	0	0	0	2	0	0	0	0	1	0

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#	Study Intersections	Total	Collision Type									Injury	Fatal
			Head-On	Side-Swipe	Rear-End	Broadside	Hit Object	Pedestrian	Bicycle	Overtaken	Other		
82	Hesperian Blvd / Turner Ct	9	0	2	2	1	3	1	0	0	0	3	1
83	Clawiter Rd / Depot Rd	3	0	1	0	1	1	0	0	0	0	1	0
84	Industrial Blvd / Depot Rd	4	0	1	1	1	1	0	0	0	0	1	0
85	Hesperian Blvd / Cathy Way-Depot Rd	15	0	4	7	2	2	0	0	0	0	6	0
86	Clawiter Rd / Enterprise Ave	1	0	0	1	0	0	0	0	0	0	0	0
87	Tennyson Rd / Industrial Blvd	1	0	1	0	0	0	0	0	0	0	1	0
88	Tennyson Rd / Hesperian Blvd	5	0	1	3	0	1	0	0	0	0	1	0
89	Tennyson Rd / Sleepy Hollow Ave	8	0	0	1	2	1	4	0	0	0	5	0
90	Tennyson Rd / Calaroga Ave	10	0	1	6	2	0	1	0	0	0	8	0
91	Calaroga Ave / Bolero Ave-Miami Ave	4	0	0	2	0	0	0	2	0	0	2	0
92	Hesperian Blvd / Oliver Dr	2	0	0	1	1	0	0	0	0	0	2	0
93	Calaroga Ave / Panama St	0	0	0	0	0	0	0	0	0	0	0	0
94	Industrial Blvd / Baumberg Ave	2	0	1	0	1	0	0	0	0	0	0	0
95	Hesperian Blvd / Catalpa Way-Tahoe Ave	13	0	1	1	7	2	2	0	0	0	6	0
96	Calaroga Ave / Catalpa Way	2	1	0	0	0	1	0	0	0	0	1	0
97	Industrial Blvd / Marina Dr	4	0	1	1	0	2	0	0	0	0	1	0
98	Hesperian Blvd / Industrial Blvd-Industrial Pkwy	11	0	0	5	4	2	0	0	0	0	4	0
99	Hesperian Blvd / Eden Shores Blvd-Tripaldi Way	10	2	1	4	2	0	1	0	0	0	4	1
100	Hesperian Blvd / Eden Park Pl-North Pepsi Dwy	6	1	2	1	2	0	0	0	0	0	2	0

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#	Study Intersections	Total	Collision Type								Injury	Fatal	
			Head-On	Side-Swipe	Rear-End	Broadside	Hit Object	Pedestrian	Bicycle	Overtuned			Other
	Totals	670	24	94	174	179	106	64	24	2	3	348	5

Source: Statewide Integrated Traffic Records System (SWITRS), California Highway Patrol

Level of Service (LOS) Methodology

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed, travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Generally, intersections are the capacity-controlling locations with respect to traffic operations on arterial and collector streets. Under Existing Conditions, a standard of LOS D or better is considered as acceptable for all study intersections. Under Future Conditions, the study intersections are evaluated with Level of Service (LOS) E or better as acceptable for signalized intersections due to costs of mitigation and limited right-of-way as per the City of Hayward 2040 General Plan, and LOS D or better as acceptable for unsignalized intersections. The Alameda CTC Congestion Management Program (2017) identifies a worst case of LOS E as acceptable for CMP segments, except where the facility historically operates at LOS F or it is not feasible to improve operations. Non-CMP roadway segments are evaluated with LOS D or better as acceptable.

Signalized Intersections

The study intersections under traffic signal control were analyzed using the 2010 Highway Capacity Manual (2010 HCM) Operations Methodology for signalized intersections described in Chapter 18. This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. Control delay includes initial deceleration delay, queuing time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated using Synchro analysis software and was correlated to a LOS designation. **Table 6** presents the HCM 2010 delay and LOS definitions.

Unsignalized Intersections

The unsignalized study intersections were analyzed using the 2010 HCM Operations Methodology for Unsignalized intersections described in Chapters 19 and 20. LOS ratings for unsignalized intersections are based on the average control delay expressed in seconds per vehicle and is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersections is presented for all-way stop controlled intersections. The average control delay for unsignalized intersections was calculated using Synchro analysis software and was correlated to a LOS designation. Major street traffic typically has no delay at two-way stop-controlled intersections and by definition have acceptable conditions; however, the major street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, as major street volumes increase, the delay for the minor street increases. HCM 2010 definitions for delay and LOS at unsignalized intersections are presented in **Table 6**.

All intersection analyses were conducted using procedures and methodologies consistent with the 2010 HCM. These methodologies were applied using Synchro 10 traffic analysis software. At a few intersections, where the HCM 2010 methodology does not support lane configuration or

signal timing sequence, the HCM 2000 methodology was used instead. These intersections include Foothill Boulevard/A Street (Intersection #5), Foothill Boulevard/Mission Boulevard-Jackson Street (Intersection #25), Huntwood Boulevard/Sandoval Way (Intersection #69), Hesperian Boulevard/Sueirro Street (Intersection #74) and Industrial Boulevard/Tennyson Road (Intersection #87). HCM 2000 and HCM 2010 methodologies did not support the lane configuration at the intersection of Winton Avenue/Cabot Boulevard (Intersection #75) in Synchro 10, thus traffic conditions were evaluated using HCM 2000 procedures in Traffix analysis software. In Synchro software, HCM 2000 and HCM 2010 do not support intersections with two to three or more lanes.

The analysis methodology described above was used to measure a.m. and p.m. peak-hour traffic operations for the all study intersections.

Table 6 describes the LOS thresholds for intersections under the HCM 2010 and HCM 2000 methodologies. The intersection LOS thresholds differ between signalized and unsignalized intersections. The LOS is determined by the average control delay on an intersection-wide basis for signalized and all-way stop-controlled intersections and on the movement with the highest delay for minor-street stop-controlled intersections.

Table 6 : Level of Service Thresholds Based on Intersection Control Delay

Level of Service	Description	Signalized Intersection Delay (D) (sec)	Unsignalized Intersection Delay (D) (sec)
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.	$0 \leq A \leq 10$	$0 \leq A \leq 10$
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression, short cycle lengths or both. More vehicles stop causing higher levels of delay.	$10 < B \leq 20$	$10 < B \leq 15$
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression, longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	$20 < C \leq 35$	$15 < C \leq 25$
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	$35 < D \leq 55$	$25 < D \leq 35$
E	Control delay greater than 55 and up to 80 seconds per vehicle, the limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.	$55 < E \leq 80$	$35 < E \leq 50$
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.	$80 < F$	$50 < F$

Source: Highway Capacity Manual (HCM), 2010 Edition; Highway Capacity Manual (HCM), 2000.

Roadway Segments

Operations of the street segments were assessed based on volume-to-capacity (V/C) ratios. A per-lane capacity of 800 vehicles per hour was used for street segments, consistent with the Alameda CTC Congestion Management Program (2017). These capacities do not reflect additional capacity provided along segments through two-way left-turn lanes and at intersections through turn pockets. Roadway segments with a V/C ratio greater than 1.0 are assigned LOS F. Volume-to-capacity ratios and the corresponding levels of service are shown in **Table 7**.

Table 7: Level of Service Thresholds Based on Segment Capacity

Level of Service	V/C ¹
A	≤ 0.60
B	0.61 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91 to 1.00
F	> 1.00

Source: 2017 ACTC Congestion Management Program

Notes:

¹V/C = Volume-to-capacity ratio

Synchro Model Development

Existing Conditions (2019) traffic operations were evaluated based on LOS criteria using Synchro 10, a software package for modeling and optimizing traffic systems. The analysis uses procedures documented under Chapter 18 (Signalized Intersections) and Chapters 19 and 20 (Unsignalized Intersections) of the HCM, 2010 Edition (unless in special circumstance as described above), published by the Transportation Research Board.

The Synchro model setup requires the input of geometric configurations, traffic flow, traffic control, and signal timings at the study intersections under Existing Conditions (2019). The operational models were developed for the a.m. and p.m. peak hours, based on data collected for this project.

Existing Conditions Analysis Results

Delay and LOS

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The peak hour factors based on the counts were used at all study intersections for the existing condition analysis. Synchro 10 operations analysis software was used to complete the HCM 2010 and HCM 2000 LOS analysis procedures for all study intersections, except the intersection at Winton Avenue/Cabot Boulevard (Intersection #75) which was analyzed using HCM 2000 procedures in Traffix software.

Three different types of intersection controls exist among the 100 study intersections within the City of Hayward. Side street stop controlled intersections, which are present at 20 (nine one-way stop controlled intersections and 11 two-way stop controlled intersections) of the 100 study intersections, have no control on the major street and stop signs controlling the minor side street. Due to the inherent lack of delay on the street with no control (the vehicles on the uncontrolled streets are able to move freely through the intersection and therefore experience no delay), average vehicle delay is only measured for those movements that have stop control and yield conflicts with other movements rather than for the entire intersection. In this report, the average vehicle delay and level of service reported for one- and two-way stop controlled

intersections represent the approach with the highest delay to reflect the magnitude of the primary performance limitation of the intersection. Since no delay is experienced on the uncontrolled street (with the exception of yield requirements for left turning movements from the uncontrolled street), ensuring manageable delay on specific approaches represents the main consideration of side-street stop controlled intersection performance and is therefore the basis for LOS determination.

The second type of intersection control in the study sample is the all-way stop controlled intersection, which is present at 10 of the 100 study intersections. These intersections have stop signs for all approaches and all vehicles using the intersection experience delay. For this reason, average vehicle delay is reported for the entire intersection rather than specific movements or approaches to provide an indication of the overall performance of the intersection. For intersections with traffic control on all approaches, balancing the delay incurred on each of the various approaches to achieve the minimum average delay for the entire intersection is the fundamental premise for maximizing intersection performance and thus is the basis for identifying LOS.

The third type of control is a traffic signal, which is present at 70 of the 100 study intersections. While there are various types of phasing at the different signalized intersections, delay is experienced by vehicles on each of the approaches. Since optimizing the performance of a signalized intersection is generally predicated on minimizing the average delay to all vehicles using the intersection, LOS is based on the average vehicle delay for the entire intersection.

Intersection Analysis Results

Table 8 summarizes the intersection operations under Existing Conditions (2019). Under this scenario, 47 study intersections (26 signalized and 21 unsignalized) operate at unacceptable LOS E or F during one or both peak periods. The remaining 53 study intersections operate at LOS D or better. Of the 21 unsignalized intersections with failing operations, 15 are one- or two-way stop controlled. At many of these intersections, the number of vehicles on the side streets are low, but are opposed by such heavy volumes on the major street that there are insufficient gaps for them to turn onto or cross the street, resulting in extensive delays on the side streets. In the overall context of intersection performance, the average vehicle delay is low due to the much greater number of vehicles able to pass freely through the intersection without delay, although the fewer vehicles using the side streets experience poor levels of service. This scenario occurs at most of the unsignalized study intersections along Hesperian Boulevard, Tennyson Road, 2nd Street, A Street, Santa Clara Street, and D Street.

Table 8: Intersection Level of Service Analysis – Existing Conditions

ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
1	Foothill Boulevard / Grove Way	Signalized	AM	51.2	D
			PM	36.9	D
2	Foothill Boulevard / City Center	Signalized	AM	>80	F
			PM	77.9	E
3	City Center Drive / 2 nd Street	Signalized	AM	43.2	D
			PM	56.3	E
4	2 nd Street / Russell Way	Two-Way Stop	AM	15.0	C
			PM	>50	F
5	Foothill Boulevard / A Street*	Signalized	AM	61.7	E
			PM	32.8	C
6	A Street / 2 nd Street	Signalized	AM	41.4	D
			PM	42.4	D
7	B Street / 2 nd Street	Signalized	AM	55.6	E
			PM	35.5	D
8	B Street / 3 rd Street	Two-Way Stop	AM	38.2	E
			PM	21.9	C
9	B Street / 6 th Street	Two-Way Stop	AM	29.8	D
			PM	25.7	D
10	A Street / Mission Boulevard	Signalized	AM	>80	F
			PM	69.4	E
11	A Street / Myrtle Street	One-Way Stop	AM	31.1	D
			PM	20.6	C
12	B Street / Grand Street	Signalized	AM	32.2	C
			PM	21.6	C
13	A Street / Grand Street	Signalized	AM	47.0	D
			PM	37.3	D
14	B Street / Montgomery Street	All-Way Stop	AM	11.7	B
			PM	14.0	B
15	B Street / Watkins Street	Signalized	AM	>80	F
			PM	33.1	C

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
16	C Street / Second Street	Signalized	AM	18.6	B
			PM	26.6	C
17	D Street / Grand Street	Signalized	AM	49.2	D
			PM	45.7	D
18	A Street / Happyland Avenue	Two-Way Stop	AM	>50	F
			PM	>50	F
19	D Street / Watkins Avenue	Signalized	AM	27.6	C
			PM	28.4	C
20	Foothill Boulevard/ D Street	Signalized	AM	>80	F
			PM	>80	F
21	D Street / 1 st Street	Two-Way Stop	AM	>50	F
			PM	>50	F
22	D Street / 2 nd Street	Signalized	AM	64.1	E
			PM	41.0	D
23	D Street / 5 th Street	One-Way Stop	AM	>50	F
			PM	15.7	C
24	Jackson Street / Watkins Street	Signalized	AM	34.8	C
			PM	23.3	C
25	Foothill Boulevard / Jackson Street / Mission Boulevard	Signalized	AM	21.2	C
			PM	63.6	E
26	E Street / 2 nd Street	Signalized	AM	44.6	D
			PM	43.1	D
27	Grand Street / Meek Avenue	All-Way Stop	AM	14.7	B
			PM	13.4	B
28	Jackson Street / Meek Avenue / Silva Avenue	Signalized	AM	38.4	D
			PM	59.5	E
29	Fletcher Lane / Watkins Street	Two-Way Stop	AM	19.7	C
			PM	30.2	D
30	Mission Boulevard/ Fletcher Lane	Signalized	AM	45.2	D
			PM	23.4	C
31	Santa Clara Street / Ocie Way	Two-Way Stop	AM	>50	F
			PM	>50	F
32	Amador Street / Winton Avenue	Signalized	AM	39.3	D
			PM	>80	F
33	Myrtle Street / Soto Road / Winton Avenue	Signalized	AM	56.9	E
			PM	34.9	C
34	D Street / Winton Avenue	Signalized	AM	4.5	A
			PM	4.4	A
35	Park Street / Winton Avenue	One-Way Stop	AM	10.1	B
			PM	11.3	B
36	Jackson Street / Alice Street / Sycamore Avenue	Two-Way Stop	AM	>50	F
			PM	>50	F
37	2 nd Street / Campus Drive	One-Way Stop	AM	>50	F
			PM	26.8	D
38	Amador Street / Elmhurst Street	All-Way Stop	AM	39.7	E
			PM	>50	F

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
39	Jackson Street / Soto Road	Signalized	AM	55.6	E
			PM	79.9	E
40	Jackson Street / Amador Street / Cypress Avenue	Signalized	AM	60.2	E
			PM	65.5	E
41	Orchard Avenue / Soto Road	Signalized	AM	33.0	C
			PM	35.9	D
42	Carlos Bee Boulevard / Hayward Boulevard	Signalized	AM	43.8	D
			PM	19.6	B
43	Harder Road / Santa Clara Street	Signalized	AM	8.3	A
			PM	7.9	A
44	Harder Road / Cypress Avenue	Signalized	AM	8.0	A
			PM	11.5	B
45	Harder Road / Gading Road	Signalized	AM	63.3	E
			PM	>80	F
46	Harder Road / Soto Road / Mocine Avenue	Signalized	AM	>80	F
			PM	47.6	D
47	Harder Road / Jane Avenue	Signalized	AM	42.1	D
			PM	29.8	C
48	Harder Road / Mission Boulevard	Signalized	AM	75.7	E
			PM	79.1	E
49	Patrick Avenue / Gomer Street	All-Way Stop	AM	>50	F
			PM	35.5	E
50	Patrick Avenue / Roosevelt Avenue	All-Way Stop	AM	49.2	E
			PM	32.9	D
51	Tennyson Road / Patrick Avenue	Signalized	AM	>80	F
			PM	38.3	D
52	Tennyson Road / Pompano Avenue	Signalized	AM	8.0	A
			PM	7.9	A
53	Tennyson Road / Tampa Avenue	Signalized	AM	41.0	D
			PM	26.0	C
54	Tennyson Road / Dickens Avenue	One-Way Stop	AM	>50	F
			PM	>50	F
55	Tennyson Road / Tyrell Avenue	Signalized	AM	29.6	C
			PM	17.7	B
56	Tennyson Road / Harvey Avenue	One-Way Stop	AM	>50	F
			PM	>50	F
57	Tennyson Road / Ruus Road	Signalized	AM	14.1	B
			PM	17.7	B
58	Tennyson Road / Baldwin Street	Two-Way Stop	AM	24.0	C
			PM	>50	F
59	Tennyson Road / Huntwood Avenue	Signalized	AM	54.2	D
			PM	28.4	C
60	Tennyson Road / Beatron Way / Whitman Street	Signalized	AM	43.0	D
			PM	38.6	D
61	Tennyson Road / Pacific Street	One-Way Stop	AM	>50	F
			PM	>50	F

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
62	Dixon Street / E 12 th Street / Tennyson Road	Signalized	AM	21.9	C
			PM	22.0	C
63	Mission Boulevard/ Tennyson Road	Signalized	AM	44.9	D
			PM	36.2	D
64	Ruus Road / Folsom Avenue	All-Way Stop	AM	>50	F
			PM	>50	F
65	Industrial Parkway / Stratford Road	Signalized	AM	27.5	C
			PM	30.2	C
66	Industrial Boulevard / Russ Road	Signalized	AM	54.9	D
			PM	48.9	D
67	Huntwood Avenue / Industrial Parkway	Signalized	AM	>80	F
			PM	>80	F
68	Mission Boulevard / Industrial Parkway	Signalized	AM	60.1	E
			PM	50.4	D
69	Huntwood Avenue/ Sandoval Way	Signalized	AM	28.5	C
			PM	28.9	C
70	Huntwood Avenue / Zephyr Avenue	Two-Way Stop	AM	43.1	E
			PM	26.5	D
71	Huntwood Avenue / Whipple Road	Signalized	AM	33.1	C
			PM	27.6	C
72	A Street / Hesperian Boulevard	Signalized	AM	45.5	D
			PM	38.9	D
73	A Street / Garden Avenue	One-Way Stop	AM	>50	F
			PM	>50	F
74	Hesperian Boulevard / Sueirro Street*	Signalized	AM	21.3	C
			PM	17.6	B
75	Winton Avenue / Cabot Boulevard**	All-Way Stop	AM	13.1	B
			PM	9.5	A
76	Winton Avenue / Clawiter Road	Signalized	AM	18.6	B
			PM	31.5	C
77	Winton Avenue / Saklan Road	Signalized	AM	13.2	B
			PM	13.7	B
78	Winton Avenue / Hesperian Boulevard	Signalized	AM	47.2	D
			PM	56.7	E
79	Hesperian Boulevard / La Playa Drive / West Street	Signalized	AM	7.0	A
			PM	16.6	B
80	La Playa Drive / Calaroga Avenue	Signalized	AM	0.9	A
			PM	0.9	A
81	Clawiter Road / Industrial Boulevard	Signalized	AM	15.5	B
			PM	25.8	C
82	Hesperian Boulevard / Turner Ct	Signalized	AM	48.6	D
			PM	12.5	B
83	Clawiter Road / Depot Road	Signalized	AM	16.1	B
			PM	16.4	B
84	Depot Road / Industrial Boulevard	Signalized	AM	37.3	D
			PM	57.0	E

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ID	Study Intersection	Control	Peak Hour	Delay ¹	LOS ²
85	Depot Road / Cathy Way / Hesperian Boulevard	Signalized	AM	>80	F
			PM	46.6	D
86	Clawiter Road / Enterprise Avenue	Signalized	AM	13.1	B
			PM	17.6	B
87	Tennyson Road / Industrial Boulevard*	Signalized	AM	26.2	C
			PM	24.1	C
88	Tennyson Road / Hesperian Boulevard	Signalized	AM	44.3	D
			PM	55.4	E
89	Tennyson Road / Sleepy Hollow Avenue	Signalized	AM	25.6	C
			PM	29.9	C
90	Tennyson Road / Calaroga Avenue	Signalized	AM	59.4	E
			PM	>80	F
91	Calaroga Avenue / Bolero Avenue	All-Way Stop	AM	>50	F
			PM	34.8	D
92	Hesperian Boulevard / Oliver Drive	One-Way Stop	AM	>50	F
			PM	>50	F
93	Calaroga Avenue / Panama Street	All-Way Stop	AM	33.7	D
			PM	12.0	B
94	Industrial Boulevard / Baumberg Avenue	Signalized	AM	19.7	B
			PM	33.1	C
95	Hesperian Boulevard / Catalpa Way	One-Way Stop	AM	>50	F
			PM	>50	F
96	Calaroga Avenue / Catalpa Way	All-Way Stop	AM	29.8	D
			PM	9.1	A
97	Industrial Boulevard / Marina Drive	Signalized	AM	8.1	A
			PM	9.3	A
98	Hesperian Boulevard / Industrial Boulevard	Signalized	AM	65.8	E
			PM	75.2	E
99	Hesperian Boulevard / Eden Shores Boulevard	Signalized	AM	10.7	B
			PM	24.2	C
100	Hesperian Boulevard / Eden Park Place	Signalized	AM	6.5	A
			PM	29.6	C

Notes:

¹Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way-stop-control intersections; and critical minor approaches for two-way-stop-control intersections.

²LOS: Level of Service.

* 2000 HCM Methodology is used.

** Intersection LOS evaluated in Traffix software.

Bold text indicates unacceptable intersection operations.

Appendix C contains the existing conditions LOS analysis reports from Synchro 10 software. The a.m. and p.m. peak hour intersection LOS within the three study zones shown in **Figure 20**, **Figure 21**, and **Figure 22**, respectively.

Roadway Segment Analysis Results

Table 9 summarizes the results of the LOS analysis for both directions along roadway segments during a.m. and p.m. peak hours. Under Existing Conditions, all study segments operate at LOS E or better both peak hours, except the following two segments:

- Southbound direction of Foothill Boulevard south of City Center Drive during the a.m. peak hour (Segment #4)
- Both directions of Winton Avenue between Interstate 880 and Santa Clara Street (Segment #11)

Table 9: Roadway Segment Level of Service Analysis – Existing Conditions

ID	Roadway Segment	Direction	No. of Lanes ¹	Capacity ²	AM Peak Hour		PM Peak Hour	
					V/C ³	LOS ⁴	V/C ³	LOS ⁴
1*	Mission Blvd b/w Rose St & Sunset Blvd	Northbound	2	1600	0.23	A	0.39	A
		Southbound	2	1600	0.53	A	0.51	A
2*	Mission Blvd b/w A St & B St	Northbound	0	-	-	-	-	-
		Southbound	5	4000	0.47	A	0.40	A
3*	Mission Blvd b/w Fletcher Ln & Sycamore Ave	Northbound	3	2400	0.77	C	0.83	A
		Southbound	3	2400	0.92	E	0.69	B
4*	Foothill Blvd b/w City Center Dr & Russell Way	Northbound	4	3200	0.39	A	0.33	A
		Southbound	2	1600	0.76	C	1.06	F
5*	A St b/w Western Blvd & Peralta St	Eastbound	2	1600	0.32	A	0.28	A
		Westbound	2	1600	0.47	A	0.36	A
6	Santa Clara St b/w Jackson St & Elmhurst St	Northbound	2	1600	0.29	A	0.40	A
		Southbound	2	1600	0.37	A	0.35	A
7	Soto Rd b/w Orchard Ave & Berry Ave	Northbound	1	800	0.46	A	0.60	A
		Southbound	1	800	0.77	C	0.44	A
8	Campus Dr b/w 2 nd St & Oakes Dr	Eastbound	1	800	0.67	B	0.53	A
		Westbound	1	800	0.43	A	0.73	C
9	A St b/w Royal Ave & Hesperian Blvd	Eastbound	2	1600	0.41	A	0.60	B
		Westbound	2	1600	0.64	B	0.59	A
10*	Winton Ave b/w Wright Dr & Stonewall Ave	Eastbound	3	2400	0.41	A	0.59	A
		Westbound	2	1600	0.82	D	0.67	B
11*	Winton Ave b/w I-880 NB Ramps & Santa Clara St	Eastbound	2	1600	0.68	B	1.23	F
		Westbound	2	1600	1.12	F	0.84	D
12	Depot Rd b/w Clawiter Rd & Viking St	Eastbound	1	800	0.73	C	0.59	A
		Westbound	1	800	0.54	A	0.82	D
13	Depot Rd b/w Hesperian Blvd & Adrian Ave	Eastbound	2	1600	0.32	A	0.33	A
		Westbound	2	1600	0.25	A	0.20	A
14*	Industrial Blvd b/w Tennyson Rd & Baumberg Ave	Northbound	2	1600	0.60	A	0.58	A
		Southbound	2	1600	0.84	D	0.73	C
15*	Hesperian Blvd b/w Panama St & Catalpa Way	Northbound	3	2400	0.43	A	0.64	B
		Southbound	3	2400	0.47	A	0.39	A

Notes:

¹Number of Lanes per direction; Does not include TWLTL medians or turn pockets at intersections.

²Capacity = 800 vehicles per hour per lane.

³V/C: Volume-to-capacity ratio; Calculated using peak hour Average Daily Traffic (ADT) counts.

⁴LOS: Level of Service.

*Indicates Alameda CTC Congestion Management Program (CMP) roadway with minimum standards of LOS E or better.

Bold text indicates unacceptable roadway segment operations.

City of Hayward Citywide Intersection Improvement Project LOS - Zone 1

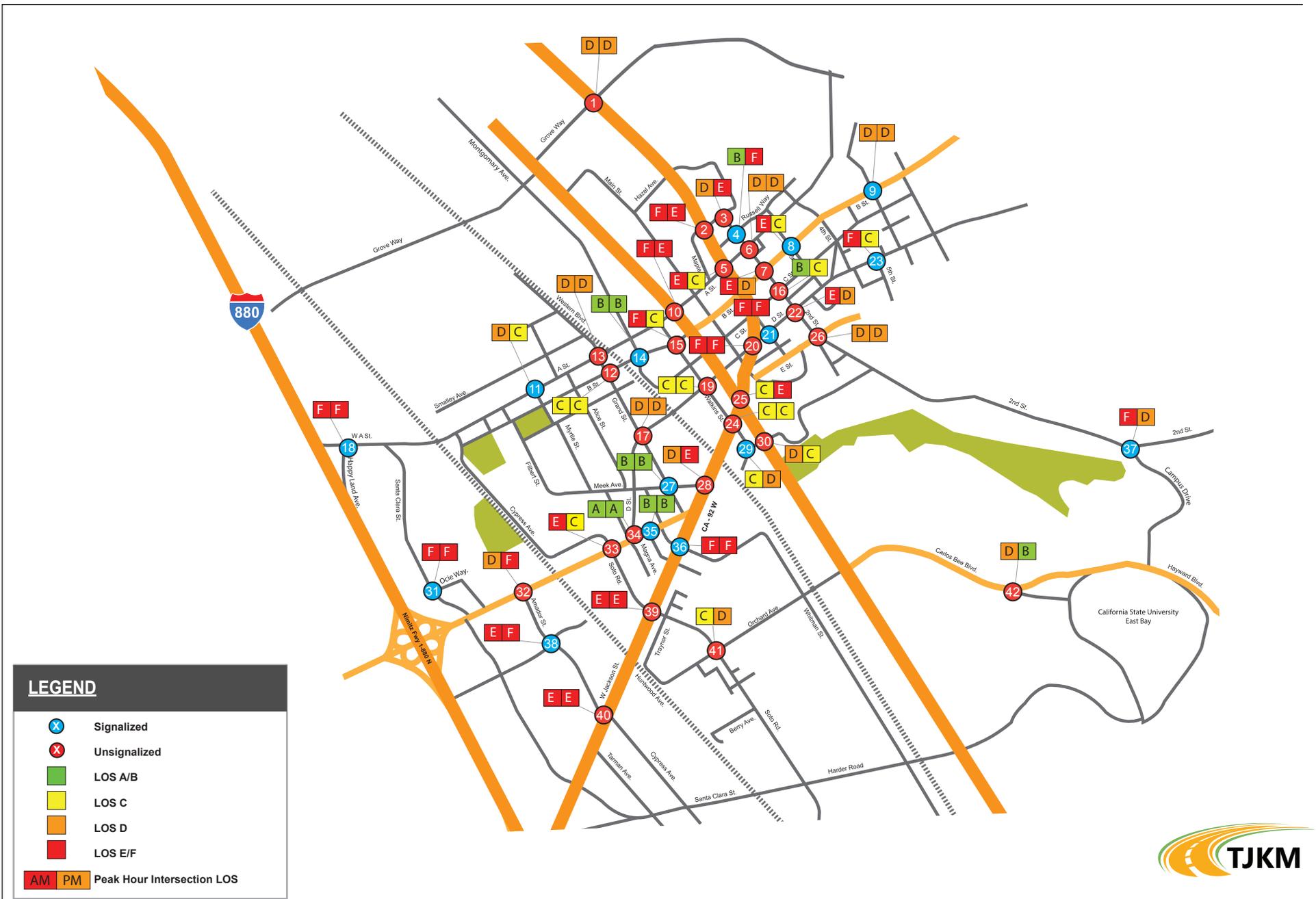


Figure - 20

City of Hayward Citywide Intersection Improvement Project LOS - Zone 2



Figure - 21

City of Hayward Citywide Intersection Improvement Project LOS - Zone 3

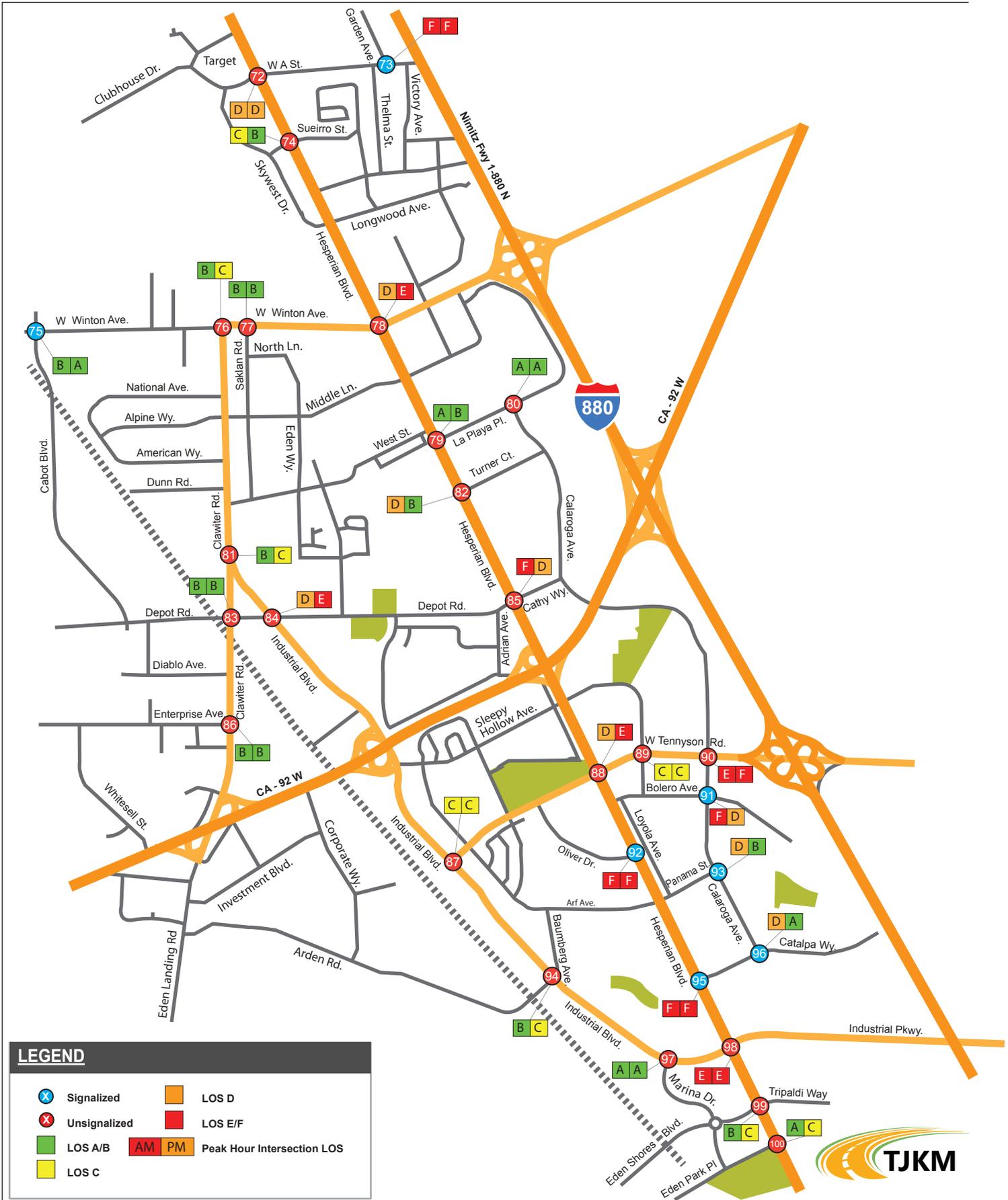
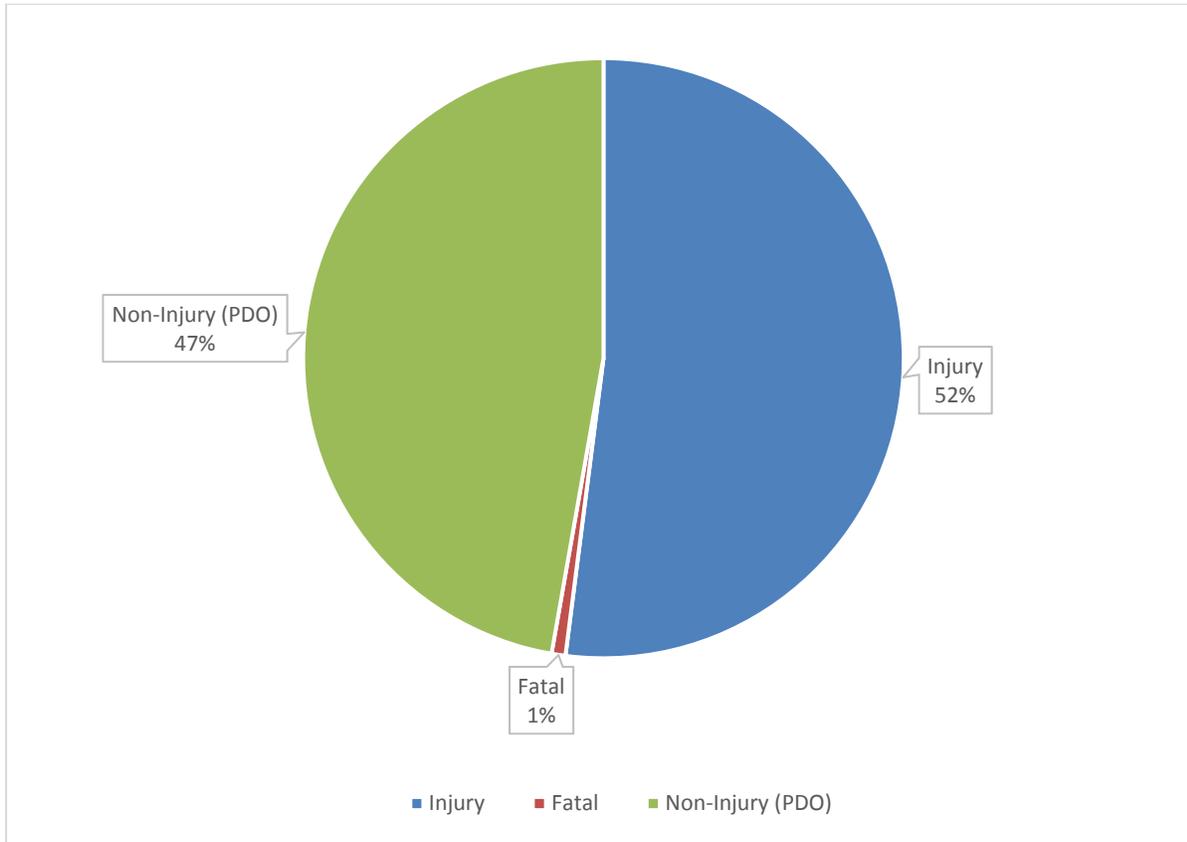


Figure - 22

Collision Analysis Results

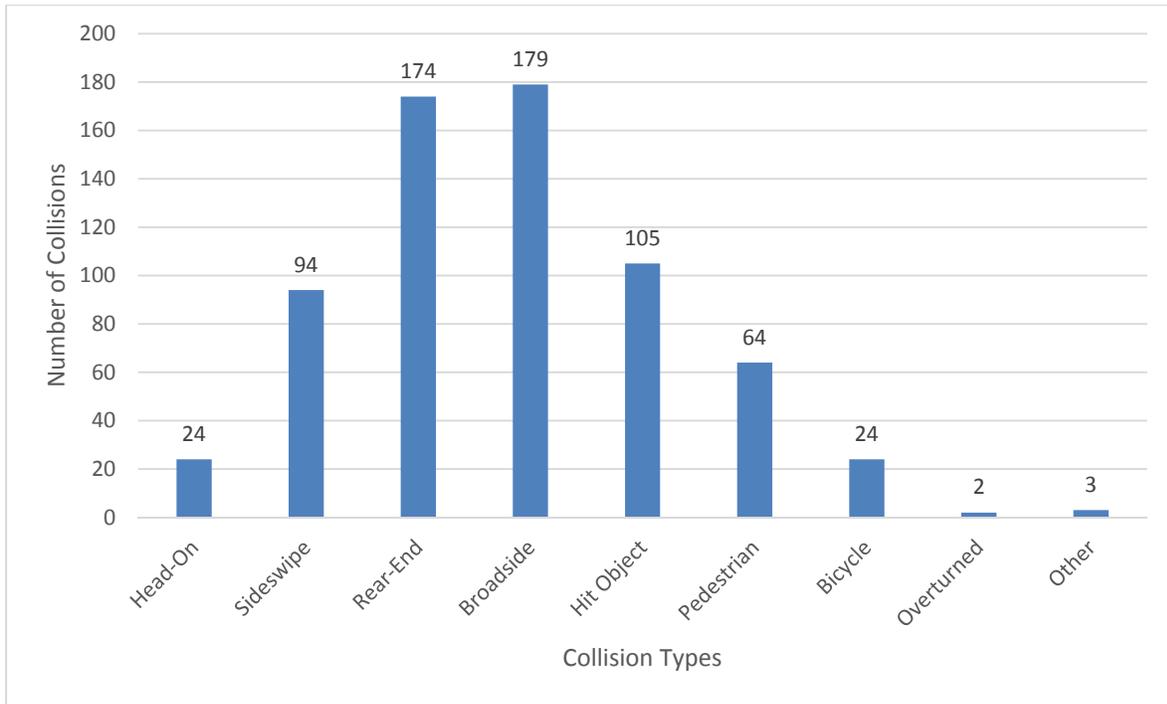
This section summarizes the collision analysis by severity and by type. The collision severity result is shown in **Figure 23**. Fatal accidents are approximately one percent and injury accidents are approximately 52 percent of all collisions.

Figure 23: Collision Severity



The collision type result is shown in **Figure 24**. Broadside collisions have the highest rate (27 percent) followed by the rear-end collisions (26 percent). Both broadside and rear-end collisions are typical for intersection collisions, especially at signalized intersections. Detailed collision data is provided in **Appendix D**.

Figure 24: Collision Types



Signal Warrant Analysis

Unsignalized intersections were evaluated using the Peak Hour Volume Warrant (i.e., Warrant 3) from the Manual on Uniform Traffic Control Devices (MUTCD). Unsignalized intersections shown to trigger the peak hour signal warrant are considered deficient in this analysis. However, the decision to install a traffic signal should not be based solely upon a single warrant. Other factors, such as delay, congestion, driver confusion, future land use or other evidence for right-of-way assignment, should also be considered.

Warrant 3 assesses peak hour traffic volume for the need for a traffic signal. Traffic signals tend to reduce the potential for right-angle type (broadside) collisions, but also tend to increase the potential for less severe, rear-end collisions. Signal warrant peak hour volumes represent the threshold point at which the potential for more rear-end collisions is offset by the potential for fewer more severe right-angle collisions. Data needed to perform these warrant analyses include peak hour traffic counts collected as part of this study, number of travel lanes and area characteristics.

Signal warrant analysis was conducted for 17 unsignalized study intersections with unacceptable LOS F under existing conditions. **Table 10** summarizes the results of the peak hour signal warrant at intersections with unacceptable LOS. Seven of the evaluated unsignalized intersections meet the peak hour signal warrant for one or both peak hours. Peak Hour Signal Warrant Analysis worksheets are provided in **Appendix E**.

Table 10 : Existing Conditions Intersection Signal Warrant Summary

#	Intersection	Control	Existing Conditions	
			Meets AM Peak Hour ¹	Meets PM Peak Hour ¹
4	Second Street /Russell Way	Two-Way Stop	No	No
18	A Street / Happyland Avenue	Two-Way Stop	No	Yes
21	D Street / 1 st Street	Two-Way Stop	Yes	No
23	D Street / 5 th Street	One-Way Stop	No	No
31	Santa Clara Street / Ocie Way	Two-Way Stop	No	No
36	Jackson Street / Alice Street-Sycamore Avenue	Two-Way Stop	Yes	No
37	2 nd Street / Campus Drive	One-Way Stop	Yes	Yes
38	Amador Street / Elmhurst Street	All-Way Stop	No	No
49	Patrick Avenue / Gomer Street	All-Way Stop	Yes	Yes
54	Tennyson Road / Dickens Avenue	One-Way Stop	No	No
56	Tennyson Road / Harvey Avenue	One-Way Stop	No	No
58	Tennyson Road / Baldwin Street	Two-Way Stop	No	No
61	Tennyson Road / Pacific Street	One-Way Stop	No	No
64	Ruus Road / Folsom Avenue	All-Way Stop	No	No
70	Huntwood Ave/Zephyr Ave	Two-Way Stop	No	No
73	Garden Avenue / A Street	Two-Way Stop	No	No
91	Calaroga Avenue / Bolero Avenue	All-Way Stop	Yes	No
92	Hesperian Boulevard / Oliver Drive	One-Way Stop	Yes	No
95	Hesperian Boulevard / Catalpa Way	One-Way Stop	Yes	Yes

Notes:

¹AM – morning peak hour, PM – evening peak hour

N/A – Intersection level of Service D or better for respective peak hour.

Bold – Peak hour signal warrant is met.

Existing Conditions Mitigations

Under Existing Conditions, 47 study intersections operate at unacceptable LOS E or F during one or both peak periods. These intersections, listed below, were evaluated for mitigations to improve intersection operations. **Appendix F** contains the existing conditions mitigations LOS analysis reports from Synchro 10 software. **Table 11** details the mitigations and associated LOS scores at the following intersections:

- Foothill Boulevard/City Center Drive (Signalized)
- City Center Drive/2nd Street (Signalized)
- 2nd Street/Russell Way (Unsignalized)
- Foothill Boulevard/A Street (Signalized)
- B Street/2nd Street (Signalized)
- B Street/3rd Street (Unsignalized)
- A Street/Mission Boulevard (Signalized)
- B Street/Watkins Street (Signalized)
- A Street/Happyland Avenue (Unsignalized)
- Foothill Boulevard/D Street (Signalized)
- D Street/1st Street (Unsignalized)
- D Street/2nd Street (Signalized)
- D Street/5th Street (Unsignalized)
- Jackson Street/Foothill Boulevard & Mission Street (Signalized)
- Jackson Street/Meek Avenue & Silva Avenue (Signalized)
- Santa Clara Street/Ocie Way (Unsignalized)
- Amador Street/Winton Avenue (Signalized)
- Winton Avenue/Myrtle Street-Soto Road (Signalized)
- Jackson Street/Alice Street & Sycamore Avenue (Unsignalized)
- 2nd Street/Campus Drive (Unsignalized)
- Amador Street/Elmhurst Street (Unsignalized)
- Jackson Street/Soto Avenue (Signalized)
- Jackson Street/Amador Street & Cypress Avenue (Signalized)
- Harder Road/Gading Road (Signalized)
- Harder Road/Soto Road-Mocine Avenue (Signalized)
- Mission Boulevard/Harder Road (Signalized)

- Patrick Avenue/Gomer Street (Unsignalized)
- Patrick Avenue/Roosevelt Avenue (Unsignalized)
- Tennyson Road/Patrick Avenue (Signalized)
- Tennyson Road/Dickens Avenue (Unsignalized)
- Tennyson Road/Harvey Avenue (Unsignalized)
- Tennyson Road/Baldwin Street (Unsignalized)
- Tennyson Road/Pacific Street (Unsignalized)
- Ruus Road/Folsom Avenue (Unsignalized)
- Industrial Parkway/Huntwood Avenue (Signalized)
- Mission Boulevard/Industrial Parkway (Signalized)
- Huntwood Avenue/Zephyr Avenue (Unsignalized)
- A Street/Garden Avenue (Unsignalized)
- Hesperian Boulevard/Winton Avenue (Signalized)
- Industrial Boulevard/Depot Road (Signalized)
- Hesperian Boulevard/Depot Road-Cathy Way (Signalized)
- Hesperian Boulevard/Tennyson Road (Signalized)
- Tennyson Road/Calaroga Avenue (Signalized)
- Calaroga Avenue/Bolero Avenue (Unsignalized)
- Hesperian Boulevard/Oliver Drive (Unsignalized)
- Hesperian Boulevard/Catalpa Way (Unsignalized)
- Hesperian Boulevard/Industrial Boulevard & Industrial Parkway (Signalized)

Table 11 : Intersection Level of Service for Existing Conditions Mitigations

ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
2	Foothill Blvd/City Center Dr	AM	84.2	F	WBR	Optimize phase splits for 157 s CL (AM Peak) and 157 s CL (PM Peak); Modify phase sequence to leading left-turns.	27.8	C
		PM	77.9	E	WBR		42.8	D
3	City Center Dr/2 nd St	AM	<i>43.2</i>	<i>D</i>	<i>EBR</i>	Add eastbound right turn overlap with northbound phase.	<i>25.9</i>	<i>C</i>
		PM	56.3	E	EBR		26.9	C
4	2 nd St/Russell Way	AM	<i>15.0</i>	<i>C</i>	<i>WB</i>	Signal warrant not met; Add westbound left turn pocket with 70 ft storage & 50 ft taper length by adding red zone along curb for 70 feet; Convert westbound shared left-through-right lane into through-right lane; Convert eastbound through-left lane into exclusive left-turn pocket with 70 ft storage & 50 ft taper length; Convert eastbound right-turn lane into shared through-right lane.	<i>14.8</i>	<i>B</i>
		PM	78.8	F	WB		49.0	E
5	Foothill Blvd/A St	AM	61.7	E	SBR	Optimize phase splits while keeping existing cycle length of 88 s.	39.1	D
		PM	32.5	C	SBR	No mitigations applied to PM peak.	32.5	C
7	B St/2 nd St	AM	55.6	E	WBR	Optimize phase splits while keeping existing cycle length of 157 s.	39.4	D
		PM	35.5	D	EBL	No mitigations applied to PM peak.	35.5	D
8	B St/3 rd St	AM	38.2	E	NB	Modify striping at northbound approach to consist of one northbound left turn pocket with 75 ft storage & 25 ft taper length by adding a red curb for 75 feet.	34.7	D
		PM	<i>21.9</i>	<i>C</i>	<i>NB</i>		<i>20.1</i>	<i>C</i>
10	A St/Mission Blvd	AM	102.7	F	WBL	Increase cycle length to 115 s.	54.5	D
		PM	69.4	E	WBL	Optimize phase splits while keeping existing cycle length of 112 s.	38.9	D

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ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
15	B St/Watkins St	AM	110.6	F	EBL	Optimize cycle length & splits; Increase cycle length to 62 s.	32.0	C
		PM	33.1	C	EBL	No mitigation applied to PM peak.	33.1	C
18	A St/Happyland Ave	AM	66.5	F	NB	Signal warrant not met; Prohibit left turn movement at northbound approach.	16.9	C
		PM	546.9	F	NB		28.9	D
20	Foothill Blvd/D St	AM	101.7	F	EBT	Optimize cycle length & splits to 135 s (AM Peak) & 145 s (PM Peak).	50.3	D
		PM	101.1	F	EBL		55.9	E
21	D St/1 st St	AM	741.1	F	NBT	Modify intersection control from TWSC to signalized intersection control with 67.5 s cycle length (AM Peak) & 72.5 s cycle length (PM Peak) with split phasing along D St; Coordinate with Foothill Blvd/D St.	35.4	D
		PM	164.4	F	NB		26.4	C
22	D St/2 nd St	AM	64.1	E	WBL	No right-of-way; No mitigations applied. Significant & unavoidable impact.	64.1	E
		PM	41.0	D	NBL		41.0	D
23	D St/5 th St	AM	255.1	F	NB	Signal warrant not met; No right-of-way; No mitigations applied. Significant & unavoidable impact.	255.1	F
		PM	15.7	C	-		15.7	C
25	Foothill Blvd/Mission Blvd & Jackson St	AM	21.2	C	-	No mitigation applied to AM peak.	21.2	C
		PM	63.6	E	NBR	Optimize phase splits while keeping existing cycle length of 155 s.	35	C
28	Jackson St/Meek Ave & Silva Ave	<i>AM</i>	<i>38.4</i>	<i>D</i>	<i>WBL</i>	Add northbound right turn overlap with westbound left turn; Optimize cycle length and phase splits to 140 s cycle length for PM peak only.	<i>37.7</i>	<i>D</i>
		PM	59.5	E	WBL		47.8	D

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ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
32	Amador St/Winton Ave	AM	39.3	D	NBR	No right-of-way; No mitigations applied. Significant & unavoidable impact.	39.3	D
		PM	133.6	F	NBR		133.6	F
33	Winton Ave/Myrtle St-Soto Rd	AM	56.9	E	SBR	Add southbound right turn overlap with eastbound left turn.	45.6	D
		<i>PM</i>	<i>34.9</i>	<i>C</i>	<i>NBR</i>		<i>52.2</i>	<i>D</i>
36	Jackson St/Alice St-Sycamore Ave	AM	488.7	F	NBR	Signal warrant not met; Convert northbound shared through-left lane into exclusive left turn lane; Convert northbound right turn pocket into shared through-right turn pocket with 110 ft storage & 25 ft taper length; No right-of-way for additional improvements; Significant & unavoidable impact.	377.2	F
		PM	233.4	F	NBR		208.6	F
37	2 nd St/Campus Dr	AM	1158.8	F	WB	Remove westbound channelized right turn; Modify intersection control to uncoordinated signalized intersection with 80 s cycle length (AM Peak) & 61 s cycle length (PM Peak).	30.8	C
		<i>PM</i>	<i>26.8</i>	<i>D</i>	<i>WB</i>		<i>11.2</i>	<i>B</i>
38	Amador St/Elmhurst St	AM	39.7	E	NB	Signal warrant not met; Restripe eastbound approach to add eastbound right turn pocket with 150 ft storage & 50 ft taper length; Convert eastbound shared left-through-right lane into shared through-left lane; Restripe northbound approach to add northbound through-right pocket with 70 ft storage & 25 ft taper length; Convert northbound shared left-through-right lane into exclusive left turn lane. Add red curbs along turn pockets to restrict parking.	23.4	C
		PM	65.0	F	NB		34.8	D
39	Jackson St/Soto Ave	AM	55.6	E	WBL	Optimize phase splits keeping existing 169.4 cycle length.	48.3	D
		PM	79.9	E	NBR	Optimize cycle length and phase splits for 135 s cycle length.	53.7	D

ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
40	Jackson St/Amador St-Cypress Ave	AM	60.2	E	SBR	No right-of-way for additional turn pockets; Optimize phase splits. Significant & unavoidable impact.	60.0	E
		PM	65.5	E	NBR		65.2	E
45	Harder Rd/Gading Rd	AM	63.3	E	WBL	No right-of-way; No mitigations applied. Significant & unavoidable impact.	63.3	E
		PM	84.0	F	EBR		84.0	F
46	Harder Rd/Soto Rd-Mocine Ave	AM	95.5	F	NBL	Convert southbound exclusive left turn lane into shared through-left lane; Convert southbound shared through-right lane into exclusive right lane; Add southbound right turn overlap with eastbound left turn movement; Prohibit U-turn movement at northbound approach.	35.1	D
		PM	47.6	D	NBL		44.5	D
48	Mission Blvd/Harder Rd	AM	75.7	E	EBR	No right-of-way for additional turn pockets; Add eastbound right turn overlap with northbound left turn; Optimize phase splits keeping existing cycle length of 142 s. Significant & unavoidable impact.	59.9	E
		PM	79.1	E	NBL		63.1	E
49	Patrick Ave/Gomer St	AM	80.8	F	WB	Modify intersection control to a coordinated, 6-phase signal with 110 s cycle length (AM Peak) & 84 s cycle length (PM Peak).	25.6	C
		PM	35.5	E	NB		18.5	B
50	Patrick Ave/Roosevelt Ave	AM	49.2	E	SB	Modify intersection control to 4-phase, coordinated signal with 110 s cycle length (AM) & 84 s cycle length (PM).	20.2	C
		PM	32.9	D	NB		9.2	A
51	Patrick Ave/Tennyson Rd	AM	88.0	F	SBR	Convert southbound shared left-right turn lane into exclusive right turn lane; Add southbound right turn overlap with eastbound left turn movement.	41.4	D
		PM	38.3	D	WB		34.8	C
54	Tennyson Rd/Dickens Ave	AM	126.4	F	NB	Signal warrant not met; Convert landscape median on west leg into a TWLTL median.	27.4	D
		PM	297.4	F	NB		34.1	D

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ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
56	Tennyson Rd/Harvey Ave	AM	261.4	F	NB	No right-of-way; No mitigations applied. Significant & unavoidable impact.	261.4	F
		PM	394.3	F	NB		394.3	F
58	Tennyson Rd/Baldwin St	AM	24.0	C	SB	Signal warrant not met; Add southbound left turn pocket with 75 ft storage & 25 ft taper length; Restrict on-street parking at southbound approach for 100 feet north of intersection; Convert southbound shared lane into exclusive right turn lane. Significant & unavoidable impact.	23.2	C
		PM	561.3	F	SB		346.2	F
61	Tennyson Rd/Pacific St	AM	72.2	F	NB	Signal warrant not met; Add northbound right turn pocket with 50 ft storage & 25 ft taper length; Requires red curb along northbound approach. Significant & unavoidable impact.	47.0	E
		PM	51.3	F	NB		41.4	E
64	Ruus Rd/Folsom Ave	AM	83.6	F	SB	Signal warrant not met; Add exclusive left turn pockets at all approach legs with 100 ft storage & 25 ft taper length; Requires restriping of lanes and red curbs along all approached for the extents of the turn pockets. Significant & unavoidable impact.	51.2	F
		PM	87.1	F	NB		43.2	E
67	Huntwood Ave/ Industrial Pkwy	AM	99.9	F	WBL	Convert eastbound exclusive right turn lane into shared through-right lane; Add northbound right turn overlap with westbound left movement; Optimize CL & phase splits for 145 s (AM Peak) & 137.5 s (PM Peak) cycle length. Significant & unavoidable impact.	80.6	F
		PM	150.2	F	EBL		78.1	E
68	Mission Blvd/Industrial Pkwy	AM	60.1	E	SBR	Add eastbound right turn overlap with northbound left turn; Optimize phase splits for 137 s cycle length.	53.5	D
		PM	50.4	D	WBL	Add eastbound right turn overlap with northbound left turn.	48.5	D
70	Huntwood Ave/Zephyr Ave	AM	43.1	E	EB	Signal warrant not met; Restripe eastbound approach to have one exclusive left turn lane and one shared through-right lane with 100 ft storage & 50 ft taper length. Significant & unavoidable impact.	37.9	E
		PM	26.5	D	WB		26.5	D

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ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
73	Garden Ave/A St	AM	67.9	F	NB	Signal warrant not met; No right-of-way; No mitigations applied. Significant & unavoidable impact.	67.9	F
		PM	336.1	F	NB		336.1	F
78	Hesperian Blvd/Winton Ave	<i>AM</i>	<i>47.2</i>	<i>D</i>	<i>NBL</i>	Increase NBL split to 15 s and decrease SBT split to 46 s; Maintain 130 s cycle length.	<i>47.2</i>	<i>D</i>
		PM	56.7	E	SBL	Optimize phase splits so NBL & SBL have 15 s splits while maintaining 140 s cycle length; Convert sequence to lagging left turns on EB & WB approaches.	54.9	D
84	Industrial Blvd/Depot Rd	<i>AM</i>	<i>37.3</i>	<i>D</i>	<i>WBL</i>	Add eastbound right turn overlap (permissive) with northbound left turn; Prohibit U-turn movement at northbound approach.	<i>34.7</i>	<i>C</i>
		PM	57.0	E	EBR		23.0	C
85	Hesperian Blvd/Depot Rd-Cathy Way	AM	87.5	F	EBR	Convert one northbound through lane into an exclusive left turn lane; Optimize splits for AM peak. Significant & unavoidable impact.	58.8	E
		<i>PM</i>	<i>46.6</i>	<i>D</i>	<i>EBR</i>		<i>42.9</i>	<i>D</i>
88	Hesperian Blvd/Tennyson Rd	<i>AM</i>	<i>44.3</i>	<i>D</i>	<i>SBL</i>	Convert westbound through lane into exclusive left turn lane; Convert westbound right turn pocket into a shared through-right pocket.	<i>53.2</i>	<i>D</i>
		PM	55.4	E	WBL, SBL	Convert westbound through lane into exclusive left turn lane; Increase NBL split to 15 s while maintaining 140 s cycle length.	51.1	D
90	Tennyson Rd/Calaroga Ave	AM	59.4	E	EB	Add northbound right turn overlap with westbound left turn; Prohibit U-turn movement at westbound approach.	50.7	D
		PM	81.6	F	NBR		49.2	D
91	Calaroga Ave/Bolero Ave	AM	141.4	F	NB	No right-of-way for addition of turn pockets; Modify signal control to an uncoordinated, signalized intersection with a 60 s cycle length and split phasing at northbound and southbound approaches during both peak periods. Significant & unavoidable impact.	63.8	E
		<i>PM</i>	<i>34.8</i>	<i>D</i>	<i>NB</i>		<i>24.2</i>	<i>C</i>

ID	Intersection	Peak ¹	Existing Conditions			Mitigations		
			Delay	LOS	Worst Mvmt ²	Details	Delay	LOS ³
92	Hesperian Blvd/Oliver Dr	AM	1451.7	F	EB	Modify intersection control to a coordinated, 5-phase signal with 130 s cycle length to coordinate with Hesperian Blvd intersections.	4.7	A
		PM	73.2	F	EB		9.1	A
95	Hesperian Blvd/Catalpa Way	AM	6991.3	F	WB	Modify intersection control to a coordinated, 4-phase signal with 130 s cycle length to coordinate with Hesperian Blvd intersections.	30.9	C
		PM	1357.6	F	WB		10.0	A
98	Hesperian Blvd/Industrial Blvd & Industrial Pkwy	AM	65.8	E	WBL	Add permissive overlap phasing at WBR movement; No right-of-way for widening. Significant & unavoidable impact.	60.5	E
		PM	75.2	E	WBL		72.8	E

Notes:

¹AM – Morning peak period; PM – Evening peak period.

²Worst movement delay during respective peak hour.

³Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way-stop-control intersections; and critical minor approaches for two-way-stop-control intersections.

⁴LOS – Level of Service.

Bold indicates failing level of service.

Text – Peak hour not failing under existing conditions, but mitigations applied to this peak.

Summary

Under Existing Conditions, the traffic operation and traffic safety within the study area are summarized below:

- 1 percent of the collisions are fatal collisions.
- 52 percent of the collisions are injury collisions.
- Broadside & rear-end are the main types of traffic collisions at the study intersections.
- 26 out of 70 signalized intersections operate at LOS E or F under Existing Conditions.
- 21 out of 30 unsignalized intersections operate at LOS E or F under Existing Conditions.
- Two out of 15 study segments operate at unacceptable conditions during at least one peak period. Both failing segments are CMP roadways.
- Seven out of 21 failing, unsignalized intersections meet the peak hour signal warrant for one or both peaks.
- 33 out of 47 failing intersections improve from unacceptable to acceptable operations during one or both peak hours when mitigations are applied.

CHAPTER 3. DEVELOPING TRAFFIC FORECAST AND FUTURE CONDITIONS ANALYSIS

This section of the report provides a summary of travel demand forecasting methods and results for the Hayward Citywide Multimodal Improvement Study. This chapter includes the following sections:

- City of Hayward General Plan Transportation Model Description
- Model Validation
- 2040 Forecasts of Study Intersections and Segments

City of Hayward General Plan Transportation Model

The Hayward City Transportation model is based on the Alameda County Transportation Commission Model. 2005 is the model base year and 2035 is the model future year.

The Hayward model has recently been updated with the following key changes:

- Update Base Year from 2000 to 2005 and extend the Future Year to 2035
- Update Traffic Analysis Zones (TAZ)
- Update 2035 Future Year with Hayward general plan improvements
- Update Networks to be consistent with the Plan Bay Area
- Improve Model Sensitivity to Bicycle and Pedestrian modes

The latest Hayward model was obtained as the travel demand-forecasting tool for this project. The Hayward model can forecast traffic in a.m. /p.m. 4-hour peak periods and a.m. /p.m. peak hour conditions.

Model Validation

The Hayward Model was based on the Alameda County Transportation Commission 2010 model. TJKM collected turning movement counts (TMC) for the morning and evening peak periods for 70 study intersections throughout the year 2016, and received TMC for 30 study intersections from the City for the years 2014 and 2015, both of which were projected to the year 2019 for Existing Conditions. The Hayward Model was modified slightly to add missing roadways and correct errors in speeds and capacity. Peaking factors were also slightly modified to increase trips in the study area to improve assignment validation. This was done separately for AM and PM peak hours in the base year model.

For the future year model, Hayward General Plan improvements were coded into the land use data used for forecasting future traffic volumes. The future model volumes are then compared to the base year to get a growth rate, which was then applied to the count data for forecasting purposes.

2040 Forecasts of Study Intersections and Segments

The Hayward model network was used to generate forecasts of the turning volumes at the study intersections and study segments for the base and future years. Based on the review of the

travel demand model output, manual adjustments were made to the model-generated forecast to replicate some of the existing conditions. Turning movements were generated directly from the highway assignment module of the CUBE model.

The 2040 demands were generated by applying the NCHRP 255 delta method. The growth between 2018 and 2040 was estimated by taking the delta or difference between two model forecasts. In the few locations where the 2018-to-2040 growth was negative, the growth was assumed to be zero. In other words, the existing volumes will be used if negative growth is forecasted. The processed growth was then added to the 2018 counts to produce 2040 demands.

2040 demands will be used as inputs to subsequent traffic analyses of the study intersections and study segments. Turning movement forecasts are summarized in **Table 12**, and study segment forecasts are summarized in **Table 13**. Travel demand model is a regional model and it cannot cover all local intersections. Turning movement volumes show zero values for the entire intersections in **Table 12** because intersection nodes were not included in the travel demand model.

Table 12: 2040 AM and PM Peak Hour Study Intersections Forecasts

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Foothill Blvd / Grove Way	EBL	159	261	220	242	232	241	275	241
		EBT	24	126	48	402	182	140	199	334
		EBR	0	0	38	13	53	71	80	80
		WBL	366	111	436	354	213	54	262	224
		WBT	27	38	136	59	215	108	291	123
		WBR	173	111	165	104	134	54	134	54
		NBL	0	1	8	44	91	133	97	163
		NBT	2581	3499	3483	3711	2026	2589	2657	2738
		NBR	0	0	0	0	119	99	119	99
		SBL	80	163	75	152	127	144	127	144
		SBT	2529	2373	2768	2630	1838	1459	2005	1639
SBR	1	1	44	64	51	79	81	123		
2	Foothill Blvd / City Center Dr	EBL	12	345	295	667	21	81	219	306
		EBT	11	16	39	62	26	116	46	149
		EBR	23	21	66	74	0	6	30	43
		WBL	0	0	1	20	11	46	12	60
		WBT	7	19	27	66	36	46	50	79
		WBR	115	113	210	120	347	309	414	314
		NBL	21	13	42	71	5	25	20	66
		NBT	2498	3306	3106	3153	1526	2017	1952	2017
		NBR	0	1	1	17	15	58	15	69
		SBL	85	116	106	200	334	401	348	460
		SBT	2773	2330	2820	2702	1486	983	1519	1244

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	34	20	313	83	296	148	492	192
3	2 nd St / City Center Dr	EBL	0	0	0	0	22	45	22	45
		EBT	35	47	50	85	9	44	20	70
		EBR	474	693	488	709	381	480	391	491
		WBL	14	18	46	35	72	67	94	78
		WBT	55	44	103	54	25	24	59	31
		WBR	0	0	0	0	3	5	3	5
		NBL	20	35	29	59	356	322	362	339
		NBT	0	0	0	0	130	119	130	119
		NBR	602	441	588	548	70	71	70	146
		SBL	0	0	0	0	1	1	1	1
		SBT	0	0	0	0	70	188	70	188
		SBR	0	0	0	0	19	61	19	61
4	2 nd St / Russell Way	EBL	0	0	0	3	5	17	5	19
		EBT	35	41	44	31	3	23	9	23
		EBR	0	0	0	0	16	98	16	98
		WBL	37	54	41	56	10	23	13	24
		WBT	0	0	0	1	7	9	7	10
		WBR	0	0	0	0	68	28	68	28
		NBL	57	0	193	190	0	70	95	203
		NBT	57	0	193	190	370	373	465	506
		NBR	4	13	8	19	9	14	12	18
		SBL	0	0	0	0	57	72	57	72
		SBT	488	712	533	744	461	575	492	597
		SBR	0	0	0	0	17	47	17	47
5	A St / Foothill Blvd	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	0	0	0	0
		EBR	0	0	0	0	0	0	0	0
		WBL	0	0	25	240	0	0	0	0
		WBT	1863	1627	1888	1679	1417	1006	1434	1043
		WBR	0	0	0	0	16	48	33	216
		NBL	92	4	139	563	120	198	152	589
		NBT	1958	2942	2492	2325	1332	2191	1705	2191
		NBR	1720	1645	1711	1831	486	1011	486	1142
		SBL	0	58	0	134	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	2352	1646	2459	2000	1312	1105	1387	1353
6	2 nd St / A St	EBL	0	0	0	0	10	26	10	26
		EBT	1720	1660	1711	1873	471	983	471	1132

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		EBR	0	43	0	93	5	32	5	67
		WBL	48	260	208	378	392	308	504	390
		WBT	1771	1502	1734	1480	1308	906	1308	906
		WBR	213	146	129	82	84	98	84	98
		NBL	62	82	156	405	126	90	192	317
		NBT	470	343	689	730	387	349	540	620
		NBR	80	158	96	35	169	386	181	386
		SBL	120	128	95	55	77	175	77	175
		SBT	375	594	455	712	328	474	384	557
		SBR	30	43	24	34	29	72	29	72
7	2 nd St / B St	EBL	0	0	0	0	14	33	14	33
		EBT	516	307	591	179	107	174	160	174
		EBR	0	0	0	6	8	17	8	21
		WBL	16	20	46	38	191	212	212	225
		WBT	759	675	892	758	627	354	720	413
		WBR	44	41	161	90	34	52	116	86
		NBL	99	77	146	102	129	77	162	94
		NBT	568	541	781	1081	647	702	796	1080
		NBR	12	556	99	717	285	514	346	626
		SBL	6	89	21	188	26	46	36	115
		SBT	410	655	450	743	518	640	546	702
SBR	7	153	192	251	156	120	285	188		
8	3 rd St / B St	EBL	0	0	0	6	27	43	27	47
		EBT	534	900	711	994	388	625	512	691
		EBR	0	53	0	84	0	0	0	0
		WBL	0	0	0	0	0	0	0	0
		WBT	788	735	983	805	836	534	972	583
		WBR	16	18	8	27	10	16	10	22
		NBL	30	2	116	76	11	6	72	58
		NBT	23	6	93	50	6	6	55	37
		NBR	0	0	0	0	8	35	8	35
		SBL	33	10	21	20	2	3	2	10
		SBT	2	71	2	17	0	0	0	0
SBR	0	0	0	5	18	46	18	49		
9	6 th St / B St	EBL	0	0	0	0	3	15	3	15
		EBT	0	0	0	0	411	713	411	713
		EBR	0	0	0	0	49	23	49	23
		WBL	0	0	0	0	38	25	38	25
		WBT	0	0	0	0	868	535	868	535

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	0	0	0	0	2	3	2	3
		NBL	0	0	0	0	12	8	12	8
		NBT	0	0	0	0	1	0	1	0
		NBR	0	0	0	0	63	33	63	33
		SBL	0	0	0	0	3	4	3	4
		SBT	0	0	0	0	1	1	1	1
		SBR	0	0	0	0	14	10	14	10
10	Mission Blvd / A St	EBL	57	179	174	763	216	486	298	895
		EBT	0	0	0	0	0	0	0	0
		EBR	298	482	384	805	178	307	238	533
		WBL	3142	2616	2691	2045	1622	1396	1622	1396
		WBT	912	415	1261	929	717	573	962	933
		WBR	85	251	443	1387	99	165	349	960
		NBL	0	0	0	0	0	0	0	0
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	0	0	0	0
		SBL	0	0	0	0	0	0	0	0
		SBT	404	501	1335	1138	501	572	1153	1018
SBR	21	26	150	341	143	178	234	398		
11	Myrtle St / A St	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	504	828	504	828
		EBR	0	0	0	0	22	18	22	18
		WBL	0	0	0	0	111	44	111	44
		WBT	0	0	0	0	832	792	832	792
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	25	9	25	9
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	51	32	51	32
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0		
12	Grand St / B St	EBL	23	35	30	23	14	12	18	12
		EBT	2	3	15	46	79	88	88	118
		EBR	3	7	7	30	41	24	43	40
		WBL	2	0	108	6	346	147	420	151
		WBT	4	4	18	47	103	80	113	110
		WBR	20	30	291	37	75	91	265	96
		NBL	9	6	14	8	7	26	11	27
		NBT	77	172	176	623	263	532	332	848

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	0	3	0	6	96	184	96	186
		SBL	17	30	29	43	36	43	45	52
		SBT	247	143	586	593	525	327	762	642
		SBR	34	36	33	39	24	24	24	26
13	Grand St / A St	EBL	0	0	0	99	37	80	37	149
		EBT	333	491	368	1247	415	648	439	1177
		EBR	21	33	43	67	72	107	87	131
		WBL	260	160	572	586	190	113	409	412
		WBT	652	295	810	645	800	626	911	871
		WBR	0	0	6	57	37	62	42	102
		NBL	35	42	303	45	78	156	266	158
		NBT	14	24	14	335	198	319	198	537
		NBR	71	170	180	303	46	152	122	245
		SBL	0	2	38	15	46	45	72	54
		SBT	18	16	33	22	295	158	306	162
		SBR	0	0	1	0	33	41	34	41
14	Montgomery Ave / B St	EBL	0	0	0	0	48	68	48	68
		EBT	8	14	28	60	121	206	135	238
		EBR	12	23	15	35	33	75	35	83
		WBL	1	2	8	15	50	70	55	79
		WBT	13	22	397	77	348	246	617	285
		WBR	0	0	0	0	71	68	71	68
		NBL	13	12	21	12	0	0	0	0
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	0	0	0	0
		SBL	0	0	0	0	48	32	48	32
		SBT	0	0	0	0	25	50	25	50
SBR	0	0	0	0	139	71	139	71		
15	Watkins St / B St	EBL	0	0	0	0	24	56	24	56
		EBT	0	0	0	0	0	0	0	0
		EBR	0	0	0	0	148	141	148	141
		WBL	0	0	0	0	186	90	186	90
		WBT	0	0	0	0	365	180	365	180
		WBR	0	0	0	0	26	54	26	54
		NBL	0	0	0	0	123	133	123	133
		NBT	0	0	0	0	95	150	95	150
		NBR	0	0	0	0	0	0	0	0
		SBL	0	0	0	0	0	0	0	0
		SBT	6	25	12	21	87	105	92	105

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	0	0	0	1	31	54	31	55
16	2 nd St / C St	EBL	78	640	185	844	246	504	321	647
		EBT	2	52	2	152	158	299	158	369
		EBR	40	54	49	173	152	186	158	269
		WBL	0	0	0	0	51	37	51	37
		WBT	0	0	0	0	0	0	0	0
		WBR	68	0	112	4	76	28	107	31
		NBL	0	0	0	0	0	0	0	0
		NBT	521	466	753	962	752	755	914	1102
		NBR	0	0	0	1	31	42	31	42
		SBL	0	30	0	2	10	22	10	22
		SBT	366	600	409	743	733	860	763	960
SBR	0	0	0	0	0	0	0	0	0	
17	Grand St / D St	EBL	21	76	55	381	228	228	251	441
		EBT	64	543	276	313	443	1070	591	1070
		EBR	17	0	5	3	8	8	8	10
		WBL	119	12	734	65	35	45	466	82
		WBT	285	69	136	304	775	405	775	570
		WBR	7	20	23	18	187	74	198	74
		NBL	0	13	0	0	7	5	7	5
		NBT	59	75	120	233	386	322	428	433
		NBR	9	620	220	676	44	85	191	124
		SBL	4	6	22	52	115	140	128	173
		SBT	56	58	151	482	360	365	426	662
SBR	165	53	508	95	347	249	587	279		
18	A St / Happyland Ave	EBL	8	26	23	30	0	0	0	0
		EBT	649	990	679	1675	1161	1744	1161	1744
		EBR	246	374	818	370	10	20	10	20
		WBL	424	126	587	477	23	78	23	78
		WBT	891	617	1406	937	1273	1471	1273	1471
		WBR	0	1	23	7	73	49	73	49
		NBL	312	341	623	793	6	3	6	3
		NBT	2	96	159	886	0	0	0	0
		NBR	87	522	331	668	17	29	17	29
		SBL	0	0	14	26	0	0	0	0
		SBT	19	2	497	79	0	0	0	0
SBR	2	8	43	16	60	46	60	46		
19	D St / Watkins St	EBL	5	289	159	63	36	79	144	79
		EBT	85	916	422	1062	462	944	697	1046

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		EBR	0	4	11	6	28	30	36	32
		WBL	594	347	554	428	50	46	50	102
		WBT	420	90	878	368	748	328	1069	523
		WBR	0	1	11	18	49	63	57	75
		NBL	11	18	19	33	47	37	52	48
		NBT	31	281	60	626	223	219	244	461
		NBR	1	89	426	72	59	84	357	84
		SBL	0	0	0	0	11	20	11	20
		SBT	12	122	98	6	153	149	213	149
		SBR	18	11	40	40	78	53	93	73
20	Foothill Blvd / D St	EBL	59	668	716	170	178	570	638	570
		EBT	16	132	89	154	392	503	443	519
		EBR	0	0	0	0	0	0	0	0
		WBL	0	0	0	0	0	0	0	0
		WBT	555	210	286	506	1043	638	1043	845
		WBR	63	67	115	102	76	72	112	96
		NBL	229	266	714	169	0	0	0	0
		NBT	4077	4138	3956	4476	2070	3130	2070	3367
		NBR	174	411	184	335	107	169	114	169
		SBL	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
21	1 st St/ D St	EBL	0	0	0	0	0	0	0	0
		EBT	13	322	33	203	312	495	326	495
		EBR	137	190	147	222	139	69	146	91
		WBL	53	76	45	90	10	7	10	17
		WBT	447	58	198	182	1061	633	1061	720
		WBR	0	0	0	0	0	0	0	0
		NBL	175	156	191	310	127	80	138	188
		NBT	0	0	0	0	0	0	0	0
		NBR	27	31	43	185	37	26	49	134
		SBL	0	0	0	0	3	1	3	1
		SBR	0	0	1	1	2	6	3	7
22	2 nd St / D St	EBL	40	146	78	240	75	193	101	259
		EBT	15	226	23	178	240	364	246	364
		EBR	0	0	0	0	94	59	94	59
		WBL	9	7	67	6	104	54	145	54
		WBT	419	38	152	62	409	215	409	232

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	0	0	0	0	19	43	19	43
		NBL	0	0	0	0	358	113	358	113
		NBT	481	320	675	722	715	563	851	845
		NBR	6	22	5	49	68	57	68	76
		SBL	0	0	0	0	59	89	59	89
		SBT	311	538	347	682	612	652	637	753
		SBR	95	115	112	233	260	331	272	413
23	5 th St / D St	EBL	0	0	0	0	0	0	0	0
		EBT	30	208	28	185	256	417	256	417
		EBR	47	91	44	96	88	104	88	107
		WBL	1	1	1	1	91	33	91	33
		WBT	160	28	218	92	466	255	506	299
		WBR	0	0	0	0	0	0	0	0
		NBL	81	59	90	132	58	32	65	83
		NBT	0	0	0	0	0	0	0	0
		NBR	1	1	1	1	110	42	110	42
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
24	Watkins St / Jackson St	EBL	42	22	428	124	186	229	456	300
		EBT	2768	2950	2538	3033	1192	1699	1192	1757
		EBR	17	30	18	230	147	181	147	321
		WBL	0	7	0	63	0	0	0	0
		WBT	2148	2026	2049	1910	1307	821	1307	821
		WBR	0	0	0	0	2	5	2	5
		NBL	278	133	353	76	243	174	296	174
		NBT	26	380	114	618	192	188	254	355
		NBR	0	0	5	0	16	27	19	27
		SBL	8	19	5	26	0	8	0	13
		SBT	0	9	235	23	125	175	289	184
SBR	612	490	433	453	119	121	119	121		
25	Mission Blvd / Foothill Blvd	EBL	0	0	0	0	0	0	0	0
		EBT	2639	2860	2482	2944	748	1396	748	1455
		EBR	0	0	0	0	70	57	70	57
		WBL	0	0	0	0	0	0	0	0
		WBT	0	0	0	0	0	0	0	0
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	0	0	0	0
		NBT	0	0	0	0	0	0	0	0

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	0	0	0	0	1593	2023	1593	2023
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	1816	1685	1816	1685
		SBR	2148	2033	2049	1973	1421	1043	1421	1043
26	2 nd St / E St	EBL	0	0	0	0	139	57	139	57
		EBT	98	132	92	139	223	94	223	98
		EBR	3	4	28	52	68	41	85	74
		WBL	39	24	100	31	117	62	160	67
		WBT	88	64	65	352	86	19	86	220
		WBR	242	96	345	43	604	189	676	189
		NBL	6	13	10	10	29	8	32	8
		NBT	245	246	335	728	414	498	477	835
		NBR	5	19	15	14	105	85	112	85
		SBL	109	224	108	308	306	201	306	259
		SBT	210	322	306	380	440	509	507	550
		SBR	0	0	0	0	138	60	138	60
27	Grand St / Meek Ave	EBL	0	3	4	5	19	33	22	35
		EBT	16	23	51	172	63	50	88	154
		EBR	13	31	164	39	9	11	115	17
		WBL	5	0	21	0	4	14	15	14
		WBT	27	59	75	428	87	72	121	330
		WBR	13	26	37	264	178	208	195	375
		NBL	23	8	25	77	6	9	8	58
		NBT	46	677	284	635	187	177	354	177
		NBR	0	10	0	6	2	14	2	14
		SBL	3	5	411	188	167	112	453	240
		SBT	181	56	476	339	248	255	455	453
		SBR	5	0	2	9	18	17	18	23
28	Jackson St / Meek Ave	EBL	21	20	16	122	25	49	25	120
		EBT	13	22	456	251	1194	1652	1504	1812
		EBR	15	15	22	27	34	44	39	52
		WBL	0	0	0	2	128	176	128	177
		WBT	37	75	87	360	1457	888	1492	1087
		WBR	2	11	156	585	32	47	140	449
		NBL	11	18	18	353	55	38	60	273
		NBT	2804	2971	2812	2680	191	239	197	239
		NBR	0	0	0	4	192	317	192	320
		SBL	0	0	6	34	34	29	39	53
		SBT	3025	2640	2789	2398	183	132	183	132

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	13	10	40	7	22	15	41	15
29	Fletcher Ln / Watkins St	EBL	21	33	51	26	30	10	51	10
		EBT	23	32	43	47	33	23	47	33
		EBR	0	0	0	0	1	1	1	1
		WBL	0	0	0	0	5	15	5	15
		WBT	30	31	43	24	26	26	35	26
		WBR	283	481	421	668	385	312	481	443
		NBL	0	0	0	0	0	3	0	3
		NBT	0	0	0	0	4	26	4	26
		NBR	0	0	0	0	4	20	4	20
		SBL	0	19	232	230	227	345	389	493
		SBT	0	0	0	0	6	29	6	29
SBR	18	27	21	86	15	27	17	68		
30	Mission Blvd / Fletcher Ln	EBL	22	29	41	193	79	67	92	181
		EBT	1	17	2	16	54	109	55	109
		EBR	0	5	232	68	115	181	278	225
		WBL	83	63	273	99	207	119	340	144
		WBT	240	100	278	56	137	63	164	63
		WBR	0	0	0	65	14	7	14	53
		NBL	46	383	143	614	233	288	301	450
		NBT	1819	1926	2330	1779	1473	1889	1831	1889
		NBR	98	107	157	705	71	112	112	531
		SBL	117	111	52	71	31	82	31	82
		SBT	2033	2113	2450	2939	1914	1536	2206	2115
SBR	27	28	43	23	16	55	27	55		
31	Santa Clara St / Ocie Way	EBL	0	0	0	0	5	4	5	4
		EBT	0	0	0	0	0	0	0	0
		EBR	0	0	0	0	28	9	28	9
		WBL	125	101	72	114	38	37	38	47
		WBT	0	0	0	0	0	0	0	0
		WBR	150	155	179	104	19	28	39	28
		NBL	0	0	0	0	10	24	10	24
		NBT	252	804	934	2244	356	1036	833	2044
		NBR	83	136	78	61	23	47	23	47
		SBL	132	170	94	185	46	11	46	22
		SBT	557	333	1808	741	1107	515	1983	800
SBR	0	0	0	0	4	6	4	6		
32		EBL	0	0	0	39	78	31	78	58
		EBT	269	1355	392	1727	555	1150	641	1410

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
	Amador St. W Winton Ave	EBR	202	315	224	360	289	109	304	141
		WBL	221	154	259	159	239	133	266	137
		WBT	944	293	1323	671	1191	717	1457	982
		WBR	18	21	53	33	85	28	110	36
		NBL	279	301	298	242	104	289	117	289
		NBT	20	22	20	61	19	24	19	51
		NBR	112	255	135	342	180	356	196	416
		SBL	56	34	51	67	25	29	25	52
		SBT	19	25	34	26	51	26	61	27
		SBR	0	0	42	0	41	91	70	91
33	Winton Ave / Soto Rd / Myrtle St	EBL	79	210	164	1238	57	170	117	890
		EBT	0	0	0	0	582	1232	582	1232
		EBR	372	1409	457	842	148	148	207	148
		WBL	50	65	143	180	115	71	180	151
		WBT	963	351	1337	655	1119	616	1380	829
		WBR	0	0	0	0	18	24	18	24
		NBL	193	105	236	183	184	121	214	175
		NBT	0	0	0	0	119	150	119	150
		NBR	53	216	125	1017	79	146	129	706
		SBL	0	0	0	0	43	23	43	23
		SBT	0	0	0	0	241	111	241	111
SBR	0	0	0	0	262	119	262	119		
34	Winton Ave / D St	EBL	72	628	292	423	0	0	0	0
		EBT	352	997	289	1435	0	0	0	0
		EBR	0	0	0	0	0	0	0	0
		WBL	0	0	0	0	83	65	83	65
		WBT	524	257	765	334	0	0	0	0
		WBR	0	3	0	315	29	54	29	54
		NBL	0	0	0	0	0	0	0	0
		NBT	0	0	0	0	628	1238	782	1238
		NBR	489	160	715	502	84	127	84	433
		SBL	0	0	0	0	21	16	21	16
		SBT	0	0	0	0	1152	672	1320	725
SBR	0	0	0	0	0	0	0	0		
35	Park St / Winton Ave	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	75	97	75	97
		EBR	0	0	0	0	41	49	41	49
		WBL	0	0	0	0	16	22	16	22
		WBT	0	0	0	0	100	78	100	78

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	23	59	23	59
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	10	25	10	25
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
36	Jackson St / Sycamore Ave / Alice St	EBL	0	0	0	0	29	47	29	47
		EBT	2435	2680	2751	2619	1273	1812	1494	1812
		EBR	0	0	0	471	38	79	38	409
		WBL	76	154	90	144	51	43	61	43
		WBT	2704	2399	2695	2427	1713	1063	1713	1083
		WBR	0	0	0	0	0	6	0	6
		NBL	0	0	0	21	50	25	50	40
		NBT	0	0	0	0	7	3	7	3
		NBR	159	78	167	123	40	37	46	69
		SBL	0	0	0	0	2	1	2	1
		SBT	0	0	0	0	4	1	4	1
		SBR	0	0	0	0	25	27	25	27
37	Campus Dr / 2 nd St	EBL	0	0	0	0	0	0	0	0
		EBT	33	94	33	74	112	102	112	102
		EBR	305	201	237	238	422	359	422	385
		WBL	0	0	0	0	0	0	0	0
		WBT	130	97	86	38	0	0	0	0
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	301	418	301	418
		NBT	0	0	0	0	0	1	0	1
		NBR	0	0	0	0	99	161	99	161
		SBL	122	81	184	113	179	75	222	97
		SBT	0	0	0	0	133	43	133	43
		SBR	0	0	0	0	0	0	0	0
38	Amador St / Elmhurst St	EBL	344	485	348	324	97	104	99	104
		EBT	0	0	0	0	62	27	62	27
		EBR	22	38	33	165	162	214	170	303
		WBL	0	0	0	0	21	81	21	81
		WBT	0	0	0	0	30	73	30	73
		WBR	0	0	0	0	26	107	26	107
		NBL	29	49	25	218	109	106	109	224
		NBT	66	93	105	321	229	256	256	415

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	0	0	0	0	100	16	100	16
		SBL	0	0	0	0	46	11	46	11
		SBT	52	90	84	229	283	196	305	294
		SBR	390	404	432	315	85	64	115	64
39	Jackson St / Soto Rd	EBL	61	188	102	563	70	114	98	377
		EBT	2357	2618	2555	2179	1059	1792	1198	1792
		EBR	348	269	314	570	168	278	168	488
		WBL	42	75	72	266	170	202	191	335
		WBT	2662	2324	2623	2180	1849	951	1849	951
		WBR	0	0	0	1	60	33	60	34
		NBL	350	204	338	302	194	336	194	404
		NBT	200	136	273	653	269	242	320	604
		NBR	78	43	196	56	78	124	161	133
		SBL	0	19	0	855	59	41	59	626
		SBT	69	183	198	508	232	214	322	442
		SBR	62	94	105	79	65	75	96	75
40	Jackson St / Cypress Ave / Amador St	EBL	0	15	0	220	236	255	236	398
		EBT	2382	2879	2547	2905	1132	1956	1248	1975
		EBR	122	147	81	104	56	70	56	70
		WBL	216	336	497	325	57	161	254	161
		WBT	2835	2263	2552	2188	1923	1151	1923	1151
		WBR	22	22	18	48	91	126	91	144
		NBL	187	173	134	144	126	124	126	124
		NBT	73	105	112	271	238	203	265	319
		NBR	366	167	410	281	103	104	134	184
		SBL	18	28	15	126	93	158	93	227
		SBT	56	99	98	268	181	222	210	341
		SBR	0	0	4	0	229	88	231	88
41	Soto Rd / Orchard Ave	EBL	0	0	0	0	69	45	69	45
		EBT	0	0	0	0	43	36	43	36
		EBR	0	0	0	0	44	10	44	10
		WBL	10	13	305	223	333	127	539	274
		WBT	0	0	0	0	38	22	38	22
		WBR	361	192	409	386	320	287	354	423
		NBL	0	0	0	0	20	25	20	25
		NBT	193	156	350	598	253	317	363	626
		NBR	21	34	70	348	152	230	186	450
		SBL	337	281	359	447	139	285	155	401
		SBT	91	187	223	847	320	295	413	757

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	0	0	0	0	53	58	53	58
42	Carlos Bee Blvd/ Hayward Blvd	EBL	0	0	0	0	1	2	1	2
		EBT	127	410	169	478	419	544	448	591
		EBR	1194	201	1062	199	420	251	420	251
		WBL	594	42	700	146	416	163	490	236
		WBT	652	267	666	259	770	336	780	336
		WBR	0	0	0	0	3	2	3	2
		NBL	61	396	72	343	30	384	38	384
		NBT	0	0	0	0	1	3	1	3
		NBR	20	316	16	854	34	467	34	843
		SBL	0	0	0	0	2	2	2	2
		SBT	0	0	0	0	6	9	6	9
		SBR	0	0	0	0	2	6	2	6
43	Harder Rd / Santa Clara St	EBL	341	184	288	150	32	111	32	111
		EBT	0	0	0	0	1030	840	1347	1386
		EBR	0	0	0	0	0	0	24	0
		WBL	0	0	0	0	21	52	21	52
		WBT	0	0	0	0	723	1127	980	1537
		WBR	1031	773	1398	1359	0	0	0	0
		NBL	0	0	0	0	155	139	155	139
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	24	103	24	103
		SBL	558	1012	1010	1792	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	99	298	133	255	0	0	0	0
44	Harder Rd / Cypress Ave	EBL	0	40	22	121	21	59	36	116
		EBT	549	939	959	1421	726	1104	1013	1441
		EBR	9	33	30	250	0	0	15	152
		WBL	21	37	29	53	0	0	6	11
		WBT	991	730	1341	1308	1020	903	1265	1308
		WBR	319	173	390	313	357	364	406	462
		NBL	30	44	41	30	0	0	8	0
		NBT	31	33	29	233	0	0	0	140
		NBR	40	37	45	97	0	0	4	42
		SBL	178	294	569	433	223	332	497	429
		SBT	37	36	27	122	0	0	0	60
		SBR	10	0	15	21	28	44	32	58
45	Gading Rd / Harder Rd	EBL	221	563	954	806	0	0	0	0
		EBT	546	707	618	1146	604	899	654	1206

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		EBR	0	0	0	0	389	431	902	601
		WBL	91	92	600	716	767	410	1123	846
		WBT	624	561	620	638	930	733	930	787
		WBR	0	0	0	0	0	0	0	0
		NBL	708	379	1140	1036	385	559	687	1019
		NBT	0	0	0	0	0	0	0	0
		NBR	404	283	795	962	500	616	774	1092
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
46	Harder Rd/ Soto Rd	EBL	36	136	217	829	337	464	464	949
		EBT	881	759	1158	1238	952	1003	1146	1338
		EBR	33	95	38	41	79	149	83	149
		WBL	15	17	15	21	14	29	14	32
		WBT	524	546	654	730	695	827	786	956
		WBR	15	26	23	69	77	115	83	145
		NBL	110	66	106	61	115	130	115	130
		NBT	46	24	51	38	35	57	39	67
		NBR	20	27	26	38	31	19	35	26
		SBL	23	22	51	286	122	113	141	298
		SBT	24	43	41	77	25	46	37	70
SBR	81	40	461	563	620	312	886	678		
47	Harder Rd / Jane Ave	EBL	0	0	0	0	294	251	294	251
		EBT	885	606	1177	1294	823	761	1028	1243
		EBR	54	120	64	214	14	20	21	86
		WBL	141	245	124	226	36	55	36	55
		WBT	346	515	466	757	503	793	587	963
		WBR	3	7	19	555	142	164	154	548
		NBL	101	79	110	43	22	20	28	20
		NBT	90	68	189	207	40	19	109	116
		NBR	327	304	351	551	52	40	69	212
		SBL	1	1	12	129	136	119	144	208
		SBT	16	21	440	250	19	44	316	204
SBR	0	0	0	0	312	186	312	186		
48	Mission Blvd / Harder Rd	EBL	284	390	323	836	296	331	324	643
		EBT	795	303	1021	821	298	165	457	528
		EBR	284	390	323	836	332	349	359	661
		WBL	79	291	154	285	154	198	206	198
		WBT	104	323	220	423	126	240	207	310

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	1	3	1	3	29	73	29	73
		NBL	151	136	114	753	232	319	232	751
		NBT	1226	1441	1452	1116	1115	2008	1274	2008
		NBR	542	264	521	275	166	179	166	186
		SBL	183	2	1	12	31	57	31	64
		SBT	956	1376	1709	1554	1943	1262	2470	1387
		SBR	198	242	181	285	98	169	98	200
49	Patrick Ave / Gomer St	EBL	13	24	12	50	28	16	28	34
		EBT	2	3	2	17	116	52	116	62
		EBR	167	161	200	428	44	38	67	225
		WBL	101	63	72	75	34	23	34	31
		WBT	2	3	2	16	104	101	104	110
		WBR	53	55	66	42	181	200	190	200
		NBL	162	223	147	342	23	64	23	148
		NBT	425	316	661	1269	369	630	534	1297
		NBR	65	111	51	77	10	41	10	41
		SBL	33	45	51	65	153	154	165	168
		SBT	190	77	1135	488	630	406	1291	694
SBR	14	15	23	102	3	7	9	68		
50	Patrick Ave / Roosevelt Ave	EBL	0	0	0	0	11	10	11	10
		EBT	0	0	0	0	0	2	0	2
		EBR	0	0	0	0	331	146	331	146
		WBL	0	0	0	0	0	9	0	9
		WBT	0	0	0	0	0	0	0	0
		WBR	0	0	0	0	1	6	1	6
		NBL	0	0	0	0	143	196	143	196
		NBT	0	0	0	0	420	704	420	704
		NBR	0	0	0	0	0	9	0	9
		SBL	0	0	0	0	0	9	0	9
		SBT	0	0	0	0	705	425	705	425
SBR	0	0	0	0	4	9	4	9		
51	Tennyson Rd / Patrick Ave	EBL	0	0	0	0	568	764	568	764
		EBT	393	1139	416	1089	1184	1514	1200	1514
		EBR	514	518	543	1103	0	0	0	0
		WBL	0	0	0	0	0	0	0	0
		WBT	1116	684	1425	1004	1207	1168	1423	1392
		WBR	139	132	316	585	50	127	174	444
		NBL	0	0	0	0	0	0	0	0
		NBT	0	0	0	0	0	0	0	0

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	0	0	0	0	0	0	0	0
		SBL	52	98	770	612	153	131	655	491
		SBT	0	0	0	0	0	0	0	0
		SBR	406	202	637	379	1029	493	1191	617
52	Tennyson Rd / Pompano Ave	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	1160	1335	1160	1335
		EBR	0	0	0	0	151	309	151	309
		WBL	0	0	0	0	26	61	26	61
		WBT	0	0	0	0	1021	1087	1021	1087
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	242	219	242	219
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	58	47	58	47
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
53	Tennyson Rd / Tampa Ave	EBL	0	0	0	0	113	178	113	178
		EBT	289	865	916	1289	1038	1133	1477	1430
		EBR	156	372	271	412	44	45	124	73
		WBL	34	50	47	59	33	105	42	111
		WBT	866	590	1340	1225	794	939	1126	1383
		WBR	26	34	32	54	173	247	177	261
		NBL	389	226	400	364	72	58	79	155
		NBT	3	4	3	4	97	105	97	105
		NBR	41	48	58	70	69	84	81	100
		SBL	20	50	46	51	188	135	206	136
		SBT	3	4	3	4	90	59	90	59
		SBR	0	0	0	0	94	65	94	65
54	Tennyson Rd / Dickens Ave	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	956	1299	956	1299
		EBR	0	0	0	0	61	49	61	49
		WBL	0	0	0	0	105	80	105	80
		WBT	0	0	0	0	1010	1214	1010	1214
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	20	20	20	20
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	65	54	65	54
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	0	0	0	0	0	0	0	0
55	Tyrell Ave / Tennyson Rd	EBL	1	1	1	9	142	152	142	158
		EBT	323	891	978	1260	1199	1159	1657	1417
		EBR	0	0	0	0	0	0	0	0
		WBL	0	0	0	0	0	0	0	0
		WBT	850	632	1281	1267	955	1172	1257	1617
		WBR	11	33	22	107	119	147	126	199
		NBL	0	0	0	0	0	0	0	0
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	0	0	0	0
		SBL	23	35	59	35	151	98	176	98
		SBR	1	1	1	1	152	134	152	134
56	Tennyson Rd / Harvey Ave	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	1232	1322	1232	1322
		EBR	0	0	0	0	29	55	29	55
		WBL	0	0	0	0	32	56	32	56
		WBT	0	0	0	0	974	1343	974	1343
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	36	23	36	23
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	33	31	33	31
		SBL	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
57	Tennyson Rd / Ruus Rd	EBL	0	0	0	0	0	0	0	0
		EBT	185	537	246	633	1045	994	1087	1061
		EBR	41	94	672	260	343	218	785	334
		WBL	44	36	436	98	228	133	502	176
		WBT	506	242	663	454	834	983	944	1132
		WBR	0	0	0	0	0	0	0	0
		NBL	52	276	205	669	242	354	349	630
		NBT	0	0	0	0	0	0	0	0
		NBR	62	83	114	427	121	234	157	475
		SBL	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
58	Tennyson Rd / Baldwin St	EBL	0	0	0	0	20	30	20	30
		EBT	247	621	359	1060	1028	1176	1106	1483

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		EBR	0	0	0	0	10	34	10	34
		WBL	0	0	0	0	23	47	23	47
		WBT	549	277	1098	552	978	1135	1362	1328
		WBR	70	105	97	173	7	33	26	81
		NBL	0	0	0	0	2	2	2	2
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	8	43	10	45
		SBL	84	91	202	150	9	15	92	56
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	11	21	11	21
59	Tennyson Rd / Huntwood Ave	EBL	0	0	0	0	57	108	57	108
		EBT	298	636	491	1064	862	807	997	1106
		EBR	33	77	70	146	186	90	212	139
		WBL	182	213	178	304	325	154	325	218
		WBT	489	322	1072	694	799	761	1207	1021
		WBR	24	30	260	440	31	37	196	324
		NBL	130	60	123	31	75	170	75	170
		NBT	36	38	142	28	112	383	186	383
		NBR	249	325	305	628	111	225	150	437
		SBL	24	26	118	140	178	81	244	161
		SBT	23	31	109	136	474	140	534	214
SBR	0	0	0	0	82	67	82	67		
60	Tennyson Rd / Beatron Way / Whitman St	EBL	304	436	356	794	260	457	296	708
		EBT	229	481	496	910	913	809	1100	1109
		EBR	39	70	63	128	61	52	78	93
		WBL	14	15	39	55	2	8	20	36
		WBT	379	255	1105	997	674	861	1182	1380
		WBR	102	45	181	18	192	225	248	225
		NBL	68	52	143	95	60	32	113	62
		NBT	26	27	31	15	44	20	47	20
		NBR	15	17	45	45	25	8	46	28
		SBL	34	36	389	219	257	128	505	256
		SBT	22	29	15	39	6	8	6	15
SBR	248	259	263	346	598	265	608	326		
61	Tennyson Rd / Pacific St	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	1073	877	1073	877
		EBR	0	0	0	0	32	52	32	52
		WBL	0	0	0	0	11	37	11	37
		WBT	0	0	0	0	762	1116	762	1116

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	0	0	0	0	0	0	0	0
		NBL	0	0	0	0	28	22	28	22
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	50	35	50	35
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
62	Tennyson Rd / Dixon St	EBL	23	30	71	272	130	157	164	326
		EBT	238	441	363	474	723	598	811	621
		EBR	17	63	495	429	354	252	689	508
		WBL	11	117	45	144	88	58	112	77
		WBT	335	246	636	365	438	672	648	755
		WBR	0	0	10	10	3	7	10	14
		NBL	138	50	444	603	213	374	427	761
		NBT	18	20	44	151	40	82	58	174
		NBR	36	23	202	55	70	63	186	86
		SBL	0	0	2	12	11	5	13	14
		SBT	13	17	63	99	95	23	130	80
SBR	22	19	245	102	158	101	314	159		
63	Mission Blvd / Tennyson Rd	EBL	83	54	299	160	438	403	589	478
		EBT	5	12	29	78	3	6	20	52
		EBR	186	397	241	302	318	265	357	265
		WBL	0	0	0	0	2	4	2	4
		WBT	12	7	102	60	2	11	65	49
		WBR	13	10	72	25	1	4	42	15
		NBL	273	215	401	221	211	394	301	398
		NBT	1773	1810	1658	1861	1338	1771	1338	1807
		NBR	0	0	0	0	3	3	3	3
		SBL	7	13	23	70	8	12	20	52
		SBT	1118	1604	1761	1691	1894	1312	2344	1373
SBR	60	140	188	238	272	349	362	418		
64	Ruus Rd / Folsom Ave	EBL	24	78	38	69	22	11	32	11
		EBT	10	9	10	20	113	43	113	50
		EBR	85	56	86	56	163	84	164	84
		WBL	0	0	26	0	112	54	130	54
		WBT	8	12	14	5	90	69	95	69
		WBR	7	9	7	17	37	43	37	48
		NBL	23	60	28	92	46	141	49	164
		NBT	171	465	368	1353	152	447	290	1069

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	0	0	0	273	44	86	44	277
		SBL	4	8	10	7	45	34	49	34
		SBT	219	226	1346	458	419	205	1208	367
		SBR	48	26	78	39	28	12	49	22
65	Industrial Rd / Stratford Rd	EBL	235	169	292	344	80	179	120	301
		EBT	421	1231	854	1864	740	946	1043	1389
		EBR	56	21	67	34	135	158	143	167
		WBL	0	0	27	0	12	27	31	27
		WBT	1574	981	1849	1205	1248	990	1441	1146
		WBR	0	0	0	63	36	61	36	105
		NBL	20	57	20	63	157	322	157	326
		NBT	1	1	1	2	22	120	22	120
		NBR	0	0	0	26	16	49	16	67
		SBL	0	0	8	0	55	47	61	47
		SBT	1	1	2	2	33	30	34	31
		SBR	193	268	270	251	230	119	284	119
66	Industrial Pkwy / Ruus Rd	EBL	3	9	7	453	26	90	29	401
		EBT	275	459	339	800	725	950	769	1189
		EBR	142	763	516	637	50	158	312	158
		WBL	504	404	559	407	455	378	494	380
		WBT	589	398	882	685	1091	927	1297	1128
		WBR	46	26	31	526	48	75	48	425
		NBL	975	574	699	556	50	108	50	108
		NBT	365	639	464	808	114	470	184	588
		NBR	388	722	416	1034	404	696	424	915
		SBL	16	39	81	56	72	33	117	45
		SBT	322	419	1193	625	324	211	934	355
		SBR	9	10	296	28	157	82	358	95
67	Industrial Pkwy / Huntwood Ave	EBL	198	433	245	243	62	314	95	314
		EBT	320	722	421	1557	709	1317	780	1902
		EBR	161	64	171	90	396	163	403	181
		WBL	261	127	634	229	310	139	571	211
		WBT	657	437	916	1061	1331	924	1512	1361
		WBR	34	45	57	35	44	152	60	152
		NBL	111	154	40	243	189	350	189	413
		NBT	167	214	139	661	110	596	110	909
		NBR	95	298	126	297	130	292	152	292
		SBL	36	46	143	89	135	94	210	124
		SBT	126	110	242	219	580	149	661	225

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	371	237	515	315	206	129	307	183
68	Mission Blvd / Industrial Pkwy W / Alquire Pkwy	EBL	279	467	177	790	340	587	340	813
		EBT	6	13	24	97	72	158	84	217
		EBR	166	561	928	860	412	525	945	734
		WBL	5	3	44	13	12	11	40	18
		WBT	12	8	89	83	159	75	213	127
		WBR	0	0	0	6	141	64	141	69
		NBL	579	318	700	1413	447	437	532	1203
		NBT	1767	1559	1870	1354	1062	1507	1134	1507
		NBR	1	6	5	21	8	17	11	27
		SBL	0	0	0	0	65	113	65	113
		SBT	981	1727	1418	1771	1516	1100	1822	1131
		SBR	323	274	616	206	560	326	765	326
69	Huntwood Ave / Sandoval Way	EBL	0	0	0	0	1	1	1	1
		EBT	0	0	0	0	0	0	0	0
		EBR	0	0	0	0	1	1	1	1
		WBL	3	4	3	6	25	23	25	24
		WBT	0	0	0	0	0	0	0	0
		WBR	56	322	80	366	68	126	84	157
		NBL	0	0	0	0	1	0	1	0
		NBT	317	345	226	835	363	1228	363	1571
		NBR	3	4	3	3	30	15	30	15
		SBL	0	0	0	0	77	33	77	33
		SBT	318	114	325	187	1217	407	1222	459
		SBR	229	187	722	351	5	1	350	116
70	Huntwood Ave / Zephyr Ave	EBL	0	0	0	0	8	24	8	24
		EBT	0	0	0	0	11	9	11	9
		EBR	0	0	0	0	6	37	6	37
		WBL	37	249	72	438	8	25	33	157
		WBT	0	0	0	0	8	18	8	18
		WBR	0	0	1	0	38	119	39	119
		NBL	0	0	0	0	35	18	35	18
		NBT	303	247	209	787	310	576	310	954
		NBR	241	88	408	167	45	11	162	67
		SBL	0	0	0	3	108	12	108	15
		SBT	149	160	635	315	585	367	925	475
		SBR	0	0	0	0	49	14	49	14
71		EBL	298	87	338	127	248	121	276	149
		EBT	368	671	845	902	904	728	1238	889

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
	Huntwood Ave / Whipple Rd	EBR	240	343	215	372	17	40	17	60
		WBL	55	51	48	117	4	16	4	62
		WBT	534	374	698	766	764	784	879	1058
		WBR	142	119	189	758	180	191	213	639
		NBL	260	223	270	362	28	18	35	115
		NBT	105	128	91	70	34	22	34	22
		NBR	38	67	86	106	20	17	53	44
		SBL	62	113	469	350	308	233	593	399
		SBT	71	98	81	92	33	42	40	42
		SBR	52	197	158	311	120	221	194	301
72	Hesperian Blvd / A St	EBL	28	167	34	109	32	78	36	78
		EBT	14	119	16	423	52	162	53	375
		EBR	14	119	16	423	12	37	14	250
		WBL	98	0	615	9	711	367	1073	373
		WBT	125	45	248	76	206	166	292	188
		WBR	578	727	619	1022	222	348	251	555
		NBL	0	0	0	0	140	146	140	146
		NBT	745	2228	1624	2048	646	1578	1261	1578
		NBR	0	110	27	867	210	326	229	856
		SBL	1499	718	2359	1456	271	342	873	859
		SBT	151	59	132	76	1230	737	1230	749
SBR	151	59	132	76	12	11	12	23		
73	A St / Garden Ave	EBL	0	0	0	0	29	47	29	47
		EBT	0	0	0	0	914	1336	1360	1949
		EBR	0	0	0	0	3	5	3	5
		WBL	0	0	0	0	3	11	3	11
		WBT	0	0	0	0	1077	1109	1465	1617
		WBR	0	0	0	0	64	115	64	115
		NBL	0	0	0	0	2	6	2	6
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	1	7	1	7
		SBL	0	0	0	0	0	4	0	4
		SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	61	57	61	57		
74	Hesperian Blvd / Sueirro St	EBL	0	0	0	153	55	139	55	246
		EBT	1	5	1	7	6	26	6	27
		EBR	0	0	0	0	44	52	44	52
		WBL	127	49	99	80	35	22	35	44
		WBT	5	2	6	3	7	18	8	18

Multimodal Improvement Plan TIF Nexus Study

#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	0	0	14	0	73	29	83	29
		NBL	0	0	0	0	100	120	100	120
		NBT	745	2337	1637	2762	849	1850	1474	2148
		NBR	25	122	46	92	16	29	30	29
		SBL	0	0	0	24	102	62	102	79
		SBT	1597	718	2916	1440	1793	947	2716	1452
		SBR	0	0	59	0	40	58	81	58
75	Cabot Blvd / Winton Ave	EBL	0	0	0	0	3	2	3	2
		EBT	0	0	0	0	40	121	40	121
		EBR	0	0	0	0	16	19	16	19
		WBL	491	146	403	208	305	54	305	97
		WBT	0	0	0	0	75	54	75	54
		WBR	168	61	152	67	169	51	169	55
		NBL	0	0	0	0	23	18	23	18
		NBT	6	18	62	36	22	20	61	32
		NBR	59	531	99	366	17	99	45	99
		SBL	24	178	27	150	76	161	78	161
		SBT	7	12	12	85	16	27	19	78
		SBR	0	0	0	0	2	5	2	5
76	Clawiter Rd / Winton Ave	EBL	0	0	0	0	1	1	1	1
		EBT	173	1382	215	1098	340	1016	369	1016
		EBR	11	74	19	136	153	176	158	219
		WBL	164	67	443	124	957	263	1153	303
		WBT	1327	427	1246	517	1075	283	1075	346
		WBR	271	140	272	141	1	0	2	1
		NBL	59	31	64	65	148	99	151	123
		NBT	27	25	51	52	0	0	17	19
		NBR	26	182	136	592	219	606	296	893
		SBL	81	288	85	255	0	3	3	3
		SBT	12	36	22	98	0	2	7	45
		SBR	0	0	0	0	0	0	0	0
77	Winton Ave / Salkan Rd	EBL	0	0	0	0	3	0	3	0
		EBT	277	1838	430	1918	551	1683	658	1739
		EBR	4	14	5	27	8	14	9	23
		WBL	67	69	70	87	93	60	95	73
		WBT	1750	625	1936	772	2023	567	2153	669
		WBR	0	0	0	0	3	1	3	1
		NBL	13	8	24	10	6	4	14	6
		NBT	0	0	0	0	0	1	0	1

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	74	82	92	72	62	194	75	194
		SBL	0	0	0	0	6	0	6	0
		SBT	0	0	0	0	0	1	0	1
		SBR	0	0	0	0	3	2	3	2
78	Hesperian Blvd / Winton Ave	EBL	126	892	244	899	209	717	292	722
		EBT	203	900	254	925	354	1059	390	1077
		EBR	22	128	24	166	36	54	38	81
		WBL	488	203	401	263	193	297	193	339
		WBT	1042	468	1190	548	1012	312	1116	368
		WBR	31	160	52	433	161	225	176	416
		NBL	143	75	179	65	55	44	80	44
		NBT	589	1403	1347	2151	641	1194	1172	1718
		NBR	115	252	161	745	142	183	175	528
		SBL	229	35	371	89	112	177	212	215
		SBT	855	590	2196	1198	1057	754	1996	1179
SBR	633	151	636	245	1078	189	1080	255		
79	Hesperian Blvd / La Playa Dr	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	0	0	0	0
		EBR	0	0	0	0	0	0	0	0
		WBL	2	4	4	4	154	321	155	321
		WBT	0	0	0	0	0	0	0	0
		WBR	60	95	64	58	65	192	68	192
		NBL	0	0	0	0	2	7	2	7
		NBT	713	1515	1530	2333	863	1323	1435	1896
		NBR	2	4	2	45	57	315	57	344
		SBL	48	65	43	61	54	155	54	155
		SBT	1202	789	2530	1470	1469	880	2398	1357
SBR	0	0	0	0	0	0	0	0		
80	Calaroga Ave / La Playa Dr	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	10	43	154	43	161
		EBR	43	53	38	54	100	188	100	189
		WBL	73	85	155	86	282	184	339	185
		WBT	0	0	2	0	68	87	69	87
		WBR	0	0	0	0	0	0	0	0
		NBL	57	84	59	46	112	203	114	203
		NBT	0	0	0	0	0	0	0	0
		NBR	64	99	59	292	207	262	207	397
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	0	0	0	0	0	0	0	0
81	Industrial Blvd / Clawiter Dr	EBL	111	129	164	791	114	569	151	1032
		EBT	15	29	21	27	2	4	6	4
		EBR	0	0	0	0	5	8	5	8
		WBL	0	0	0	0	3	48	3	48
		WBT	0	0	0	0	1	1	1	1
		WBR	0	0	0	0	1	7	1	7
		NBL	0	0	0	0	22	22	22	22
		NBT	179	88	289	450	338	481	415	735
		NBR	3	4	10	20	5	3	10	14
		SBL	0	0	0	8	2	0	2	6
		SBT	35	196	115	428	734	548	790	710
		SBR	58	153	309	157	944	188	1120	191
82	Hesperian Blvd / Turner Ct	EBL	40	239	47	190	75	166	80	166
		EBT	1	5	1	4	6	47	6	47
		EBR	47	264	43	333	20	73	20	121
		WBL	0	0	0	0	64	67	64	67
		WBT	6	3	36	3	85	18	106	18
		WBR	66	60	80	39	70	74	79	74
		NBL	877	126	996	144	189	55	272	68
		NBT	609	1219	1405	2149	777	1393	1334	2044
		NBR	0	0	0	4	36	74	36	77
		SBL	40	69	35	83	69	88	69	98
		SBT	559	633	2044	1285	1074	937	2113	1393
		SBR	605	90	456	106	503	120	503	131
83	Clawiter Rd / Depot Rd	EBL	14	28	19	148	43	135	46	219
		EBT	89	481	9	54	123	399	123	399
		EBR	17	103	0	0	41	26	41	26
		WBL	0	0	1	0	104	26	105	26
		WBT	484	218	29	14	331	88	331	88
		WBR	0	0	0	0	7	11	7	11
		NBL	89	64	0	0	65	47	65	47
		NBT	112	129	165	670	53	396	90	775
		NBR	0	2	0	2	35	150	35	150
		SBL	0	0	0	0	29	22	29	22
		SBT	59	130	236	144	648	144	772	154
		SBR	18	43	95	42	194	42	248	42
84		EBL	0	0	0	0	16	55	16	55
		EBT	9	31	10	40	26	211	27	217

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
	Industrial Blvd / Depot Rd	EBR	80	452	0	17	127	346	127	346
		WBL	0	0	0	1	122	93	122	93
		WBT	25	21	24	14	132	30	132	30
		WBR	13	6	16	15	36	18	38	24
		NBL	459	197	5	0	351	128	351	128
		NBT	170	86	283	455	371	405	450	663
		NBR	0	0	0	1	76	122	76	123
		SBL	3	14	6	16	23	58	25	59
		SBT	38	194	119	451	600	529	657	709
		SBR	0	0	0	0	56	11	56	11
85	Hesperian Blvd / Depot Rd / Cathy Way	EBL	33	56	62	88	153	225	173	247
		EBT	19	44	33	62	63	115	73	128
		EBR	210	199	208	234	340	277	340	301
		WBL	234	320	245	560	134	64	142	232
		WBT	29	28	64	27	176	58	200	58
		WBR	66	60	183	54	32	32	114	32
		NBL	410	296	378	273	509	315	509	315
		NBT	1388	1230	2155	2155	919	1348	1456	1996
		NBR	246	404	383	492	83	160	179	222
		SBL	22	62	29	84	37	35	42	51
		SBT	545	805	1988	1498	826	956	1837	1441
SBR	39	30	69	36	194	117	215	122		
86	Clawiter Rd / Enterprise Ave	EBL	5	25	3	18	18	76	18	76
		EBT	0	1	3	7	1	1	3	5
		EBR	0	0	0	0	49	90	49	90
		WBL	2	14	3	19	1	10	2	14
		WBT	0	1	2	7	0	0	1	4
		WBR	5	26	7	12	0	5	1	5
		NBL	0	0	0	0	58	53	58	53
		NBT	192	145	155	642	298	450	298	798
		NBR	15	9	18	7	8	12	10	12
		SBL	16	11	44	13	2	0	22	1
		SBT	52	214	181	128	722	367	813	367
SBR	8	8	12	3	113	22	116	22		
87	Tennyson Rd / Industrial Blvd	EBL	80	474	96	558	0	0	0	0
		EBT	11	82	19	111	0	0	0	0
		EBR	47	232	50	242	0	0	0	0
		WBL	13	5	22	12	430	59	437	64
		WBT	109	46	89	46	0	0	0	0

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	48	10	110	61	533	133	577	169
		NBL	181	100	241	144	0	0	0	0
		NBT	842	663	934	1168	921	822	985	1176
		NBR	2	12	12	33	30	185	37	200
		SBL	2	21	4	174	121	531	122	638
		SBT	358	925	700	1247	943	1136	1182	1362
		SBR	422	207	497	231	0	0	0	0
88	Tennyson Rd / Hesperian Blvd	EBL	0	0	0	0	141	162	141	162
		EBT	10	79	26	239	216	547	227	659
		EBR	2	9	2	23	51	52	51	62
		WBL	97	111	264	181	302	257	419	306
		WBT	118	41	169	55	598	226	633	235
		WBR	626	211	651	345	226	187	243	281
		NBL	15	6	13	40	79	31	79	55
		NBT	2043	2271	2170	2541	1114	1255	1203	1444
		NBR	69	107	178	231	72	108	148	195
		SBL	138	388	186	589	196	221	230	362
		SBT	1483	1894	2183	2048	1135	809	1625	917
SBR	0	0	0	0	227	87	227	87		
89	Tennyson Rd / Sleepy Hollow Ave	EBL	26	53	41	76	18	44	28	60
		EBT	190	520	348	983	484	867	595	1191
		EBR	0	0	0	0	40	60	40	60
		WBL	231	115	133	102	173	34	173	34
		WBT	812	333	1033	537	1004	612	1159	755
		WBR	53	67	61	75	308	210	313	216
		NBL	0	0	0	0	73	30	73	30
		NBT	2	4	2	4	227	131	227	131
		NBR	40	123	51	120	180	161	188	161
		SBL	74	71	59	82	181	286	181	294
		SBT	3	3	3	4	159	74	159	75
SBR	30	29	51	43	65	78	80	88		
90	Tennyson Rd / Caloroga Ave	EBL	21	23	51	58	43	25	64	49
		EBT	273	644	395	1058	791	1292	876	1582
		EBR	10	47	12	68	14	21	15	35
		WBL	205	233	398	229	416	294	551	294
		WBT	979	439	1105	642	1340	834	1428	976
		WBR	364	254	423	318	520	320	561	365
		NBL	100	43	91	11	69	29	69	29
		NBT	20	18	24	22	115	75	118	78

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		NBR	128	134	285	517	663	465	773	733
		SBL	164	409	159	393	419	458	419	458
		SBT	5	14	20	21	137	56	148	61
		SBR	16	33	30	61	65	67	75	86
91	Caloroga Ave / Bolero Ave / Miami Ave	EBL	0	0	0	0	85	116	85	116
		EBT	1	4	1	3	125	99	125	99
		EBR	3	6	2	5	54	22	54	22
		WBL	38	23	49	68	6	5	14	37
		WBT	3	3	3	2	138	48	138	48
		WBR	220	98	204	53	348	185	348	185
		NBL	4	5	4	3	29	12	29	12
		NBT	28	96	197	497	398	326	516	607
		NBR	17	56	28	42	6	11	14	11
		SBL	55	177	45	190	147	151	147	160
		SBT	164	118	385	129	232	143	387	151
		SBR	0	0	0	0	167	72	167	72
92	Hesperian Blvd / Oliver Dr	EBL	252	201	319	264	27	24	74	68
		EBT	5	40	24	27	0	0	0	0
		EBR	228	185	202	178	98	73	98	73
		WBL	32	19	305	24	0	0	0	0
		WBT	11	17	18	12	0	0	0	0
		WBR	0	0	0	65	0	0	0	0
		NBL	161	237	168	262	82	91	87	109
		NBT	1844	1991	2018	2326	1298	1654	1420	1888
		NBR	16	60	33	470	0	0	0	0
		SBL	0	0	121	0	26	21	111	21
		SBT	1318	1716	1993	1910	1262	952	1734	1088
		SBR	214	279	226	299	43	72	51	86
93	Caloroga Ave / Panama St	EBL	22	100	169	497	140	193	243	471
		EBT	0	0	0	0	34	35	34	35
		EBR	0	0	10	0	67	42	74	42
		WBL	0	0	0	0	7	1	7	1
		WBT	0	0	0	0	109	38	109	38
		WBR	0	0	0	0	67	18	67	18
		NBL	0	0	0	25	79	50	79	67
		NBT	28	56	59	45	222	152	244	152
		NBR	0	0	0	0	3	6	3	6
		SBL	0	0	0	0	11	18	11	18
		SBT	162	111	113	123	230	93	230	101

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		SBR	44	36	323	79	90	72	286	102
94	Baumberg Ave / Industrial Blvd	EBL	26	170	88	204	47	155	90	179
		EBT	4	22	6	26	7	33	9	36
		EBR	26	170	88	204	63	395	107	419
		WBL	0	0	0	0	70	18	70	18
		WBT	20	12	31	17	28	4	36	8
		WBR	137	106	124	115	2	2	2	8
		NBL	326	136	630	258	361	82	574	168
		NBT	862	500	975	1026	816	729	895	1097
		NBR	0	0	0	0	38	34	38	34
		SBL	31	115	46	146	7	5	18	27
		SBT	239	997	548	1249	774	961	991	1137
		SBR	147	50	178	106	237	42	259	81
95	Hesperian Blvd / Catalpa Way	EBL	0	0	0	0	0	0	0	0
		EBT	0	0	0	0	0	0	0	0
		EBR	0	0	0	0	0	0	0	0
		WBL	0	0	0	1	131	86	131	87
		WBT	0	0	0	0	0	0	0	0
		WBR	125	174	131	184	119	22	123	29
		NBL	0	0	0	0	0	0	0	0
		NBT	1896	2114	2088	2875	943	1679	1077	2212
		NBR	0	0	0	3	215	179	215	181
		SBL	45	70	117	84	156	52	206	62
		SBT	1533	1851	2383	2028	1046	867	1641	991
		SBR	0	0	0	0	0	0	0	0
96	Catalpa Way / Calaroga Ave	EBL	0	0	0	0	266	77	266	77
		EBT	0	0	0	0	70	156	70	156
		EBR	0	0	0	0	0	0	0	0
		WBL	0	0	0	0	0	0	0	0
		WBT	0	0	0	0	107	63	107	63
		WBR	0	0	0	0	33	45	33	45
		NBL	0	0	0	0	0	0	0	0
		NBT	0	0	0	0	0	0	0	0
		NBR	0	0	0	0	0	0	0	0
		SBL	0	0	0	0	24	62	24	62
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	189	27	189	27
97		EBL	0	0	0	0	0	0	0	0
		EBT	289	1305	602	1552	718	1058	937	1231

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
	Industrial Blvd / Marina Dr	EBR	12	15	30	59	97	41	109	71
		WBL	100	36	169	152	15	58	63	139
		WBT	1180	601	1564	1220	1111	659	1380	1092
		WBR	0	0	0	0	0	0	0	0
		NBL	8	34	41	64	212	226	235	247
		NBT	0	0	0	0	0	0	0	0
		NBR	14	86	127	154	34	38	113	86
		SBL	0	0	0	0	0	0	0	0
		SBT	0	0	0	0	0	0	0	0
		SBR	0	0	0	0	0	0	0	0
98	Hesperian Blvd / Industrial Blvd / Industrial Pkwy W	EBL	193	638	368	741	43	208	165	280
		EBT	139	460	672	707	313	789	686	962
		EBR	0	0	0	0	501	432	501	432
		WBL	65	83	207	100	380	374	480	386
		WBT	10	54	85	100	429	403	482	436
		WBR	632	285	1037	891	346	375	630	799
		NBL	0	0	0	0	632	323	632	323
		NBT	429	356	544	964	637	1398	718	1824
		NBR	592	333	617	443	109	202	127	279
		SBL	1457	1704	1459	1814	301	259	303	336
		SBT	84	102	74	241	1021	862	1021	959
SBR	56	19	79	63	22	24	38	55		
99	Hesperian Blvd / Eden Shores Blvd / Tripaldi Way	EBL	16	53	60	79	63	43	94	61
		EBT	0	0	0	3	62	30	62	32
		EBR	0	0	0	0	127	247	127	247
		WBL	4	20	5	20	24	12	25	12
		WBT	0	0	0	0	2	14	2	14
		WBR	0	0	0	1	18	12	18	13
		NBL	0	0	0	0	178	364	178	364
		NBT	0	0	1	0	1273	1669	1274	1669
		NBR	48	29	52	75	69	154	71	186
		SBL	2132	2139	2150	2498	85	188	98	439
		SBT	29	12	19	17	1656	1317	1656	1321
SBR	0	0	0	0	57	103	57	103		
100	Hesperian Blvd / Eden Park Pl	EBL	0	0	0	0	3	35	3	35
		EBT	53	25	64	31	0	0	8	4
		EBR	0	0	0	0	104	226	104	226
		WBL	0	0	0	0	1	4	1	4
		WBT	0	0	0	0	0	2	0	2

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#	Name	Turning Movement	2005 Model		2035 Model		Traffic Count		2040 Projected	
			AM	PM	AM	PM	AM	PM	AM	PM
		WBR	0	0	0	0	3	15	3	15
		NBL	0	0	0	0	21	169	21	169
		NBT	15	54	20	116	1480	2202	1484	2245
		NBR	0	0	0	0	0	2	0	2
		SBL	2194	2127	2201	2474	2	7	7	250
		SBT	0	0	0	0	1805	1485	1805	1485
		SBR	0	0	0	0	9	85	9	85

Table 13: 2040 AM and PM Peak Hour Study Segments Forecasts

ID	Segment Name	Direction	AM	PM	2005 Model		2035 Model		2040 Forecast	
			Volume	Volume	AM	PM	AM	PM	AM	PM
1	Mission Blvd North of A St	Northbound	369	619	127	464	553	2104	682	1,822
		Southbound	840	815	443	485	1710	1458	1,769	1,528
2	Mission Blvd North of Jackson St	Northbound	-	-	-	-	-	-	-	-
		Southbound	1864	1604	3886	3674	4479	4277	2,318	2,066
3	Mission Blvd South of Jackson St	Northbound	1848	1988	1863	1972	2295	2361	2,179	2,286
		Southbound	2205	1661	2194	2279	2875	2927	2,705	2,136
4	Foothill Blvd North of Winton Ave	Northbound	1232	1050	1996	2935	2747	3434	1,783	1,416
		Southbound	1211	1698	2373	1724	2790	2060	1,516	1,945
5	A St East of I-880	Eastbound	508	440	407	668	487	1555	567	1,090
		Westbound	745	583	921	460	1615	1156	1,254	1,093
6	Santa Clara St North of Jackson St	Northbound	459	641	619	1474	1418	2174	1,044	1,154
		Southbound	589	563	900	723	1671	1275	1,155	967
7	Soto Rd South of SR-92	Northbound	370	477	214	190	449	1028	550	1,119
		Southbound	616	351	101	200	473	801	902	812
8	Campus Dr South of Second St	Eastbound	536	422	676	311	741	789	584	772
		Westbound	344	582	213	269	314	390	419	670
9	A St West of I-880	Eastbound	657	963	426	795	487	1538	702	1,508
		Westbound	1020	951	808	777	1281	835	1,366	994
10	Winton Ave West of I-880	Eastbound	987	1418	571	1208	606	1639	1,013	1,734
		Westbound	1305	1070	1596	863	1703	914	1,383	1,108
11	Winton Ave East of I-880	Eastbound	1083	1973	462	1282	507	2096	1,116	2,570
		Westbound	1785	1341	1172	511	2105	870	2,469	1,604
12	Depot Rd West of Industrial Blvd	Eastbound	582	472	135	628	33	212	582	472
		Westbound	429	659	607	343	155	67	429	659

ID	Segment Name	Direction	AM	PM	2005 Model		2035 Model		2040 Forecast	
			Volume	Volume	AM	PM	AM	PM	AM	PM
13	Depot Rd West of Hesperian Blvd	Eastbound	519	524	263	301	314	444	556	629
		Westbound	403	319	480	356	514	284	428	319
14	Industrial Blvd South of SR-92	Northbound	958	926	1042	805	1384	1417	1,220	1,395
		Southbound	1340	1170	444	1193	773	1656	1,592	1,525
15	Hesperian Blvd South of SR-92	Northbound	1043	1537	2063	2329	2203	3269	1,145	2,227
		Southbound	1133	932	1619	1974	2685	2078	1,915	1,008

2040 Study Intersections Analysis Results

Future intersection lane configurations, peak hour turning movement volumes, and optimized signal timings were used to calculate the levels of service for the study intersections during each peak hour. The peak hour factors are based on the peak hour counts generated from the Travel Demand Model (TDM) and the lane configurations reflect changes proposed and approved in the Hayward 2040 General Plan (2014). Planned segment improvements, such as one-way or two-way conversions, transit lanes, lane removals, etc. are not considered in this analysis. Synchro 10 operations analysis software was used to complete the HCM 2010 and HCM 2000 level of service (LOS) analysis procedures for all study intersections. As per the 2040 General Plan, the City of Hayward has minimum LOS standards of LOS E at signalized intersections during the peak commute periods, except where there are high costs of mitigation or other unacceptable impacts which LOS F is acceptable.

Table 14 summarizes the study intersection operations under Future Conditions (2040). Under this scenario, 47 intersections (24 signalized, 23 unsignalized) operate at unacceptable LOS during the a.m. peak, and 48 intersections (27 signalized, 21 unsignalized) operate at unacceptable LOS during the p.m. peak. The remaining intersections operate at acceptable LOS. **Appendix G** contains the future conditions LOS analysis reports from Synchro 10 and Traffix software. The a.m. and p.m. peak hour intersection LOS within the three study zones area shown in **Figure 25, Figure 26, and Figure 27**, respectively.

Table 14: Intersection Level of Service Analysis – Future (2040) Conditions

ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
1	Foothill Blvd & Grove Way	SIGNALIZED	HCM 2010		61.4	E		>80	F
2	Foothill Blvd & City Center Dr	SIGNALIZED	HCM 2010		>80	F		69.8	E
3	City Center Dr & 2 nd St	SIGNALIZED	HCM 2010		43.6	D		58.4	E
4	2 nd St & Russell Way	TWSC	HCM 2010		24.5	C		>50	F
5	Foothill Blvd & A St	SIGNALIZED	HCM 2000	1.030	68.6	E	1.180	76.4	E
6	A St & 2 nd St	SIGNALIZED	HCM 2010		54.8	D		74.2	E
7	B St & 2 nd St	SIGNALIZED	HCM 2010		>80	F		41.6	D
8	B St & 3 rd St	TWSC	HCM 2010		>50	F		>50	F
9	B St & 6 th St	TWSC	HCM 2010		29.8	D		25.7	D
10	Mission Blvd & A St	SIGNALIZED	HCM 2010		>80	F		>80	F
11	A St & Myrtle St	TWSC	HCM 2010		31.1	D		20.6	C
12	B St & Grand St	SIGNALIZED	HCM 2010		58.3	E		22.3	C
13	A St & Grand St	SIGNALIZED	HCM 2010		>80	F		>80	F
14	B St & Montgomery St	AWSC	HCM 2010		15.8	C		16.1	C
15	B St & Watkins St	SIGNALIZED	HCM 2010		>80	F		32.7	C
16	C St & Second St	SIGNALIZED	HCM 2010		19.2	B		55.8	E
17	D St & Grand St	SIGNALIZED	HCM 2010		>80	F		>80	F
18	A St & Happyland Ave	TWSC	HCM 2010		>50	F		>50	F
19	D St & Watkins Ave	SIGNALIZED	HCM 2010		55.6	E		39.6	D
20	Foothill & D Street	SIGNALIZED	HCM 2010		>80	F		>80	F
21	D St & 1 st St	TWSC	HCM 2010		>50	F		>50	F
22	D St & 2 nd St	SIGNALIZED	HCM 2010		77.7	E		67.9	E
23	D St & 5 th St	TWSC	HCM 2010		>50	F		22.5	C
24	Watkins & Jackson	SIGNALIZED	HCM 2010		71.6	E		70.2	E
25	Foothill Blvd & Mission Blvd & Jackson St	SIGNALIZED	HCM 2000	0.700	21.2	C	0.960	72.1	E
26	E St & Second St	SIGNALIZED	HCM 2010		46.2	D		64.1	E

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ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
27	Grand St & Meek Ave	AWSC	HCM 2010		>50	F		>50	F
28	Jackson St & Meek Ave % Silva Ave	SIGNALIZED	HCM 2010		39.4	D		>80	F
29	Fletcher Ln & Watkins St	TWSC	HCM 2010		>50	F		>50	F
30	Mission Blvd & Fletcher Ln	SIGNALIZED	HCM 2010		>80	F		>80	F
31	Santa Clara St & Ocie Way	TWSC	HCM 2010		>50	F		>50	F
32	Amador St & Winton Ave	SIGNALIZED	HCM 2010		46.4	D		>80	F
33	Myrtle St & Soto Rd & Winton Ave	SIGNALIZED	HCM 2010		>80	F		>80	F
34	D St & Winton Ave	SIGNALIZED	HCM 2010		4.2	A		4.3	A
35	Park St & Winton Ave	TWSC	HCM 2010		10.1	B		11.3	B
36	Jackson St & Alice St & Sycamore Ave	TWSC	HCM 2010		>50	F		>50	F
37	2 nd St & Campus Dr	TWSC	HCM 2010		>50	F		37.7	E
38	Amador St & Elmhurst St	AWSC	HCM 2010		49.8	E		>50	F
39	Jackson St & Soto Ave	SIGNALIZED	HCM 2010		>80	F		>80	F
40	Amador St & Cypress Ave & Jackson St	SIGNALIZED	HCM 2010		77.4	E		>80	F
41	Orchard Ave & Soto Rd	SIGNALIZED	HCM 2010		75.4	E		>80	F
42	Carlos Bee Blvd & Hayward Blvd	SIGNALIZED	HCM 2010		51.7	D		21.2	C
43	Harder Rd & Santa Clara St	SIGNALIZED	HCM 2010		9.6	A		10.1	B
44	Cypress Ave & Harder Rd & Underwood Ave	SIGNALIZED	HCM 2010		11.6	B		12.6	B
45	Harder Rd & Gading Rd	SIGNALIZED	HCM 2010		>80	F		>80	F
46	Harder Rd & Soto Rd & Mocine Ave	SIGNALIZED	HCM 2010		>80	F		>80	F
47	Harder Rd & Jane Ave	SIGNALIZED	HCM 2010		42.9	D		57.5	E
48	Harder Road & Mission Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
49	Patrick Ave & Gomer St	AWSC	HCM 2010		>50	F		>50	F
50	Patrick Ave & Roosevelt Ave	AWSC	HCM 2010		49.2	E		32.9	D
51	Tennyson Rd & Patrick Ave	SIGNALIZED	HCM 2010		>80	F		71.5	E
52	Tennyson Rd & Pompano Ave	SIGNALIZED	HCM 2010		7.8	A		7.7	A
53	Tennyson Rd & Tampa Ave	SIGNALIZED	HCM 2010		47.3	D		63.6	E

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ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
54	Tennyson Rd & Dickens Ave	TWSC	HCM 2010		>50	F		>50	F
55	Tennyson Rd & Tyrell Ave	SIGNALIZED	HCM 2010		32.8	C		27.5	C
56	Tennyson Rd & Harvey Ave	TWSC	HCM 2010		>50	F		>50	F
57	Tennyson Rd & Russ Rd	SIGNALIZED	HCM 2010		79.4	E		63.8	E
58	Tennyson Rd & Baldwin St	TWSC	HCM 2010		>50	F		>50	F
59	Tennyson Rd & Huntwood Ave	SIGNALIZED	HCM 2010		62.5	E		47.7	D
60	Tennyson Rd & Beatron Way & Whitman St	SIGNALIZED	HCM 2010		74.8	E		>80	F
61	Tennyson Rd & Pacific St	TWSC	HCM 2010		>50	F		>50	F
62	Dixon St & E 12 th St & Tennyson Rd	SIGNALIZED	HCM 2010		>80	F		>80	F
63	Mission Blvd & Tennyson Rd	SIGNALIZED	HCM 2010		59.5	E		38.2	D
64	Ruus Rd & Folsom Ave	AWSC	HCM 2010		>50	F		>50	F
65	Industrial Pkwy & Stratford Rd	SIGNALIZED	HCM 2010		65.8	E		47.2	D
66	Industrial Pkwy & Russ Rd	SIGNALIZED	HCM 2010		>80	F		>80	F
67	Huntwood Ave & Industrial Pkwy	SIGNALIZED	HCM 2010		>80	F		>80	F
68	Mission Blvd & Industrial Pkwy	SIGNALIZED	HCM 2010		>80	F		>80	F
69	Huntwood Ave & Sandoval Way	SIGNALIZED	HCM 2000	0.760	32.4	C	0.680	33.5	C
70	Huntwood Ave & Zephyr Ave	TWSC	HCM 2010		>50	F		>50	F
71	Huntwood Ave & Whipple Rd	SIGNALIZED	HCM 2010		>80	F		>80	E
72	A St & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
73	A St & Garden Ave	TWSC	HCM 2010		>50	F		>50	F
74	Hesperian Blvd & Sueirro St	SIGNALIZED	HCM 2000	0.800	21.8	C	0.830	26.7	C
75	Winton Ave & Cabot Blvd	AWSC	HCM 2000 (Traffix)	0.677	14.0	B	0.459	11.5	B
76	Winton Ave & Clawiter Rd	SIGNALIZED	HCM 2010		20.2	C		32.8	C
77	Winton Ave & Saklan Rd	SIGNALIZED	HCM 2010		16.0	B		13.9	B
78	Winton Ave & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
79	Hesperian Blvd & La Playa Dr & West St	SIGNALIZED	HCM 2010		4.6	A		14.6	B
80	La Playa Dr & Calaroga Ave	SIGNALIZED	HCM 2010		0.9	A		0.9	A

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ID	Intersection Name	Control Type	Method	AM Peak			PM Peak		
				V/C	Delay (s/veh) ¹	LOS ²	V/C	Delay (s/veh) ¹	LOS ²
81	Clawiter Rd & Industrial Blvd	SIGNALIZED	HCM 2010		38.2	D		38.1	D
82	Hesperian Blvd & Turner Ct	SIGNALIZED	HCM 2010		78.8	E		9.9	A
83	Clawiter Rd & Depot Rd	SIGNALIZED	HCM 2010		16.1	B		19.3	B
84	Depot Rd & Industrial Blvd	SIGNALIZED	HCM 2010		39.4	D		66.8	E
85	Cathy Way & Depot Rd & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		64.0	E
86	Clawiter Rd & Enterprise Ave	SIGNALIZED	HCM 2010		14.9	B		16.7	B
87	Tennyson Rd & Industrial Blvd	SIGNALIZED	HCM 2000	0.750	25.4	C	0.960	>80	F
88	Tennyson Rd & Hesperian Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
89	Tennyson Rd & Sleepy Hollow Ave	SIGNALIZED	HCM 2010		25.6	C		31.3	C
90	Tennyson Rd & Calaroga Ave	SIGNALIZED	HCM 2010		65.8	E		>80	F
91	Calaroga Ave & Bolero Ave	AWSC	HCM 2010		>50	F		>50	F
92	Hesperian Blvd & Oliver Dr	TWSC	HCM 2010		>50	F		>50	F
93	Calaroga Ave & Panama St	AWSC	HCM 2010		>50	F		32.6	D
94	Industrial Blvd & Baumberg Ave	SIGNALIZED	HCM 2010		63.4	E		60.2	E
95	Hesperian Blvd & Catalpa Way	TWSC	HCM 2010		>50	F		>50	F
96	Calaroga Ave & Catalpa Way	AWSC	HCM 2010		29.8	D		9.1	A
97	Industrial Blvd & Marina Dr	SIGNALIZED	HCM 2010		9.4	A		11.5	B
98	Hesperian Blvd & Industrial Blvd	SIGNALIZED	HCM 2010		>80	F		>80	F
99	Hesperian Blvd & Eden Shores Blvd	SIGNALIZED	HCM 2010		11.3	B		77.0	E
100	Hesperian Blvd & Eden Park Place	SIGNALIZED	HCM 2010		7.1	A		>80	F

Notes:

¹Delay: Average control delay in seconds per vehicle; reported values are overall for signalized and all-way stop-control intersections, and critical minor approaches for two-way stop-control intersections.

²LOS: Level of Service

Bold indicates unacceptable intersection operations.

2040 Roadway Segment Analysis Results

Table 15 summarizes the results of the LOS analysis for both directions along roadway segments during a.m. and p.m. peak hours. Under Future Conditions, nine study segments operate at unacceptable LOS E or F during at least one peak period, in one or both directions. The remaining six segments operate at acceptable LOS D or better in both directions, during both a.m. and p.m. peaks.

Table 15: Roadway Segment Level of Service Analysis – Future (2040) Conditions

ID	Roadway Segment	Direction	No. of Lanes ¹	Capacity ²	AM Peak		PM Peak	
					V/C ³	LOS ⁴	V/C ³	LOS ⁴
1*	Mission Blvd b/w Rose St & Sunset Blvd	Northbound	2	1600	0.43	A	1.14	F
		Southbound	2	1600	1.11	F	0.96	E
2*	Mission Blvd b/w A St & B St	Northbound	0	-	-	-	-	-
		Southbound	5	4000	0.58	A	0.52	A
3*	Mission Blvd b/w Fletcher Ln & Sycamore Ave	Northbound	3	2400	0.91	E	0.95	E
		Southbound	3	2400	1.13	F	0.89	D
4*	Foothill Blvd b/w City Center Dr & Russell Way	Northbound	4	3200	0.56	A	0.44	A
		Southbound	2	1600	0.95	E	1.22	F
5*	A St b/w Western Blvd & Peralta St	Eastbound	2	1600	0.35	A	0.68	B
		Westbound	2	1600	0.78	C	0.68	B
6	Santa Clara St b/w Jackson St & Elmhurst St	Northbound	2	1600	0.65	B	0.72	C
		Southbound	2	1600	0.72	C	0.60	B
7	Soto Rd b/w Orchard Ave & Berry Ave	Northbound	1	800	0.69	B	1.40	F
		Southbound	1	800	1.13	F	1.02	F
8	Campus Dr b/w 2 nd St & Oakes Dr	Eastbound	1	800	0.73	C	0.97	E
		Westbound	1	800	0.52	A	0.84	D
9	A St b/w Royal Ave & Hesperian Blvd	Eastbound	2	1600	0.44	A	0.94	E
		Westbound	2	1600	0.85	D	0.62	B
10*	Winton Ave b/w Wright Dr & Stonewall Ave	Eastbound	3	2400	0.42	A	0.72	C
		Westbound	2	1600	0.86	D	0.69	B
11*	Winton Ave b/w I-880 NB Ramps & Santa Clara St	Eastbound	2	1600	0.70	B	1.61	F
		Westbound	2	1600	1.54	F	1.00	F
12	Depot Rd b/w Clawiter Rd & Viking St	Eastbound	1	800	0.73	C	0.59	A
		Westbound	1	800	0.54	A	0.82	D
13	Depot Rd b/w Hesperian Blvd & Adrian Ave	Eastbound	2	1600	0.35	A	0.39	A
		Westbound	2	1600	0.27	A	0.20	A
14*	Industrial Blvd b/w Tennyson Rd & Baumberg Ave	Northbound	2	1600	0.76	C	0.87	D
		Southbound	2	1600	1.00	E	0.95	E
15*	Hesperian Blvd b/w Panama St & Catalpa Way	Northbound	3	2400	0.48	A	0.93	E
		Southbound	3	2400	0.80	C	0.42	A

Notes:

¹Number of Lanes per direction; Does not include TWLTL medians or turn pockets at intersections.

²Capacity = 800 vehicles per hour per lane.

³V/C: Volume-to-capacity ratio; Calculated using peak hour Average Daily Traffic (ADT) counts generated from TDM.

⁴LOS: Level of Service.

*Indicates Alameda CTC Congestion Management Program (CMP) roadway with minimum standards of LOS E or better.

Bold indicates unacceptable roadway segment operations.

Based on the analysis results, TJKM provides mitigations to improve intersection operations and roadway segment operations for pedestrians, bicyclists and vehicles. TJKM also considered improvements proposed in the General Plan, Bicycle and Pedestrian Master Plan, and Downtown Specific Plan for the City of Hayward. The above-mentioned mitigations and proposed improvements are summarized in Section 5 of this report.

City of Hayward Citywide Intersection Improvement Project Future Conditions LOS - Zone 1



Figure - 25

City of Hayward Citywide Intersection Improvement Project Future Conditions LOS - Zone 2



Figure - 26

City of Hayward Citywide Intersection Improvement Project Future Conditions LOS - Zone 3

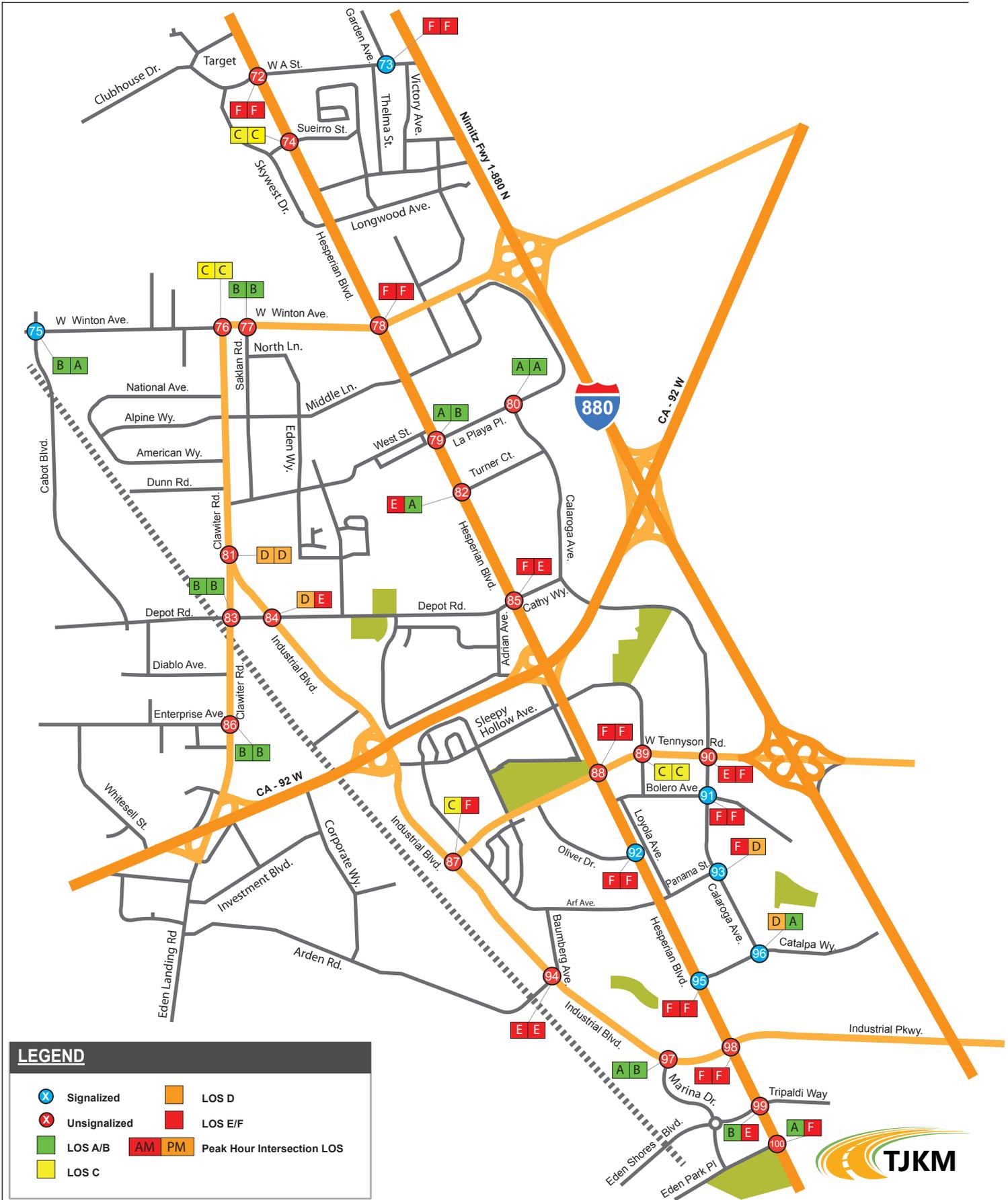
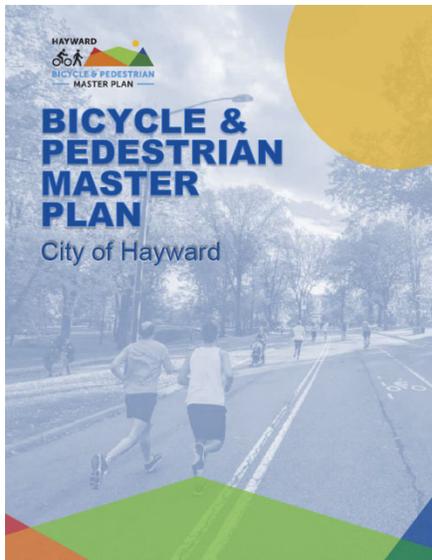


Figure - 27

CHAPTER 4. DOCUMENT REVIEW

A comprehensive review of prior planning decisions and technical studies is essential to acquire a full understanding of City polices and a study area's existing conditions, to explore opportunities of incorporating City and County planning goals and objectives, and to ensure alternatives are developed consistent with local and regional policies, standards and guidelines. The documents that have been reviewed for the City of Hayward include local plans, regional transportation plans, and regional active transportation plans. In addition, this review focuses on the City's planned multimodal improvements for this Citywide Multimodal Study to build upon and identify any gaps that need to be addressed. Some plans have specific planned projects listed while others have vision, goals and objectives. Detailed policies, programs, and projects are summarized in **Table 16**.

Hayward Bicycle and Pedestrian Master Plan Update



The City of Hayward has developed the Bicycle and Pedestrian Master Plan to update and replace the 2007 Bicycle Master Plan. The updated plan is used by the City and other relevant agencies to guide, prioritize and implement a comprehensive network of bicycle and pedestrian facilities. The plan guides the City in providing a safe, comfortable, convenient and connected transportation network for people of all ages and abilities, and is supported by programs and policies promoting complete communities and sustainable transportation. The goals of the Plan include increasing safety for cyclists and pedestrians travelling in the City of Hayward, providing complete streets, providing a connected network and continuous system of active transportation facilities that accommodate daily needs of people of all ages and abilities, and obtaining and maintaining funding for implementation

and maintenance of said facilities.

The Existing Conditions Report of the Master Plan analyzed bicycle Level of Traffic Stress (LTS), pedestrian- and bicycle-related collisions and high injury corridors within the City of Hayward. Findings of the report include the following:

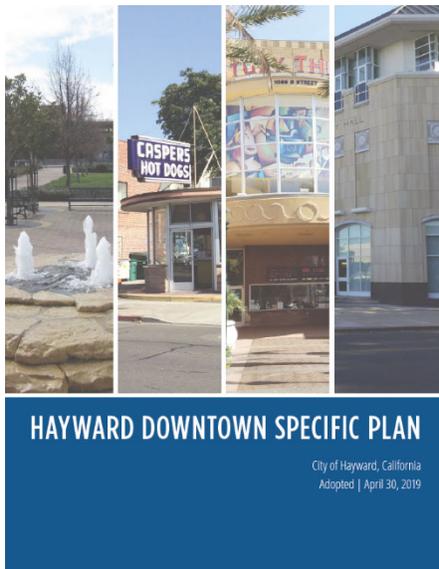
- 3.4% of Hayward residents bike and walk to work with a majority being low-income residents and young families/professionals
- The majority of trips in Hayward are internal, allowing for potential growth in active transportation use
- The majority of arterial streets in the City are high-stress segments for bicyclists
- Arterial roadways with posted speeds of 35 miles per hour or higher pose an increased risk for pedestrians and bicyclists

The Plan recommends improvements to the City's bicycle and pedestrian networks, transit infrastructure and priority intersections. Recommendations include separated bikeways, trail network expansions and neighborhood bikeways along the bicycle network; ADA curb ramps, high-visibility crosswalks, midblock rectangular rapid flashing beacons (RRFBs), curb extensions, signal improvements and midblock pedestrian hybrid beacons along the pedestrian network; and shared Class II bike lane and bus stop lane and floating bus boarding islands along priority transit corridors.

The following intersections are identified as priority intersections because they exhibit higher pedestrian collision rates than observed in the rest of the network:

- West Tennyson Road and Huntwood Avenue
- Jackson Street and Silva Avenue/Meek Avenue
- Whipple Road and Dyer Street
- Foothill Boulevard and City Center Drive

City of Hayward Downtown Specific Plan and Code (2019)



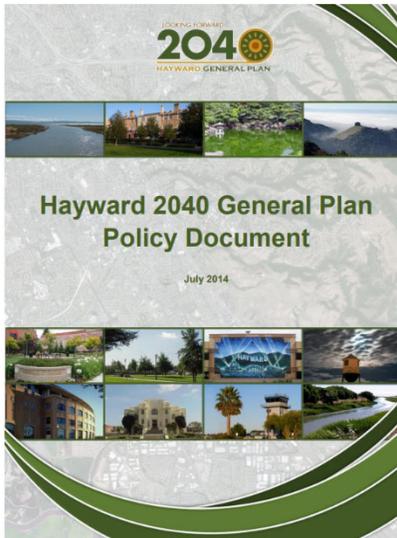
The City of Hayward Downtown Specific Plan (DTSP) and Code serves as a strategy to reach the community's vision for a safe and historical-rich downtown area that provides vibrant multimodal networks and acts as a destination for residents and visitors. The DTSP encompasses a Plan Area generally bounded by Grand Street to the west, E Street to the south, 3rd Street to the east, and Hazel Avenue to the north; and discusses short- and long-term goals, mobility improvements, infrastructure standards, and development codes. Chapter 6, the Development Code section of the Plan, details Downtown zone classifications, zone standards, and permits and procedures required for different development projects. The Code details zoning standards and procedures for implementation of the DTSP. Its purpose is to protect the community's safety, welfare, and culture from adverse effects

of land use changes, new developments, and modifications to existing developments. The Code applies to the following zones in the Plan Area, listed from least urban to most urban: Neighborhood Edge (NE), Neighborhood General (NG), Urban Neighborhood (UN), Downtown Main Street (DT-MS), and Urban Center (UC). The Code identifies standards for setbacks, driveways, building height, footprint, etc. for developments in each zone. Developments such as Central-City residential, Central-City commercial, planned development and open space are exempt from the Code and subject to standards in the Hayward Municipal Code.

The plan identifies short term, midterm, long term and final vision buildout improvements ranging five, five to ten, 11-15 and 15-20 years, respectively. These improvements are detailed in **Table 16** at the end of this document. Aside from major roadway improvements, the plan also proposes intersection, pedestrian, bicycle, greening, median and open space improvements.

Proposed improvements include bulbouts and high-intensity activated crosswalks (HAWK) at intersections; parklets, lighting and benches along the pedestrian network; and sidewalk bike racks and bike corrals for bicycle parking. Additional proposed improvements include implementing tree wells and planting strips for greening along Foothill Boulevard; reconstructing the median island at the Foothill Boulevard/Mission Boulevard/D Street intersection; and programming of open space such as plazas and event space.

City of Hayward 2040 General Plan Update and General Plan EIR (2014)



Adopted in 2014, the City of Hayward 2040 General Plan consists of a Background Report, detailing 2012 demographic, land use, economic, etc. conditions, and a Policy Document, consisting of principles, policies, and goals to be considered in decision-making processes for the City. The General Plan consists of eight guiding principles which prioritize the enhancement of youth programs, safety and cleanliness of neighborhoods, technological infrastructure, business opportunities, Downtown streetscape and destinations, community character and college relations, alternative transportation facilities, and environmental habitats and resources. This document sets 12 mobility goals that aim to improve local multimodal systems, regional transportation connections, development of complete streets, local traffic circulation and operations, pedestrian

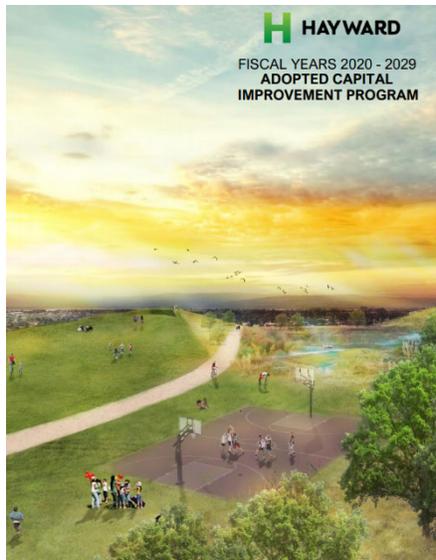
facilities, bicycle networks, coordination with and between public transit agencies, automobile traffic congestion, parking demand/supply, airport operations, safety and efficiency of goods movement, and transportation funding.

Two amendments to the Hayward 2040 General Plan establish Vehicle Miles Traveled (VMT) as a California Environmental Quality Act (CEQA) threshold for transportation impact analysis, consistent with Senate Bill 743 (SB 743), and new Greenhouse Gas (GHG) emission reduction goals. The amendments conform with the adopted SB 743 legislation, which changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers to measuring the impact of driving. VMT measures the total amount of driving over a given area, and connects the environmental impacts of driving from transportation to State greenhouse gas emissions reduction goals. As per the General Plan Amendments, the City will “adopt new VMT thresholds to reduce VMT Per Capita and VMT Per Employee and consider the adoption of local Level of Service guidelines to support the expansion of a multimodal network for projects that increase transit ridership, biking and walking”. Additionally, the City will work to reduce community based and municipal GHG emissions to the following:

- 20% below 2005 baseline levels by 2020
- 30% below 2005 baseline levels by 2025
- 55% below 2005 baseline levels by 2030

Additionally, the City and community will develop a plan that aims to reduce community based GHG emissions to achieve carbon neutrality by 2045.

City of Hayward Adopted Capital Improvement Program (FY 2020-29)

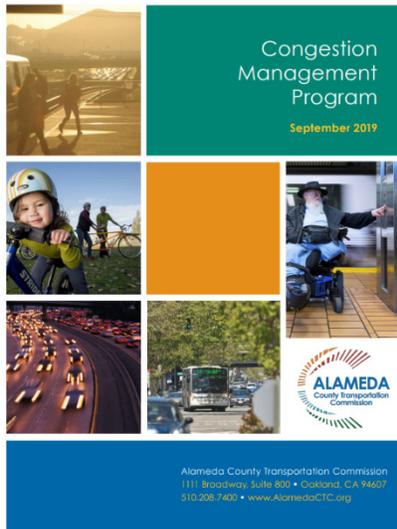


The Hayward Capital Improvement Program (CIP) for the fiscal years of 2020-2029 was adopted in May 2019. The Hayward CIP is a planning document which supports the City Council's priorities of Safe, Clean, Green, and Thrive and includes revenue and expenditure estimates for proposed and planned public infrastructure projects. This document includes 255 projects, and estimates a \$147.83 million budget and \$410.40 million of unfunded capital needs. Funded projects are supported by several funding sources including state and federal grants, government and internal service funds, Measure C, Gas Tax, Measure B and enterprise and utility profits. The document organizes CIP improvements based on the City Council priority they align with. CIP improvement projects are as follows:

- Safety: New Fires Station No. 6 and Fire Training Center; Water systems improvements
- Clean: Sewer Collection System pipeline improvements; Water Pollution Control Facility improvements
- Green: Recycled Water project; Groundwater Sustainability Plan; Solar Energy installations; Fleet Management Program
- Thrive: Street and Roadway improvements; Municipal Lot 7, D-1 and D-2 improvements; Sidewalk installments and improvements; 21st Century Library and Community Learning Center and Heritage Plaza Arboretum; Downtown Specific Plan Implementation Project; Hayward Boulevard Traffic Calming Project; Hayward Executive Airport improvements; Information Technology replacements; La Vista Park project; Tennyson Road Complete Streets Feasibility Study; South Hayward Youth and Family Center

Table 16 details the capital budget for the major projects listed above.

Alameda CTC Deficiency Plan Guidelines (2017)



The Deficiency Plan Guidelines were developed as part of the Alameda County Transportation Commission (CTC) Congestion Management Program (2017). This plan guides jurisdictions in efforts to remain in compliance with the CTC's Congestion Management Program (CMP) and provides methods to improve conditions for roadways that do not meet CMP standards. The guidelines establish roadway capacity standards, deficiency plan standards and requirements, and acceptable implementation actions. The Alameda CTC identifies deficient roadways through LOS monitoring of roadway segments under p.m. peak conditions. If a roadway does not meet LOS standards after applying required exemptions, it is identified as deficient and the relative jurisdiction must prepare a deficiency plan to improve the roadway conditions.

The following types of travel are exempt from deficiency identification:

- Interregional travel
- Construction, rehabilitation or maintenance of facilities that impact the transportation system
- Freeway ramp metering
- Traffic signal coordination by state or local agency
- Traffic generated by the provision of low to very low income housing
- Traffic generated by high-density residential development within one-fourth mile of a fixed rail passenger station; and
- Traffic generated by any mixed-use development located within one-fourth mile of a fixed rail passenger station; and if more than half of the land area or floor area of the mixed use development is used for high density residential housing.

Deficiency plans are evaluated based on the following criteria:

- Completeness of requirements defined in California Government Code Section 65089.5,
- Suitability of the Deficiency Plan actions in relation to the level of deficiency present,
- Dependability of plan funds,
- Capacity of implementation (actions can be implemented with relative ease), and
- Practicality of implementation schedule.

Climate Action Plan (2014)

The City of Hayward Climate Action Plan was developed in 2009 and later adopted into the City's 2040 General Plan in 2014. The Climate Action Plan consists of policies and programs

which aim to achieve greenhouse gas reductions from 2005 baseline levels of 20 percent by year 2020, 62.7 percent by year 2040, and 82.5 percent by year 2050. This plan also includes a timeline of implementation programs to guide efforts from 2014-2040, shown in **Table 16**. Some programs highlighted in the plan include water conservation programs, environmental education programs, and City employee car and bike share programs. Transportation-related policies of the Plan include support of high-density transit-oriented development, encouragement of bicycling, walking and transit amenities, consideration of pedestrian needs, development of a continuous pedestrian system, collaboration with BART and AC Transit for service expansions, support of programs that increase vehicle occupancy, etc.

Table 16: Matrix of Planning Goals, Policies and Projects

Document	Plans, Policies, Goals and Proposed Projects																																						
<p>Hayward Bicycle and Pedestrian Master Plan Update</p>	<p>The following bicycle recommendations are proposed as part of the Bicycle and Pedestrian Master Plan Update:</p> <ul style="list-style-type: none"> • 32 mi of Class I paths • 35 mi of Class II bike lanes • 18 mi of Class III bike routes • 68 mi of Class IV separated bike lanes <p>The following table details costs of the improvements recommended by the Plan:</p> <table border="1" data-bbox="435 548 1433 779"> <thead> <tr> <th data-bbox="435 548 727 615">Component</th> <th data-bbox="727 548 1068 615">Low End Estimate (\$Million)</th> <th data-bbox="1068 548 1433 615">High End Estimate (\$Million)</th> </tr> </thead> <tbody> <tr> <td data-bbox="435 615 727 646">Bicycle Network</td> <td data-bbox="727 615 1068 646">\$25.9</td> <td data-bbox="1068 615 1433 646">\$43.3</td> </tr> <tr> <td data-bbox="435 646 727 678">Pedestrian Network</td> <td colspan="2" data-bbox="727 646 1433 678">\$61.2</td> </tr> <tr> <td data-bbox="435 678 727 745">Transit Supportive Facilities</td> <td colspan="2" data-bbox="727 678 1433 745">\$9.6</td> </tr> <tr> <td data-bbox="435 745 727 779">Total</td> <td data-bbox="727 745 1068 779">\$96.7</td> <td data-bbox="1068 745 1433 779">\$114.1</td> </tr> </tbody> </table>			Component	Low End Estimate (\$Million)	High End Estimate (\$Million)	Bicycle Network	\$25.9	\$43.3	Pedestrian Network	\$61.2		Transit Supportive Facilities	\$9.6		Total	\$96.7	\$114.1																					
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<p>Hayward Downtown Specific Plan (2019)</p>	<p>The following table discusses street modifications proposed in the DTSP:</p> <table border="1" data-bbox="435 884 1433 1883"> <thead> <tr> <th data-bbox="435 884 727 915">Location</th> <th data-bbox="727 884 987 915">Phase</th> <th data-bbox="987 884 1433 915">Proposed Improvement</th> </tr> </thead> <tbody> <tr> <td data-bbox="435 915 727 1014">Main Street b/w McKeever Ave & D St</td> <td data-bbox="727 915 987 1014">Short Term</td> <td data-bbox="987 915 1433 1014">Main Street Complete Streets project.</td> </tr> <tr> <td data-bbox="435 1014 727 1081">2nd Street</td> <td data-bbox="727 1014 987 1081">Short Term</td> <td data-bbox="987 1014 1433 1081">2nd Street road diet and bike lane within DTSP area.</td> </tr> <tr> <td data-bbox="435 1081 727 1180">Foothill Boulevard b/w D St & City Center Dr</td> <td data-bbox="727 1081 987 1180">Short Term</td> <td data-bbox="987 1081 1433 1180">Foothill Boulevard single-lane reduction and two-way cycle track.</td> </tr> <tr> <td data-bbox="435 1180 727 1247">Mission Boulevard b/w A St & D St</td> <td data-bbox="727 1180 987 1247">Short Term</td> <td data-bbox="987 1180 1433 1247">Mission Boulevard single-lane reduction and two-way cycle track.</td> </tr> <tr> <td data-bbox="435 1247 727 1339">A Street b/w Mission Blvd & Foothill Blvd</td> <td data-bbox="727 1247 987 1339">Short Term</td> <td data-bbox="987 1247 1433 1339">A Street two-way conversion.</td> </tr> <tr> <td data-bbox="435 1339 727 1467">Foothill Boulevard/A Street and Foothill Boulevard/D Street</td> <td data-bbox="727 1339 987 1467">Mid Term</td> <td data-bbox="987 1339 1433 1467">Realign channelized turn pockets.</td> </tr> <tr> <td data-bbox="435 1467 727 1564">C Street b/w Mission Blvd & 2nd St</td> <td data-bbox="727 1467 987 1564">Mid Term</td> <td data-bbox="987 1467 1433 1564">C Street two-way conversion.</td> </tr> <tr> <td data-bbox="435 1564 727 1631">1st Street b/w C St & D St</td> <td data-bbox="727 1564 987 1631">Mid Term</td> <td data-bbox="987 1564 1433 1631">1st Street two-way conversion.</td> </tr> <tr> <td data-bbox="435 1631 727 1728">Mission Boulevard b/w Five Flags & Industrial Pkwy</td> <td data-bbox="727 1631 987 1728">Mid Term</td> <td data-bbox="987 1631 1433 1728">Add northbound and southbound bike lanes on Mission Boulevard.</td> </tr> <tr> <td data-bbox="435 1728 727 1824">B Street b/w Watkins St & Foothill Blvd</td> <td data-bbox="727 1728 987 1824">Mid Term</td> <td data-bbox="987 1728 1433 1824">B Street two-way conversion.</td> </tr> <tr> <td data-bbox="435 1824 727 1883">Mission Boulevard</td> <td data-bbox="727 1824 987 1883">Long Term</td> <td data-bbox="987 1824 1433 1883">Mission Boulevard two-way conversion within DTSP area.</td> </tr> </tbody> </table>			Location	Phase	Proposed Improvement	Main Street b/w McKeever Ave & D St	Short Term	Main Street Complete Streets project.	2 nd Street	Short Term	2 nd Street road diet and bike lane within DTSP area.	Foothill Boulevard b/w D St & City Center Dr	Short Term	Foothill Boulevard single-lane reduction and two-way cycle track.	Mission Boulevard b/w A St & D St	Short Term	Mission Boulevard single-lane reduction and two-way cycle track.	A Street b/w Mission Blvd & Foothill Blvd	Short Term	A Street two-way conversion.	Foothill Boulevard/A Street and Foothill Boulevard/D Street	Mid Term	Realign channelized turn pockets.	C Street b/w Mission Blvd & 2 nd St	Mid Term	C Street two-way conversion.	1 st Street b/w C St & D St	Mid Term	1 st Street two-way conversion.	Mission Boulevard b/w Five Flags & Industrial Pkwy	Mid Term	Add northbound and southbound bike lanes on Mission Boulevard.	B Street b/w Watkins St & Foothill Blvd	Mid Term	B Street two-way conversion.	Mission Boulevard	Long Term	Mission Boulevard two-way conversion within DTSP area.
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Multimodal Improvement Plan TIF Nexus Study

Climate Action Plan (2014)	The following table shows the implementation timeline for the Climate Action Plan Policies & Programs:						
	Policy	Implementation Timeline	2014-16	2017-19	2020-40	Annual	Ongoing
	M 18	City Commuter Benefits					X
	LU 1	Comprehensive Zoning Ordinance Update	X				
	NR 16	Green Portal	X				X
	M 9	Improved Traffic Flow Program		X			
	M 11	Pedestrian Master Plan		X			
	M12	Shuttle Service Study		X			
	M16	Citywide TDM Plan		X			
	M 19	TDM Amendments		X			
	M 20	Off-Street Parking Regulations Comprehensive Update		X			
	M 12	Downtown Parking Management Plan		X			
	PFS 5	Construction and Demolition Debris Recycling Ordinance		X			
	PFS 6	Rainwater Harvesting and Greywater Systems		X			
	M 17	City Employee Car/Bike Share Programs			X		
M 22	Truck Routes Study			X			
NR 11	City Building Audits and Reports			X			

CHAPTER 5. MULTIMODAL IMPROVEMENT PROJECTS AND ACTION PLAN

This Chapter of the report presents the proposed multimodal improvement projects and cost estimates under Existing and Future Conditions. The proposed mitigations were developed based on previous transportation plans in the City of Hayward, along with mitigations prepared as part of this study. Referenced plans include the City of Hayward Bicycle and Pedestrian Master Plan, the 2040 General Plan and the Downtown Specific Plan, and additional information provided by the City of Hayward staff. The proposed improvements and cost estimates were approved by the City of Hayward staff. The cost estimates provided in this Chapter are used to estimate the Nexus fee, presented in following sections of this report. This Chapter also details a preliminary action plan for implementation of the proposed improvement projects.

Improvement Projects Methodology

Mitigation Methodology

TJKM developed mitigations for the study intersections based on the synchro analysis for Existing and Future Conditions and considering proposed improvements from the Hayward Downtown Specific Plan (2019) and the Hayward Bicycle and Pedestrian Master Plan (2020). This study does not consider the mitigations in the General Plan which were labelled as infeasible or any mitigations that conflict with existing infrastructure. The City provided near-term and mid-term pedestrian, bicycle and vehicle improvements proposed on E. 14th Street/Mission Boulevard and Fremont Boulevard by the Alameda County Transportation Commission (ACTC) to be included in the cost estimate calculations. The study considers improvements from all three plans and the near-term/mid-term improvements, except where the proposed improvements conflict with each other, in which the Bicycle and Pedestrian Master Plan improvements were prioritized, or they are already completed. Additionally, TJKM developed mitigations at the study intersections based on the level of service (LOS) results of the intersection analyses under Existing and Future (2040) conditions. These mitigations are only proposed at intersections and do not make changes to roadway segments in order to avoid conflict with the adopted City of Hayward plans.

Cost Estimate Methodology

Cost estimates for the bicycle and pedestrian improvements were developed via pre-calculated project costs provided in Appendix A of the Bicycle and Pedestrian Master Plan, and unit costs for bicycle and pedestrian facilities in Appendix F of the Bicycle and Pedestrian Master Plan. The Plan provides low-cost and high-cost scenarios which are also considered in this study. Cost estimates for the vehicle improvements were developed via typical unit costs for roadway and intersection facilities. The City provided unit costs for some pedestrian crossing treatments along with preliminary cost estimates from the Main Street Complete Streets Project, which were used to calculate costs for proposed pedestrian improvements. The cost estimates were separated into the following categories: bicycle projects, pedestrian projects, transit projects and vehicle projects. The bicycle, pedestrian and transit project lists provide low- and high-cost estimates, and the vehicle projects provide existing and future mitigations cost estimates. The vehicle cost estimates are calculated for existing and future mitigations proposed to improve LOS under the Existing and Future (2040) Conditions analyses performed as part of the Hayward Citywide Multimodal Improvement Study.

Action Plan Methodology

The projects are categorized into short-term, near-term and long-term projects based on the Bicycle and Pedestrian Master Plan and information provided by the City. The Bicycle and Pedestrian Master Plan prioritizes projects based on implementation timelines and available funding sources. Projects that close gaps in existing transportation networks and provide direct access to transit and schools are categorized as near-term and should be implemented within the next five years. Projects that improve large arterial facilities are categorized as long-term and should be implemented five to ten years after adoption. The Bicycle and Pedestrian Master Plan provides funding sources for each project, however, this study only considers funding expected to be received based on funding received by the City for the past five years. The potential funding sources should be updated as the City receives more or less funding in the future.

Multimodal Improvement Projects

The proposed mitigations and their respective costs are categorized into tables for bicycle, pedestrian and vehicle projects. **Table 17** summarizes the total costs calculated for the projects in the City of Hayward.

Bicycle Projects

The bicycle projects improve access and safety of bicyclists in the City of Hayward transportation network. The goals of these projects are to improve bicycle safety, eliminate obstructions to bicycle travel, and encourage bicycle transportation. Bicycle projects include gap closures, facility-type enhancements, and connectivity to other transportation facilities. The bicycle projects conform to the existing transportation network and avoid conflicts with pedestrian, transit and vehicle projects and approved plans in the City of Hayward. The projects are from the Bicycle and Pedestrian Master Plan, Downtown Specific Plan, 2040 General Plan, and Mid-term and Near-term improvements summary provided by the City of Hayward. Additionally, the City of Hayward and TJKM replaced some projects from the plans with improvements that fit within the existing and future planned transportation network. Separate bicycle facilities are assumed as Class II bike lanes at intersection approaches, especially at intersections where addition of turn lanes are proposed. **Table 18** lists the bicycle network improvement projects along with their costs and action plan categorizations at the end of this Chapter.

Pedestrian Projects

The pedestrian projects improve access and safety of pedestrians in the City of Hayward transportation network with a focus near transit stops and schools. The goal of these projects is to encourage walking, lowering vehicle speeds and improving connection to transit centers. Pedestrian projects include road diets, sidewalk and crossing enhancements, trail improvements, and ADA accessibility enhancements. The pedestrian projects conform to the existing roadway network and avoid conflicts with bicycle, transit and vehicle projects and approved plans in the City of Hayward. The projects are from the Bicycle and Pedestrian Master Plan, Downtown Specific Plan, and Mid-term and Near-term improvements summary provided by the City of Hayward. Additionally, the City of Hayward and TJKM replaced some projects from the plans with improvements that fit within the existing and future planned transportation network. **Table 19** lists the pedestrian network improvement projects along with their costs and action plan categorizations at the end of this Chapter.

Transit Projects

The transit projects improve accessibility under Existing and Future Conditions. Additionally, improving transit amenities encourages transit usage and thus may reduce vehicular traffic at intersections and roadways. Transit projects include improvement and addition of bus stops and increased frequency of bus stops. Additional costs consist of roadway changes to accommodate the transit improvements, such as travel lane, parking lane, and median reductions and removals. The projects are from the Bicycle and Pedestrian Master Plan. Additionally, the City of Hayward and TJKM replaced some projects from the plans with improvements that fit within the existing and future planned transportation network. **Table 20** lists the transit improvement projects along with their costs and action plan categorizations at the end of this Chapter.

Vehicle Projects

The vehicle projects improve intersection and roadway operations under Existing and Future Conditions. Vehicle projects include addition of turn lanes at intersections, signal timing improvements, controller improvements, and signalization of stop-controlled intersections. Roadway segment widening projects are not recommended in this study. The vehicle projects conform to the existing transportation network and avoid conflicts with bicycle, pedestrian and transit projects and approved plans in the City of Hayward. The vehicle projects were developed by TJKM based on results from the intersection level of service performed for Existing and Future Conditions and approved by the City, and projects from the 2040 General Plan and the Mid-term and Near-term improvements summary provided by the City of Hayward. **Table 21** lists the vehicle projects along with their costs and action plan categorizations at the end of this Chapter.

Cost Estimate Calculations

Table 17 summarizes the total costs calculated for the projects in the City of Hayward. Detailed cost estimate tables for bicycle, pedestrian, transit and vehicle projects are included on the following pages.

Table 17: Total Cost Estimates

Project Category	Low Cost	High Cost	Existing Cost	Future Cost
Bicycle	\$7.3 million	\$18.4 million	-	-
Pedestrian	\$108.3 million	\$124 million	-	-
Transit	\$1.9 million	\$14.9 million		
Vehicle	-	-	\$5.2 million	\$25.1 million

Action Plan

The Action Plan categorizes each project into short-term, near-term and long-term projects. Implementation of the improvement projects are consistent with the Bicycle and Pedestrian Master Plan and are as follows:

- Short-Term: Implement immediately
- Near-Term: Implement within the next 5 years

- Long-Term: Implement 5-10 years after Plan approval.

The bicycle, pedestrian and transit improvement projects are categorized based on the Bicycle and Pedestrian Master Plan and information provided by the City. The vehicle projects are separated into Existing Conditions improvements and Future Conditions improvements. The improvements under Existing Conditions are considered near-term projects, and improvements under Future Conditions are considered long-term projects in the Action Plan.

The proposed projects, costs and action plan categories are summarized in the following tables.

Table 18: Bicycle Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	per Unit	Area	Total Cost	Total Cost (High Cost of Range)	Action Plan
159A	Watkins Street	Fletcher Lane to Jackson Street	Class II Buffered Bicycle Lane				\$ 9,512.00		Near Term
159B	Watkins Street	Jackson Street to B Street	Class II Bicycle Lane				\$ 15,100.00		Near Term
189A	Florida Street	Calaroga Avenue to Miami Avenue	Class III Bicycle Boulevard				\$ 12,183.00		Near Term
101A	A Street	Skywest Drive to Princeton Street	Class IV Separated Bikeway				\$ 97,269.27	\$ 690,645.27	Long Term
101A	A Street	Hesperian Boulevard to S Garden Avenue	Class II Buffered Bicycle Lane for 0.5 mi	\$ 232,000.00	Mile	0.5	\$ 116,000.00		Long Term
101A	A Street	Happyland Ave to Fuller Avenue	Class II Buffered Bicycle Lane for 285 ft	\$ 232,000.00	Mile	0.053977	\$ 12,522.73		Long Term
101B	A Street	Princeton Street to Grand Street	Class II Buffered Bicycle Lane for 0.4 mi	\$ 232,000.00	Mile	0.4	\$ 92,800.00		Long Term
101C	A Street	Grand St to Watkins St	Class II Buffered Bicycle Lane for 0.2 mi	\$ 232,000.00	Mile	0.2	\$ 46,400.00		Long Term
101C	A Street	Watkins St to Mission Blvd	Class III Bike Route	\$ 28,000.00	Mile	0.04	\$ 1,120.00		Long Term
101D	A Street	Mission Boulevard to 4th Street	Class II Bike Lane	\$ 151,000.00	Mile	0.6	\$ 90,600.00		Long Term
115A	Tennyson Road	Industrial Boulevard to Hesperian Boulevard	Class II Buffered Bicycle Lane				\$ 51,272.00		Near Term
115B	Tennyson Road	Hesperian Boulevard to Calaroga Avenue	Class IV Separated Bikeway				\$ 49,076.00	\$ 217,729.00	Near Term
115B	Tennyson Road	Hesperian Boulevard to Sleepy Hollow Avenue	Class II Bike Lane for 0.1 mi	\$ 151,000.00	Mile	0.1	\$ 15,100.00		Near Term
115C	Tennyson Road	Calaroga Avenue to Patrick Avenue	Class III Bike Route for 0.5 mi	\$ 28,000.00	Mile	0.5	\$ 14,000.00		Near Term
151A	Grand Street	Meek Avenue to D Street	Class II Bicycle Lane for 0.2 mi	\$ 151,000.00	Mile	0.2	\$ 30,200.00		Near Term
151B	Grand Street	D Street to B Street	Class II Bicycle Lane for 0.2 mi	\$ 151,000.00	Mile	0.2	\$ 30,200.00		Near Term
183A	Jackson St/Foothill Boulevard	Santa Clara Street to City Limits North	Class III Bike Route for 2.8 mi	\$ 28,000.00	Mile	2.8	\$ 78,400.00		Near Term & Long Term
117A	Industrial Pkwy/Alquire Rd	Hesperian Boulevard to Hopkins Street	Class IV Separated Bikeway				\$ 59,552.00	\$ 374,783.00	Long Term
117A	Industrial Pkwy/Alquire Rd	Hall Road to Hopkins Street	Class II Bicycle Lane for 0.4 mi	\$ 151,000.00	Mile	0.4	\$ 60,400.00		Long Term
117B	Industrial Pkwy/Alquire Rd	Hopkins Street to Mission Boulevard	Class IV Separated Bikeway				\$ 276,372.00	\$ 1,381,888.00	Long Term
117B	Industrial Pkwy/Alquire Rd	I880 SB Ramps to Stratford Rd	Class III Bike Route for 0.3 mi	\$ 28,000.00	Mile	0.3	\$ 8,400.00		Long Term
117B	Industrial Pkwy/Alquire Rd	Ruus Road to Taylor Avenue	Class II Bicycle Lane for 0.6 mi	\$ 151,000.00	Mile	0.6	\$ 90,600.00		Long Term
117B	Industrial Pkwy/Alquire Rd	Mission Hills of Hayward Golf Course to Mission Blvd	Class II Bicycle Lane for 0.3 mi	\$ 151,000.00	Mile	0.3	\$ 45,300.00		Long Term
117D	Industrial Pkwy/Alquire Rd	Vanderbildt Street to Cantera Drive	Class III Bicycle Boulevard				\$ 31,309.00		Long Term
165B	Mission Boulevard	Fairway Street to A Street	Class IV Separated Bikeway				\$ 363,436.14	\$ 3,186,466.00	Near Term & Long Term
105A	Winton Avenue/D Street	San Francisco Bay Trail to Bay Trail Parking Lot	Class I Multi-Use Path				\$ 146,664.00		Long Term
105B	Winton Avenue/D Street	Bay Trail Parking Lot to Cabot Boulevard	Class III Bicycle Boulevard				\$ 51,352.00		Near Term
105C	Winton Avenue/D Street	Cabot Boulevard to Clawiter Road	Class IV Separated Bikeway				\$ 103,824.00	\$ 376,671.00	Near Term
105D	Winton Avenue/D Street	Clawiter Road to Hesperian Boulevard	Class IV Separated Bikeway				\$ 72,912.00	\$ 264,523.00	Near Term
105E	Winton Avenue/D Street	Hesperian Boulevard to Southland Place	Class II Bicycle Lane for 0.2 mi	\$ 151,001.00	Mile	0.2	\$ 30,200.20		Near Term
105E	Winton Avenue/D Street	Santa Clara Street to Eldoe Drive	Class II Bicycle Lane for 350 ft	\$ 151,001.00	Mile	0.07	\$ 10,570.07		Near Term
105E	Winton Avenue/D Street	Eldo Drive to Amador Street	Class III Bike Route	\$ 28,000.00	Mile	0.12	\$ 3,360.00		Near Term
105E	Winton Avenue/D Street	Amador Street to Soto Road	Class II Bicycle Lane for 0.3 mi	\$ 151,001.00	Mile	0.3	\$ 45,300.30		Near Term
105F	Winton Avenue/D Street	Soto Road to Mission Boulevard	Add buffer to Class II bike lane	\$ 81,000.00	Mile	0.8	\$ 64,800.00		Near Term
105F	Winton Avenue/D Street	Mission Boulevard to Foothill Boulevard	Add Class II bike lane on North Side	\$ 75,500.00	Mile	0.1	\$ 7,550.00		Near Term
105G	Winton Avenue/D Street	2nd St to City Limits (Compass Ct)	Class III Bike Route	\$ 28,000.00	Mile	0.8	\$ 22,400.00		Near Term
102B	B Street	Grand Street to Watkins Street	Class II Bicycle Lane				\$ 11,778.00		Near Term
102C	B Street	Watkins Street to Mission Boulevard	Class III Bicycle Boulevard				\$ 2,882.00		Near Term
102D	B Street	Mission Boulevard to Foothill Boulevard	Class III Bicycle Boulevard				\$ 8,515.00		Near Term
102E	B Street	Foothill Boulevard to 4th Street	Class II Bicycle Lane						Near Term
102E	B Street	Foothill Boulevard to 3rd Street	Class III Bike Route	\$ 28,000.00	Mile	0.2	\$ 5,600.00		Near Term
102E	B Street	3rd Street to 4th Street	Class II Bicycle Lane	\$ 151,000.00	Mile	0.1	\$ 15,100.00		Near Term
102F	B Street	4th Street to Center Street	Class III Bicycle Boulevard				\$ 6,552.00		Near Term
103B	C Street	Alice Street to Grand Street	Class II Bicycle Lane				\$ 5,889.00		Near Term
104A	C Street	Atherton Street to Watkins Street	Class II Bicycle Lane				\$ 2,416.00		Near Term
104B	C Street	Watkins Street to Foothill Boulevard	Class IV Separated Bikeway				\$ 27,552.00	\$ 99,958.00	Long Term
104C	C Street	Foothill Boulevard to 2nd Street	Class IV Separated Bikeway				\$ 13,776.00	\$ 49,979.00	Long Term
158A	Main Street	D Street to McKeever Avenue	Class IV Separated Bikeway				\$ 43,344.00	\$ 157,251.00	Near Term
158B	Main Street	McKeever Avenue to Rose Street	Class II Bicycle Lane				\$ 19,781.00		Near Term
142A	Amador Street/Cypress Avenue	Elmhurst Street to Winton Avenue	Class II Bicycle Lane				\$ 9,362.00		Near Term
142B	Amador Street/Cypress Avenue	Jackson Street to Elmhurst Street	Class II Bicycle Lane				\$ 14,496.00		Near Term
142C	Amador Street/Cypress Avenue	Harder Road to Jackson Street	Class II Bicycle Lane				\$ 19,932.00		Near Term
118A	Industrial Parkway Southwest	Whipple Road to Industrial Parkway West	Class II Bicycle Lane				\$ 75,198.00		Near Term
140A	Hesperian Boulevard	City Limits South (S Pepsi Dr) to Eden Shores Blvd	Class II Bike Lane (one side only)	\$ 75,500.00	Mile	0.3	\$ 22,650.00		Near Term & Long Term
140A	Hesperian Boulevard	Eden Shored Blvd to Tennyson Road	Class III Bike Route	\$ 28,000.00	Mile	1.3	\$ 36,400.00		Near Term & Long Term
140B	Hesperian Boulevard	Tennyson Rd to La Playa Dr	Class III Bike Route	\$ 28,000.00	Mile	1.2	\$ 33,600.00		Near Term & Long Term
140C	Hesperian Boulevard	La Playa Dr to Southland Dr	Class III Bike Route	\$ 28,000.00	Mile	0.2	\$ 5,600.00		Near Term & Long Term
140C	Hesperian Boulevard	Southland Dr to 300 ft n/o Pope Way	Class II Bike Lane	\$ 151,000.00	Mile	0.1	\$ 15,100.00		Near Term & Long Term
140C	Hesperian Boulevard	300 ft N/O Pope Way to City Limits North	Class III Bike Route	\$ 28,000.00	Mile	1.2	\$ 33,600.00		Near Term & Long Term
173A	Elmwood Lane/UPRR Crossing	Santa Clara Street to Amador Street	Class III Bicycle Boulevard				\$ 9,825.00		Long Term
106A	E Street	Main Street to 1st Street	Class II Bicycle Lane				\$ 7,550.00		Near Term
106B	E Street	1st Street to 2nd Street	Class II Bicycle Lane				\$ 6,191.00		Near Term

Table 18: Bicycle Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	per Unit	Area	Total Cost	Total Cost (High Cost of Range)	Action Plan
143A	Patrick Avenue/Gading Road	Tennyson Road to W. Harder Road	Class IV Separated Bikeway				\$ 125,664.00	\$ 455,906.00	Near Term
113A	Depot Road/Cathy Way	Cabot Boulevard to Industrial Boulevard	Class IV Separated Bikeway				\$ 88,704.00	\$ 321,816.00	Long Term
113B	Depot Road/Cathy Way	Industrial Boulevard to Adrian Avenue	Class II Bicycle Lane				\$ 35,787.00		Near Term
113C	Depot Road/Cathy Way	Adrian Avenue to Calaroga Avenue	Class II Buffered Bicycle Lane				\$ 17,864.00		Near Term
153A	Montgomery Avenue	C Street to City Limits North	Class III Bicycle Boulevard				\$ 101,525.00		Near Term
174A	Longwood Avenue	Hesperian Boulevard to Nevada Road	Class III Bicycle Boulevard				\$ 16,113.00		Near Term
149A	Huntwood Avenue	Whipple Road to Industrial Parkway West	Class IV Separated Bikeway				\$ 106,812.00	\$ 408,798.00	Near Term
149A	Huntwood Avenue	San Antonio St to Sandoval Way	Class IV Separated Bikeway	\$ 81,000.00	Mile	0.1	\$ 8,100.00		Near Term
149D	Huntwood Avenue	Schafer Road to Gading Road	Class II Buffered Bicycle Lane				\$ 46,168.00		Near Term
123A	Whipple Road	Dyer St to 765 ft e/o Dyer Street	Class II Bike Lane	\$ 151,000.00	Mile	0.14	\$ 21,140.00		Near Term & Long Term
123A	Whipple Road	765 e/o Dyer St to Wiegman Rd	Class III Bike Route	\$ 28,000.00	Mile	0.3	\$ 8,400.00		Near Term & Long Term
123A	Whipple Road	Wiegman Rd to Amaral St	Class II Bike Lane	\$ 151,000.00	Mile	0.1	\$ 15,100.00		Near Term & Long Term
123A	Whipple Road	Amaral St to Huntwood Ave	Class II Bike Lane (one side only)	\$ 75,500.00	Mile	0.2	\$ 15,100.00		Near Term & Long Term
123A	Whipple Road	Adjust Median Striping on north side	Remove Median Restriping for 530 ft	\$ 0.50	LF	530	\$ 265.00		Near Term & Long Term
123A	Whipple Road	Adjust Median Striping on north side	Replace Median Restriping for 530 ft	\$ 1.50	LF	530	\$ 795.00		Near Term & Long Term
152A	Western Boulevard	A Street to Sunset Boulevard	Class III Bicycle Boulevard				\$ 16,637.00		Near Term
137A	Calaroga Avenue	Catalpa Way to La Playa Drive	Class II Buffered Bicycle Lane				\$ 165,648.00		Near Term
150B	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Raymond Drive to Silva Avenue	Class IV Separated Bikeway				\$ 151,200.00	\$ 548,550.00	Long Term
150C	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Sycamore Street to Jackson Street	Class III Bicycle Boulevard				\$ 10,480.00		Near Term
150D	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Jackson Street to Filbert Street	Class III Bicycle Boulevard				\$ 21,353.00		Near Term
150E	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Meek Avenue to A Street	Class III Bicycle Boulevard				\$ 11,397.00		Near Term
116A	Industrial Boulevard	Tennyson Road to Mt Eden Business Park	Class II Bike Lane	\$ 151,000.00	Mile	0.7	\$ 105,700.00		Near Term
116A	Industrial Boulevard	Depot Road to Clawiter Road	Class II Bike Lane	\$ 151,000.00	Mile	0.2	\$ 30,200.00		Near Term
163A	Dixon Street/12th Street	Industrial Parkway to Tennyson Rd	Class II Buffered Bicycle Lane				\$ 49,184.00		Near Term
163B	Dixon Street/12th Street	Tennyson Road to Jefferson Street	Class III Bicycle Boulevard				\$ 19,257.00		Near Term
126A	McKeever Avenue/City Center Drive	Main Street to Foothill Boulevard	Class III Bicycle Boulevard				\$ 7,598.00		Near Term
126B	McKeever Avenue/City Center Drive	Foothill Boulevard to 2nd Street	Class II Bicycle Lane				\$ 3,775.00		Near Term
112A	Harder Road	Santa Clara Street to W Loop Road	Class IV Separated Bikeway				\$ 411,936.00	\$ 1,494,494.00	Near Term
146A	Tampa Avenue/Gomer Street	Folsom Avenue to Glad Tidings Way	Class II Buffered Bicycle Lane				\$ 40,136.00		Near Term
108A	Elmhurst Street	Santa Clara Street to Amador Street	Class IV Separated Bikeway				\$ 20,832.00	\$ 75,578.00	Long Term
120A	Folsom Avenue	Tampa Avenue to Huntwood Avenue	Class II Bicycle Lane				\$ 37,901.00		Near Term
120B	Folsom Avenue	Havana Avenue to Tampa Avenue	Class III Bicycle Boulevard				\$ 6,943.00		Near Term
167A	Fairway Street	Carroll Avenue to Mission Boulevard	Class III Bicycle Boulevard				\$ 16,506.00		Near Term
185A	Martin Luther King Drive	Winton Avenue to A Street	Class III Bicycle Boulevard				\$ 31,702.00		Near Term
164A	Arrowhead Way	Industrial Parkway to Mission Boulevard	Class III Bicycle Boulevard				\$ 28,820.00		Near Term
107B	Middle Lane/Southland Drive	Eden Avenue to Winton Avenue	Class II Buffered Bicycle Lane				\$ 61,480.00		Near Term
109A	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street/La Playa Drive	Calaroga Avenue to Hesperian Boulevard	Class II Buffered Bicycle Lane				\$ 20,648.00		Long Term
109B	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street	La Playa Drive to Southland Drive	Class II Bicycle Lane				\$ 16,459.00		Long Term
109C	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street	Southland Drive to W Winton Avenue	Class IV Separated Bikeway				\$ 19,488.00	\$ 70,702.00	Long Term
109D	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street	W Winton Avenue to W A Street	Class III Bicycle Boulevard				\$ 39,169.00		Long Term
110A	Orchard Avenue/Hayward Boulevard	Soto Road to Mission Boulevard	Class II Bicycle Lane				\$ 26,274.00		Near Term
110B	Orchard Avenue/Hayward Boulevard	Mission Boulevard to Farm Hill Drive	Class IV Separated Bikeway				\$ 247,296.00	\$ 897,184.00	Near Term
110C	Orchard Avenue/Hayward Boulevard	Farm Hill Drive to Fairview Avenue	Class III Bicycle Boulevard				\$ 57,509.00		Near Term
181A	Highland Boulevard	Mission Boulevard to University Court	Class III Bicycle Boulevard				\$ 50,959.00		Near Term
172A	Fletcher Lane	Watkins Street to Mission Boulevard	Class II Bicycle Lane				\$ 2,567.00		Near Term
148A	Ruus Road	Industrial Parkway to Folsom Avenue	Class IV Separated Bikeway				\$ 57,456.00	\$ 208,449.00	Long Term
148B	Ruus Road	Folsom Avenue to Tennyson Road	Class IV Separated Bikeway				\$ 47,712.00	\$ 173,098.00	Long Term
155A	4th Street	D Street to A Street	Class III Bicycle Boulevard				\$ 12,445.00		Near Term
144A	Elridge Avenue I-880 Overcrossing Access-Gomer Street/Underwood Aveue/Elridge Avenue	Underwood Avenue to Tampa Avenue	Class II Bicycle Lane				\$ 9,966.00		Long Term
144B	Elridge Avenue I-880 Overcrossing Access-Gomer Street/Underwood Aveue/Elridge Avenue	Gomer Street to Elridge Avenue	Class III Bicycle Boulevard				\$ 3,144.00		Long Term

Table 18: Bicycle Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	per Unit	Area	Total Cost	Total Cost (High Cost of Range)	Action Plan
144C	Elridge Avenue I-880 Overcrossing Access-Gomer Street/Underwood Avenue/Elridge Avenue	Underwood Avenue to Eden Greenway	Class III Bicycle Boulevard				\$ 23,056.00		Long Term
129C	Whitesell Street/Cabot Boulevard	Depot Road to City Limit - Future SF Bay Trail Access	Class IV Separated Bikeway				\$ 148,848.00	\$ 540,017.00	Long Term
136B	Portsmouth Avenue/Arf Avenue/Panama Street	Baumberg Avenue to Calaroga Avenue	Class IV Separated Bikeway				\$ 63,504.00	\$ 230,391.00	Long Term
170B	Gresel Street	Carroll Avenue to Brae Burn Avenue	Class III Bicycle Boulevard				\$ 11,528.00		Near Term
135B	Skywest Drive	Suerrio Street to Airport Access	Class II Bicycle Lane				\$ 6,040.00		Near Term
135C	Skywest Drive	Airport Access to W A Street	Class II Bicycle Lane				\$ 8,154.00		Near Term
141A	Santa Clara Street/Hathaway Avenue	W Harder Road to W A Street	Class IV Separated Bikeway				\$ 186,144.00	\$ 675,326.00	Long Term
141B	Santa Clara Street/Hathaway Avenue	W A Street to Lansing Way	Class IV Separated Bikeway				\$ 25,536.00	\$ 92,644.00	Long Term
166A	Revere Avenue/Brae Burn Avenue	Lafayette Avenue to Gresel Street	Class III Bicycle Boulevard				\$ 33,536.00		Near Term
166C	Revere Avenue/Brae Burn Avenue	Rousseau Street to St Andrews Street	Class III Bicycle Boulevard				\$ 9,039.00		Near Term
114A	Breakwater Avenue	SF Bay Trail to Whitesell Street	Class II Bicycle Lane				\$ 31,861.00		Near Term
114B	Breakwater Avenue	Whitesell Street to Clawiter Road	Class II Bicycle Lane				\$ 14,949.00		Near Term
131A	Eden Landing Road/Clawiter Road	SF Bay Trail to Arden Road	Class III Bicycle Boulevard				\$ 14,803.00		Long Term
131B	Eden Landing Road/Clawiter Road	Arden Road to Clawiter Road	Class II Buffered Bicycle Lane				\$ 18,792.00		Long Term
131C	Eden Landing Road/Clawiter Road	Eden Landing Road to Breakwater Avenue	Class IV Separated Bikeway				\$ 23,856.00	\$ 86,549.00	Long Term
131D	Eden Landing Road/Clawiter Road	Breakwater Avenue to Depot Road	Class IV Separated Bikeway				\$ 62,832.00	\$ 227,953.00	Long Term
131E	Eden Landing Road/Clawiter Road	Depot Road to Industrial Boulevard	Update Existing Bicycle Route to Bicycle Boulevard	\$ 123,000.00	Mile	0.18	\$ 22,140.00		Long Term
131F	Eden Landing Road/Clawiter Road	Industrial Boulevard to W Winton Avenue	Update Existing Bicycle Route to Bicycle Boulevard	\$ 123,000.00	Mile	0.8	\$ 98,400.00		Near Term
154A	2nd Street	Campus Drive to D Street	Class III Bicycle Boulevard				\$ 42,313.00		Near Term
133A	Arden Road/Baumberg Avenue	Corporate Avenue to Industrial Boulevard	Class II Bicycle Lane				\$ 63,420.00		Long Term
119A	Catalpa Way	Hesperian Boulevard to Miami Avenue	Class II Bicycle Lane				\$ 20,687.00		Near Term
130A	Corsair Boulevard	W Winton Avenue to Clubhouse Drive	Class II Buffered Bicycle Lane				\$ 55,448.00		Near Term
128A	Fairview Avenue	Hayward Boulevard to Woodstock Road	Class II Bicycle Lane				\$ 29,898.00		Near Term
161A	Campus Drive	Hayward Boulevard to Oaks Drive	Class IV Separated Bikeway				\$ 50,400.00	\$ 182,850.00	Long Term
161B	Campus Drive	Oaks Drive to 2nd Street	Class IV Separated Bikeway				\$ 29,904.00	\$ 108,491.00	Long Term
171B	Sunset Boulevard	Western Boulevard to Main Street	Class II Bicycle Lane				\$ 14,345.00		Near Term
177A	San Mateo Bridge Path	San Mateo Bridge to Breakwater Avenue	Class I Multi-Use Path				\$ 314,280.00		Long Term
179A	E Loop Rd/W Loop Rd	Harder Road to Harder Road	Class II Bicycle Lane				\$ 75,500.00		Long Term
	Main Street	A Street to B Street	Class II Buffered Bicycle Lane	\$ 232,000.00	Mile	0.08	\$ 18,560.00		Near Term
	A Street/Clubhouse Drive	West of Hesperian Boulevard	Class II Bicycle Lane	\$ 85,000.00	Mile	0.56	\$ 47,600.00		Long Term
	Pacific Street	North of Industrial Parkway West	Class I Bike Path	\$ 1,164,000.00	Mile	0.4	\$ 465,600.00		Long Term
	Grove Way	Foothill Boulevard to Oak Street	Class II Bike Lane	\$ 151,000.00	Mile	0.06	\$ 9,060.00		Near Term
	Foothill Boulevard	D Street to City Center Drive	Two-Way Cycle Track	\$215,000-\$760000	Mile	0.4	\$ 86,000.00	\$ 304,000.00	Long Term
	Mission Boulevard	A Street to D Street	Two-Way Cycle Track	\$215,000-\$760000	Mile	0.3	\$ 64,500.00	\$ 228,000.00	Long Term
							\$ 7,323,248.71	\$ 18,371,544.57	

- Notes:
- Projects proposed as part of Bicycle & Pedestrian Master Plan.
 - Projects proposed as part of Downtown Specific Plan.
 - Projects Proposed as part of 2040 General Plan.
 - Near-Term Projects from Summary of Near-Term and Mid-Term Improvements provided by City of Hayward.
 - Mid-Term Projects from Summary of Near-Term and Mid-Term Improvements provided by City of Hayward.

Highlighted with Green Text indicates Improvements from Plan(s) changed as per comments provide by City of Hayward Staff.

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
159A	Watkins Street	Fletcher Lane to Jackson Street	ADA Curb Ramps			\$ 43,050.00		Near Term
159B	Watkins Street	Jackson Street to B Street	High-Visibility Crosswalks ADA Curb Ramps			\$ 105,000.00		Near Term
189A	Florida Street	Calaroga Avenue to Miami Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 97,650.00		Long Term
101A	A Street	Skywest Drive to Princeton Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 1,619,520.00		Long Term
101B	A Street	Princeton Street to Grand Street	Signal Improvements Midblock Pedestrian Hvbrid Beacon ADA Curb Ramps			\$ 621,780.00		Long Term
101C	A Street	Grand Street to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 224,130.00		Long Term
101D	A Street	Mission Boulevard to 4th Street	Signal Improvements Midblock Pedestrian Hvbrid Beacon ADA Curb Ramps			\$ 419,340.00		Long Term
127A	Garin Avenue	Mission Boulevard to Larrabee Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 151,300.00		Long Term
115A	Tennyson Road	Industrial Boulevard to Hesperian Boulevard	Signal Improvements ADA Curb Ramps			\$ 532,610.00		Near Term
115B	Tennyson Road	Hesperian Boulevard to Calaroga Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 460,310.00		Near Term
115C	Tennyson Road	Calaroga Avenue to Patrick Avenue	Signal Improvements Midblock Pedestrian Hvbrid Beacon ADA Curb Ramps			\$ 465,130.00		Near Term
115D	Tennyson Road	Patrick Avenue to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 1,911,130.00		Near Term
151A	Grand Street	Meek Avenue to D Street	Signal Improvements Midblock Pedestrian Hvbrid Beacon ADA Curb Ramps			\$ 108,580.00		Near Term
			High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements					

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
151B	Grand Street	D Street to B Street	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps					Near Term
151B	Grand Street	B Street to A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 174,440.00		Near Term
183A	Foothill Boulevard	Santa Clara Street to City Limits North	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon			\$ 1,696,640.00		Near Term & Long Term
		Santa Clara St to City Limits North	RRFB (2 per mile)	\$ 35,360.00	2.8	\$ (198,016.00)		Near Term & Long Term
		Santa Clara St to City Limits North	HAWK Signal (1 per mile) ADA Curb Ramps	\$ 200,000.00	2.8	\$ 672,000.00		Near Term & Long Term
117A	Industrial Pkwy/Alquire Rd	Hesperian Boulevard to Hopkins Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 860,370.00		Long Term
117B	Industrial Pkwy/Alquire Rd	Hopkins Street to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 3,017,320.00		Long Term
117D	Industrial Pkwy/Alquire Rd	Vanderbildt Street to Cantera Drive	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 250,950.00		Long Term
165A	Mission Boulevard	City Limits South to Fairway Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 1,335,140.00		Near Term & Long Term
165B	Mission Boulevard	Fairway Street to A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon			\$ 6,299,740.00		Near Term & Long Term
	Mission Boulevard	Carlos Bee Boulevard to Jackson St/Foothill Blvd	RRFB (2 per mile)	\$ 35,360.00	0.7	\$ (49,504.00)		
	Mission Boulevard	Carlos Bee Boulevard to Jackson St/Foothill Blvd	HAWK Signal (1 per mile) ADA Curb Ramps	\$ 200,000.00	0.7	\$ 168,000.00		
165C	Mission Boulevard	A Street to City Limits North	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 414,520.00		Near Term & Long Term
105B	Winton Avenue/D Street	Bay Trail Parking Lot to Cabot Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 944,720.00		Long Term
105C	Winton Avenue/D Street	Cabot Boulevard to Clawiter Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon			\$ 744,690.00		Near Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
105D	Winton Avenue/D Street	Clawiter Road to Hesperian Boulevard	ADA Curb Ramps					Near Term
			High-Visibility Crosswalks					
			Midblock RRFBs			\$	522,970.00	
			Curb Extensions					
105E	Winton Avenue/D Street	Hesperian Boulevard to Soto Road	Signal Improvements					Near Term
			Midblock Pedestrian Hybrid Beacon					
			ADA Curb Ramps			\$	1,848,470.00	
			High-Visibility Crosswalks					
105F	Winton Avenue/D Street	Soto Road to Foothill Boulevard	Midblock RRFBs			\$	872,420.00	Near Term
			Curb Extensions					
			Signal Improvements					
			Midblock Pedestrian Hybrid Beacon					
105G	Winton Avenue/D Street	Foothill Boulevard to City Limits	ADA Curb Ramps					Near Term
			High-Visibility Crosswalks					
			Midblock RRFBs			\$	766,380.00	
			Curb Extensions					
102B	B Street	Grand Street to Watkins Street	Signal Improvements					Near Term
			Midblock Pedestrian Hybrid Beacon					
			ADA Curb Ramps			\$	187,980.00	
			High-Visibility Crosswalks					
102C	B Street	Watkins Street to Mission Boulevard	Midblock RRFBs			\$	53,020.00	Near Term
			Curb Extensions					
			Signal Improvements					
			Midblock Pedestrian Hybrid Beacon					
102D	B Street	Mission Boulevard to Foothill Boulevard	ADA Curb Ramps					Near Term
			High-Visibility Crosswalks					
			Midblock RRFBs			\$	156,650.00	
			Curb Extensions					
102E	B Street	Foothill Boulevard to 4th Street	Signal Improvements					Near Term
			Midblock Pedestrian Hybrid Beacon					
			ADA Curb Ramps			\$	281,970.00	
			High-Visibility Crosswalks					
102F	B Street	4th Street to Center Street	Midblock RRFBs			\$	563,940.00	Near Term
			Curb Extensions					
			Signal Improvements					
			Midblock Pedestrian Hybrid Beacon					
103B	C Street	Alice Street to Grand Street	ADA Curb Ramps					Near Term
			High-Visibility Crosswalks					
			Midblock RRFBs			\$	69,420.00	
			Curb Extensions					
104A	C Street	Atherton Street to Watkins Street	Signal Improvements					Near Term
			ADA Curb Ramps			\$	16,800.00	
104B	C Street	Watkins Street to Foothill Boulevard	High-Visibility Crosswalks					Near Term
			ADA Curb Ramps			\$	86,100.00	
104C	C Street	Foothill Boulevard to 2nd Street	High-Visibility Crosswalks					Near Term
			ADA Curb Ramps			\$	43,050.00	

D Street Mission Boulevard to Foothill Boulevard
D Street Mission Boulevard to Foothill Boulevard

RRFB (2 per mile) \$ 35,360.00 0.1 \$ (7,072.00)
HAWK Signal (1 per mile) \$ 200,000.00 0.1 \$ 24,000.00

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
158A	Main Street	D Street to McKeever Avenue	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 229,620.00		Near Term
158B	Main Street	McKeever Avenue to Rose Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 137,550.00		Near Term
142A	Amador Street/Cypress Avenue	Elmhurst Street to Winton Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 110,360.00		Near Term
142B	Amador Street/Cypress Avenue	Jackson Street to Elmhurst Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 170,880.00		Near Term
142C	Amador Street/Cypress Avenue	Harder Road to Jackson Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 318,120.00		Near Term
118A	Industrial Parkway Southwest	Whipple Road to Industrial Parkway West	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 1,200,180.00		Long Term
140A	Hesperian Boulevard	City Limits South to Tennyson Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon			\$ 2,395,540.00		Near Term & Long Term
	Hesperian Boulevard	Eden Shores Blvd to Tennyson Rd	RRFB (2 per mile)	\$ 35,360.00	1.3	\$ (91,936.00)		
	Hesperian Boulevard	Eden Shores Blvd to Tennyson Rd	HAWK Signal (1 per mile) ADA Curb Ramps	\$ 200,000.00	1.3	\$ 312,000.00		
140B	Hesperian Boulevard	Tennyson Road to La Playa Drive	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon			\$ 1,901,490.00		Near Term & Long Term
	Hesperian Boulevard	Tennyson Rd to La Playa Drive	RRFB (2 per mile)	\$ 35,360.00	1.3	\$ (91,936.00)		
	Hesperian Boulevard	Tennyson Rd to La Playa Drive	HAWK Signal (1 per mile) ADA Curb Ramps	\$ 200,000.00	1.3	\$ 312,000.00		
140C	Hesperian Boulevard	La Playa Drive to City Limits North	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon			\$ 2,482,300.00		Near Term & Long Term
	Hesperian Boulevard	La Playa Drive to City Limits North	RRFB (2 per mile)	\$ 35,360.00	1.6	\$ (113,152.00)		Long Term
	Hesperian Boulevard	La Playa Drive to City Limits North	HAWK Signal (1 per mile) ADA Curb Ramps	\$ 200,000.00	1.6	\$ 384,000.00		Long Term
173A	Elmwood Lane/UPRR Crossing	Santa Clara Street to Amador Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 78,750.00		Long Term
106A	E Street	Main Street to 1st Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements			\$ 89,000.00		Long Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
106B	E Street	1st Street to 2nd Street	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 72,980.00		Long Term
113A	Depot Road/Cathy Way	Cabot Boulevard to Industrial Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 469,920.00		Near Term
113B	Depot Road/Cathy Way	Industrial Boulevard to Adrian Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 421,860.00		Near Term
113C	Depot Road/Cathy Way	Adrian Avenue to Calaroga Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 137,060.00		Near Term
153A	Montgomery Avenue	C Street to City Limits North	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 813,750.00		Long Term
174A	Longwood Avenue	Hesperian Boulevard to Nevada Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 129,150.00		Long Term
149D	Huntwood Avenue	Schafer Road to Gading Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements			\$ 403,970.00		Near Term
123A	Whipple Road	Dyer Street to Huntwood Avenue	Midblock Pedestrian Hybrid Beacon ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements			\$ 487,200.00		Long Term
152A	Western Boulevard	A Street to Sunset Boulevard	Midblock Pedestrian Hybrid Beacon ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 133,350.00		Near Term
137A	Calaroga Avenue	Catalpa Way to La Playa Drive	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 749,700.00		Long Term
150B	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Raymond Drive to Silva Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 472,500.00		Long Term
150C	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Sycamore Street to Jackson Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 84,000.00		Long Term
150D	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Jackson Street to Filbert Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 140,180.00		Long Term
150E	Mission Alternative - Whitman St/Silva Ave/Meek Ave/Filbert St	Meek Avenue to A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 74,820.00		Long Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
116A	Industrial Boulevard	Hesperian Boulevard to Clawiter Road	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 1,808,730.00		Near Term
163A	Dixon Street/12th Street	Industrial Parkway to Tennyson Rd	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 222,600.00		Long Term
163B	Dixon Street/12th Street	Tennyson Road to Jefferson Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 126,420.00		Long Term
126A	McKeever Avenue/City Center Drive	Main Street to Foothill Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 49,880.00		Near Term
126B	McKeever Avenue/City Center Drive	Foothill Boulevard to 2nd Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 26,250.00		Near Term
112A	Harder Road	Santa Clara Street to W Loop Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements - W of Mission Blvd Midblock Pedestrian Hybrid Beacon - W of Mission Blvd			\$ 2,488,780.00		Near Term
146A	Tampa Avenue/Gomer Street	Folsom Avenue to Glad Tidings Way	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 181,650.00		Near Term
108A	Elmhurst Street	Santa Clara Street to Amador Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 65,100.00		Long Term
120A	Folsom Avenue	Tampa Avenue to Huntwood Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 263,550.00		Near Term
120B	Folsom Avenue	Havana Avenue to Tampa Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 55,650.00		Near Term
167A	Fairway Street	Carroll Avenue to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 132,300.00		Near Term
185A	Martin Luther King Drive	Winton Avenue to A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 208,120.00		Near Term
164A	Arrowhead Way	Industrial Parkway to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 189,200.00		Near Term
107B	Middle Lane/Southland Drive	Eden Avenue to Winton Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 227,900.00		Near Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
109A	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street/La Playa Drive	Calaroga Avenue to Hesperian Boulevard	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps		\$	93,450.00		Long Term
109B	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street	La Playa Drive to Southland Drive	High-Visibility Crosswalks Midblock RRFBs Curb Extensions		\$	93,740.00		Long Term
109C	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street	Southland Drive to W Winton Avenue	ADA Curb Ramps High-Visibility Crosswalks		\$	49,880.00		Long Term
109D	Hesperian Bypass - La Playa Drive/Southland Place/Stonewall Drive/Thelma Street	W Winton Avenue to W A Street	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps		\$	313,950.00		Long Term
110A	Orchard Avenue/Hayward Boulevard	Soto Road to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps		\$	353,220.00		Near Term
110B	Orchard Avenue/Hayward Boulevard	Mission Boulevard to Farm Hill Drive	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps		\$	1,494,080.00		Near Term
110C	Orchard Avenue/Hayward Boulevard	Farm Hill Drive to Fairview Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps		\$	891,170.00		Long Term
181A	Highland Boulevard	Mission Boulevard to University Court	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps		\$	334,540.00		Long Term
172A	Fletcher Lane	Watkins Street to Mission Boulevard	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps		\$	14,620.00		Near Term
148A	Ruus Road	Industrial Parkway to Folsom Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps		\$	179,550.00		Near Term
155A	4th Street	D Street to A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps		\$	81,700.00		Long Term
144A	Elridge Avenue I-880 Overcrossing Access-Gomer Street/Underwood Aveue/Elridge Avenue	Underwood Avenue to Tampa Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps		\$	56,760.00		Near Term
144B	Elridge Avenue I-880 Overcrossing Access-Gomer Street/Underwood Aveue/Elridge Avenue	Gomer Street to Elridge Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps		\$	25,200.00		Near Term
144C	Elridge Avenue I-880 Overcrossing Access-Gomer Street/Underwood Aveue/Elridge Avenue	Underwood Avenue to Eden Greenway	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps		\$	184,800.00		Near Term
129C	Whitesell Street/Cabot Boulevard	Depot Road to City Limit - Future SF Bay Trail Access	High-Visibility Crosswalks Midblock RRFBs - S of Winton Curb Extensions - S of Winton		\$	465,150.00		Long Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
136B	Portsmouth Avenue/Arf Avenue/Panama Street	Baumberg Avenue to Calaroga Avenue	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 198,450.00		Long Term
170B	Gresel Street	Carroll Avenue to Brae Burn Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 75,680.00		Long Term
135B	Skywest Drive	Suerrio Street to Airport Access	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 34,400.00		Long Term
135C	Skywest Drive	Airport Access to W A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 46,440.00		Long Term
141A	Santa Clara Street/Hathaway Avenue	W Harder Road to W A Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 1,124,620.00		Long Term
141B	Santa Clara Street/Hathaway Avenue	W A Street to Lansing Way	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps			\$ 154,280.00		Long Term
166A	Revere Avenue/Brae Burn Avenue	Lafayette Avenue to Gresel Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements - b/w Lafayette Ave to Revere			\$ 220,160.00		Long Term
166C	Revere Avenue/Brae Burn Avenue	Rousseau Street to St Andrews Street	Ave ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 72,450.00		Long Term
114A	Breakwater Avenue	SF Bay Trail to Whitesell Street	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 181,460.00		Near Term
114B	Breakwater Avenue	Whitesell Street to Clawiter Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions ADA Curb Ramps			\$ 85,140.00		Near Term
131A	Eden Landing Road/Clawiter Road	SF Bay Trail to Arden Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 118,650.00		Long Term
131B	Eden Landing Road/Clawiter Road	Arden Road to Clawiter Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 85,050.00		Long Term
131C	Eden Landing Road/Clawiter Road	Eden Landing Road to Breakwater Avenue	High-Visibility Crosswalks Midblock RRFBs Curb Extensions Signal Improvements ADA Curb Ramps			\$ 74,550.00		Long Term
131D	Eden Landing Road/Clawiter Road	Breakwater Avenue to Depot Road	High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 196,350.00		Long Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
131E	Eden Landing Road/Clawiter Road	Depot Road to Industrial Boulevard	ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 84,000.00		Long Term
131F	Eden Landing Road/Clawiter Road	Industrial Boulevard to W Winton Avenue	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 491,260.00		Near Term
154A	2nd Street	Campus Drive to D Street	Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 655,690.00		Long Term
154B	2nd Street	D Street to A Street	Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 170,520.00		Long Term
154C	2nd Street	A Street to City Center Drive	Signal Improvements Midblock Pedestrian Hybrid Beacon ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 47,250.00		Long Term
133A	Arden Road/Baumberg Avenue	Corporate Avenue to Industrial Boulevard	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 441,000.00		Long Term
119A	Catalpa Way	Hesperian Boulevard to Miami Avenue	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 143,850.00		Near Term
130A	Corsair Boulevard	W Winton Avenue to Clubhouse Drive	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 205,540.00		Long Term
128A	Fairview Avenue	Hayward Boulevard to Woodstock Road	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 401,940.00		Long Term
161A	Campus Drive	Hayward Boulevard to Oaks Drive	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 304,500.00		Long Term
161B	Campus Drive	Oaks Drive to 2nd Street	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 180,670.00		Long Term
171B	Sunset Boulevard	Western Boulevard to Main Street	Midblock Pedestrian Hybrid Beacon ADA Curb Ramps High-Visibility Crosswalks Midblock RRFBs Curb Extensions			\$ 99,750.00		Long Term
179A	E Loop Rd/W Loop Rd	Harder Road to Harder Road	Signal Improvements ADA Curb Ramps High-Visibility Crosswalks			\$ 430,000.00		Long Term
	Foothill Boulevard	b/w City Center Drive (S) & Hazel Avenue	High-Visibility Crosswalks HAWK Signal	\$ 200,000.00	1	\$ 240,000.00		Long Term

Table 19: Pedestrian Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Total Cost	Total Cost (High Cost Alt)	Action Plan
	Foothill Boulevard	at B Street	Curb Bulbout (2)	\$ 4,700.00	2	\$ 11,280.00		Near Term
	Foothill Boulevard	Hazel Avenue to Mission Boulevard/Jackson Street	Road Diet for 0.9 mi			\$ 4,500,000.00	\$ 10,200,000.00	Long Term
	Mission Boulevard	at Smalley Avenue	Curb Bulbout (1)	\$ 4,700.00	1	\$ 5,640.00		Near Term
	Mission Boulevard	at A Street	Curb Bulbout (1)	\$ 4,700.00	1	\$ 5,640.00		Near Term
	Main Street	McKeever Avenue to D Street	Road Diet for 0.4 mi			\$ 2,250,000.00	\$ 5,100,000.00	
	A Street	Grand Street to Mission Boulevard & Foothill Boulevard to 3rd Street	Road Diet for 0.5 mi			\$ 2,250,000.00	\$ 5,100,000.00	Long Term
	B Street	Grand Street to Watkins Street	Road Diet for 0.2 mi			\$ 1,125,000.00	\$ 2,550,000.00	Long Term
	2nd Street	Russell Way to E Street	Road Diet for 0.4 mi			\$ 2,250,000.00	\$ 5,100,000.00	Long Term
	Mission Boulevard	Calhoun Street	Adjust signal timing to provide a Leading Pedestrian Interval at crosswalk	\$200-\$1200	1	\$ 240.00	\$ 1,440.00	Near Term
	Citywide		Add sidewalks to missing segments.			\$ 37,700,000.00		
	Citywide		Remove pedestrian signal improvements			\$ (2,000,000.00)		
						\$ 108,331,234.00	\$ 124,007,434.00	

Notes:

Projects proposed as part of Bicycle & Pedestrian Master Plan.

Projects proposed as part of Downtown Specific Plan.

Near-Term Projects from Summary of Near-Term and Mid-Term Improvements provided by City of Hayward.

Red indicates cost calculated and not from Plan. City confirmed cost estimates

Table 20: Transit Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Length/ Area	Low Cost ¹	High Cost ²	Action Plan
159A	Watkins Street	Fletcher Lane to Jackson Street	Lane Removal Bus Stop Typology 1				\$ 15,580.00		
159B	Watkins Street	Jackson Street to B Street	Parking Removal - One Side Bus Stop Typology 1				\$ 38,000.00		
101A-101D	A Street	Skywest Drive to 4th Street	Bus Stop Typology 1	\$ 786,000.00	Mile	2.6	\$ 2,452,320.00		Long Term
115A	Tennyson Road	Industrial Boulevard to Oliver Drive	Bus Stop Typology 1	\$ 786,000.00	Mile	0.3	\$ 282,960.00		
115A	Tennyson Road	Oliver Drive to Hesperian Boulevard	Bus Stop Typology 1	\$ 786,000.00	Mile	0.3	\$ 282,960.00		Near Term
115B	Tennyson Road	Hesperian Boulevard to Calaroga Avenue	Parking or Lane Removal Bus Stop Typology 1				\$ 150,126.00		Near Term
115C	Tennyson Road	Calaroga Avenue to Patrick Avenue	Bus Stop Typology 1				\$ 151,698.00		Near Term
		Tennyson Road @ Calaroga Avenue	Remove Median near bus stop at Calaroga Ave	\$ 8.00	SF	475	\$ 4,560.00		Near Term
115D	Tennyson Road	Patrick Avenue to Mission Boulevard	Parking or Lane Removal Bus Stop Typology 1				\$ 623,298.00		Near Term
151B	Grand Street	D Street to B Street	Bus Stop Typology 1	\$ 786,000.00	Mile	0.2	\$ 188,640.00		Near Term
117A	Industrial Pkwy/Alquire Rd	Hesperian Boulevard to Hopkins Street	Lane Removal Bus Stop Typology 1				\$ 135,660.00		
165B	Mission Boulevard	Fairway Street to Holy Sepulchre Cemetery Torrano Avenue to Orchard Avenue Fairway Street to Arrowhead Way 180 ft n/o Valle Vista Avenue 135 ft n/o Tennyson Road	Bus Stop Typology 1 Remove Median near Bus Stops (approx 380 ft) Remove Median near bus stop for 180 ft OR Remove Parking near bus stop Remove/Reduce Median for 135 ft	\$ 786,000.00	Mile	0.9	\$ 848,880.00	\$ 18,288.00 \$ 14,160.00 \$ 14,016.00	Near Term & Long Term
165B	Mission Boulevard	Harder Road to Devon Drive	Bus Stop Typology 1	\$ 786,000.00	Mile	1.2	\$ 1,131,840.00		Near Term & Long Term
165C	Mission Boulevard	Orchard Avenue to A Street A Street to City Limits North	Bus Stop Typology 1	\$ 786,000.00	Mile	0.6	\$ 565,920.00		Near Term & Long Term
105D	Winton Avenue/D Street	Clawiter Road to Hesperian Boulevard	Bus Stop Typology 1				\$ 82,460.00		Near Term
105E	Winton Avenue/D Street	Hesperian Boulevard to Soto Road	Bus Stop Typology 1				\$ 291,460.00		Near Term
105F	Winton Avenue/D Street	Soto Road to Foothill Boulevard	Lane Removal Bus Stop Typology 1				\$ 137,560.00		Near Term
102B	B Street	Grand Street to Watkins Street	Parking Removal - One Side				\$ 61,308.00		Near Term
102C	B Street	Watkins Street to Mission Boulevard	No improvements identified.				\$ 17,292.00		Near Term
102D	B Street	Mission Boulevard to Foothill Boulevard	No improvements identified.				\$ 51,090.00		Near Term
102E	B Street	Foothill Boulevard to 4th Street	Bus Stop Typology 1	\$ 786,000.00	Mile	0.4	\$ 377,280.00		Near Term
102F	B Street	4th Street to Center Street	No improvements identified.				\$ 88,920.00		Near Term
104A	C Street	Atherton Street to Watkins Street	Bus Stop Typology 1				\$ 6,080.00		
104B	C Street	Watkins Street to Foothill Boulevard	Parking Removal - One Side Bus Stop Typology 1				\$ 31,160.00		
104C	C Street	Foothill Boulevard to 2nd Street	Parking Removal - One Side Bus Stop Typology 1				\$ 15,580.00		
140A	Hesperian Boulevard	Tennyson Road to Industrial Boulevard	Bus Stop Typology 1	\$ 786,000.00	Mile	1	\$ 943,200.00		Near Term & Long Term
140A	Hesperian Boulevard	Industrial Boulevard to City Limits South	Bus Stop Typology 1	\$ 786,000.00	Mile	0.5	\$ 471,600.00		Near Term & Long Term
		Eden Park Place to 70 ft s/o Eden Park Place	Remove/Reduce Median for 70 ft	\$ 8.00	SF	930	\$ 8,928.00		Near Term & Long Term
140B	Hesperian Boulevard	Tennyson Road to La Playa Drive	Bus Stop Typology 1	\$ 786,000.00	Mile	1.3	\$ 1,226,160.00		Near Term & Long Term
140C	Hesperian Boulevard	La Playa Drive to City Limits North	Bus Stop Typology 1	\$ 786,000.00	Mile	1.4	\$ 1,320,480.00		Near Term & Long Term

Table 20: Transit Improvement Projects

Project	Corridor	Extents	Proposed Facility	Unit Cost	Unit	Length/ Area	Low Cost ¹	High Cost ²	Action Plan
140C	Hesperian Boulevard	@ 215 ft n/o Winton Ave & @ 60 ft n/o West St	Bus Stop Typology 1	\$ 38,000.00	Bus Stop	2.0		\$ 91,200.00	Near Term & Long Term
113A	Depot Road/Cathy Way	Cabot Boulevard to Industrial Boulevard	Parking Removal - One Side & Lane Removal Bus Stop Typology 1				\$ 100,320.00		Near Term
149A	Huntwood Avenue	Whipple Road to Industrial Parkway West	Lane Removal Bus Stop Typology 1				\$ 129,960.00		Near Term
149B	Huntwood Avenue	Industrial Parkway West to Tennyson Road	Parking or Lane Removal Bus Stop Typology 1				\$ 109,440.00		Near Term
123A	Whipple Road	Dyer Street to Huntwood Avenue	Lane Removal Bus Stop Typology 1				\$ 91,200.00		
116A	Industrial Boulevard	Hesperian Boulevard to Clawiter Road	Bus Stop Typology 1	\$ 786,000.00	Mile	2.6		\$ 2,452,320.00	Near Term
146A	Tampa Avenue/Gomer Street	Folsom Avenue to Glad Tidings Way	Parking Removal - One Side Bus Stop Typology 1				\$ 65,740.00		
110B	Orchard Avenue/Hayward Boulevard	Mission Boulevard to Farm Hill Drive	Lane Removal Bus Stop Typology 1				\$ 279,680.00		
110C	Orchard Avenue/Hayward Boulevard	Farm Hill Drive to Fairview Avenue	No improvements identified.				\$ 166,820.00		
129C	Whitesell Street/Cabot Boulevard	Depot Road to City Limit - Future SF Bay Trail Access	Lane Removal				\$ 168,340.00		
131D	Eden Landing Road/Clawiter Road	Breakwater Avenue to Depot Road	Bus Stop Typology 1 Bus Stop Typology 1				\$ 71,060.00		Long Term
131F	Eden Landing Road/Clawiter Road	Industrial Boulevard to W Winton Avenue	Parking or Lane Removal Bus Stop Typology 1	\$ 786,000.00	Mile	0.8		\$ 628,800.00	Near Term
154A	2nd Street	Campus Drive to D Street	Parking Removal - One Side				\$ 122,740.00		
154B	2nd Street	D Street to A Street	Parking or Lane Removal Bus Stop Typology 1				\$ 31,920.00		
161A	Campus Drive	Hayward Boulevard to Oaks Drive	Lane Removal Bus Stop Typology 1				\$ 57,000.00		
161B	Campus Drive	Oaks Drive to 2nd Street	Bus Stop Typology 1				\$ 33,820.00		
179A	E Loop Rd/W Loop Rd	Harder Road to Harder Road	Parking or Lane Removal Bus Stop Typology 1				\$ 190,000.00		
							\$ 1,896,200.00	\$ 14,943,624.00	

Notes:

¹Low-Cost Transit Corridors considered from City of Hayward Bicycle & Pedestrian Master Plan.

²Medium- and High-Cost Transit Corridors considered from City of Hayward Bicycle & Pedestrian Master Plan.

Projects proposed as part of Bicycle & Pedestrian Master Plan.

Red indicates changes in improvements and cost from Bicycle & Pedestrian Master Plan as per City of Hayward Comments.

Green indicates Improvements to supplement Plan(s). Approved by City of Hayward staff.

Table 21: Vehide Improvement Projects

Corridor	Location	Existing Mitigations				Cumulative Mitigations				Action Plan
		Proposed Improvements	Area/Length	Unit Costs	Total Cost	Proposed Improvements	Area/Length	Unit Costs	Total Cost	
Foothill Boulevard	Foothill Boulevard/Grove Way	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Foothill Boulevard/City Center Drive	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Convert exclusive eastbound through lane into a left turn lane.	Lane restriping @ EB approach	\$500/remove or install pavement marking	\$ 5,700.00	Near-Term
	Foothill Boulevard/A Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Foothill Boulevard/D Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Foothill Boulevard/Mission Boulevard & Jackson Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
2nd Street	2nd Street/City Center Drive	Add EBR overlap with NB phase.	-	-	-	Add EBR overlap with NB phase.	1 new signal head "No U-Turn" sign	\$5000/signal head	\$ 5,000.00	Near-Term
	2nd Street/Russell Way	Add westbound left turn pocket with 70 ft storage & 50 ft taper length by adding red zone along curb for 70 feet; Convert westbound shared left-through-right lane into through-right lane; Convert eastbound through-left lane into exclusive left turn pocket with 70 ft storage & 50 ft taper length; Convert eastbound right turn lane into shared through-right lane.	Lane restriping @ WB & EB approaches	\$0.50/LF Remove striping \$51.50/LF new striping	\$ 288.00	Add westbound left turn pocket with 70 ft storage & 50 ft taper length by adding red zone along curb for 70 feet; Convert westbound shared left-through-right lane into through-right lane; Convert eastbound through-left lane into exclusive left turn pocket with 70 ft storage & 50 ft taper length; Convert eastbound right turn lane into shared through-right lane. Convert intersection control to AWSC.	Lane restriping @ WB & EB approaches Red curb paint @ WB approach Add stop signs @ 2nd St approaches	\$0.50/LF Remove striping \$51.50/LF new striping \$5/LF Red Curb \$550/new stop sign \$2/LF stop bar	\$ 6,384.00	Near-Term
	2nd Street/A Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	2nd Street/B Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	2nd Street/C Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
2nd Street	2nd Street/D street	Add southbound right turn pocket with 50 ft storage & 25 ft taper length; Convert southbound shared through-right lane into exclusive through lane; Move bus stop in southbound direction to south of intersection.	Lane restriping @ SB approach	\$1.50/LF new striping \$500/new pavement marking	\$ 7,005.00	Add southbound right turn pocket with 50 ft storage & 25 ft taper length; Convert southbound shared through-right lane into exclusive through lane; Move bus stop in southbound direction to south of intersection.	Lane restriping @ SB approach	\$1.50/LF new striping \$500/new pavement marking	\$ 7,005.00	Near-Term
	2nd Street/E Street	Add SBR overlap with EBL movement.	1 new signal head	\$5000/signal head	-	Add SBR overlap with EBL movement. Signal timing improvements.	1 new signal head signal timing	\$5000/signal head \$4500/Intersection	\$ 4,500.00	Near-Term
	2nd Street/Campus Drive	Remove westbound channelized right turn; Modify intersection control to uncoordinated, 4-phase signal.	Lane restriping for intersection 363 sf removal Signalize 1 Intersection	\$8/SF Demo \$500000/Intersection	\$ 603,484.80	Remove westbound channelized right turn. Modify intersection control to uncoordinated signalized intersection.	Lane restriping for intersection 363 sf removal Signalize 1 Intersection	\$8/SF Demo \$500000/Intersection	\$ 603,484.80	Long-Term
	B Street/3rd Street	Modify striping at northbound approach to consist of one northbound left turn pocket with 75 ft storage & 25 ft taper length by adding a red curb for 75 feet.	Lane restriping @ NB approach Paint curb red @ NB approach	\$1.50/LF new striping \$500/remove or new pavement marking \$5.00/LF red curb	\$ 3,030.00	Modify striping at northbound approach to consist of one northbound left turn pocket with 75 ft storage & 25 ft taper length by adding a red curb for 75 feet.	Lane restriping @ NB approach Paint curb red @ NB approach	\$1.50/LF new striping \$500/remove or new pavement marking	\$ 3,030.00	Near-Term
	B Street/Grand Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
A Street	A Street/Watkins Street	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	A Street/Mission Boulevard	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Convert westbound shared through-right lane into exclusive right turn lane.	Lane restriping @ WB approach	\$500/remove or new pavement marking	\$ 18,900.00	Near-Term
	A Street/Grand Street & Western Boulevard	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Add westbound right turn overlap phase with southbound phase. Signal timing improvements.	Replace sign for WB approach 2 new signal heads signal timing	\$1000/new sign on mast arm \$5000/signal head \$4500/Intersection	-	-
	A Street/Happyland Avenue	Prohibit NBL movement at NB approach.	Lane striping "No Left-Turn" sign	\$500/new pavement marking \$550/new sign on new post	\$ 1,260.00	Prohibit NBL movement at NB approach.	Lane striping "No Left-Turn" sign	\$500/new pavement marking \$550/new sign on new post	\$ 1,260.00	Near-Term
	A Street/Hesperian Boulevard	-	-	-	-	Convert northbound shared through-right lane into an exclusive right-turn lane. Add NBR overlap with WBL movement; Add WBR overlap with SBL movement. Signal timing improvements.	Lane restriping @ NB approach Remove pavement marking @ WBR lane 4 new signal heads 1 "No U-Turn" sign signal timing	\$500/remove or new pavement marking \$5000/signal head \$1000/new sign on mast arm \$4500/Intersection	\$ 30,900.00	Near-Term
D Street	D Street/Grand Street	-	-	-	-	Add southbound right-turn pocket with 60 ft storage & 25 ft taper length by adding red curb; Convert southbound shared through-right lane into exclusive through lane.	Lane restriping @ SB approach Paint curb red @ SB approach signal timing	\$1.50/LF new striping \$500/remove or new pavement marking \$5.00/LF red curb \$4500/Intersection	\$ 5,763.00	Near-Term
	D Street/Watkins Street	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	D Street/1st Street	Modify intersection control from TWSC to signalized intersection control.	Signalize 1 Intersection	\$500000/Intersection	\$ 600,000.00	Convert southbound approach to consist of one shared through-left lane and one exclusive right turn lane. Modify intersection control from TWSC to signalized intersection.	Lane restriping @ SB approach Signalize 1 Intersection	\$500/remove or new pavement marking \$500000/Intersection	\$ 602,400.00	Long-Term
	D Street/2nd Street	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	-
	D Street/5th Street	-	-	-	-	Convert northbound approach to consist of exclusive left-turn pocket with 50 ft taper & 25 ft storage length and exclusive right turn lane; requires removal of on street parking on both sides of the street for at least 75 ft south of the intersection.	Lane restriping @ NB approach Paint curb red @ NB approach	\$0.50/LF remove striping \$1.50/LF new striping \$500/remove or new pavement marking	\$ 3,015.00	Near-Term
Jackson Street	Jackson Street/Watkins Street	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Jackson Street/Meek Avenue & Silva Avenue	Add NBR overlap with WBL movement. Signal timing improvements.	1 new signal head "No U-Turn" sign signal timing	\$5000/signal head \$550/new sign on post \$4500/Intersection	\$ 11,160.00	Add NBR overlap with WBL movement. Signal timing improvements.	1 new signal head "No U-Turn" sign signal timing	\$5000/signal head \$550/new sign on post \$4500/Intersection	\$ 11,160.00	Near-Term
	Jackson Street/Alice Street & Sycamore Avenue	Convert northbound shared through-left lane into exclusive left-turn lane; Convert northbound right-turn pocket into shared through-right turn pocket with 110 ft storage & 25 ft taper length.	Lane restriping @ NB approach	\$500/remove or new pavement marking	\$ 1,200.00	Convert northbound shared through-left lane into exclusive left-turn lane; Convert northbound right-turn pocket into shared through-right turn pocket with 110 ft storage & 25 ft taper length. Modify intersection control from TWSC to 6-phase signal control.	Lane restriping @ NB approach Signalize 1 Intersection	\$500/remove or new pavement marking \$500000/Intersection	\$ 601,200.00	Long-Term
	Jackson Street/Soto Road	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Long-Term
	Jackson Street/Amador Street & Cypress Avenue	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
Santa Clara Street	Santa Clara Street/Ocie Way	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	-
Winton Avenue	Winton Avenue/Amador Street	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	-
Winton Avenue	Winton Avenue/Myrtle Street & Soto Road	Add SBR overlap with EBL movement.	1 new signal head	\$5000/signal head	\$ 6,000.00	Add SBR overlap with EBL movement. Signal timing improvements.	1 new signal head signal timing	\$5000/signal head \$4500/Intersection	\$ 10,500.00	Near-Term

Table 21: Vehicle Improvement Projects

Corridor	Location	Proposed Improvements	Existing Mitigations Area/Length	Unit Costs	Total Cost	Proposed Improvements	Cumulative Mitigations Area/Length	Unit Costs	Total Cost	Action Plan
	Witton Avenue/D Street	-	-	-	-	Signal timing improvements.	Signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
Amador Street	Amador Street/Elmhurst Street	Restripe eastbound approach to add eastbound right turn pocket with 150 ft storage & 50 ft taper length; Convert eastbound shared left-through-right lane into shared through-left lane; Restripe northbound approach to add northbound through-right pocket with 70 ft storage & 25 ft taper length; Convert northbound shared left-through-right lane into exclusive left turn lane. Add red curbs along turn pockets to restrict parking.	Lane restriping @ EB & NB approaches Paint curb red @ EB & NB approaches	\$1.50/LF new striping \$500/remove or new pavement marking \$5/LF red curb	\$ 5,331.00	Restripe eastbound approach to add eastbound right turn pocket with 150 ft storage & 50 ft taper length; Convert eastbound shared left-through-right lane into shared through-left lane; Restripe northbound approach to add northbound through-right pocket with 70 ft storage & 25 ft taper length; Convert northbound shared left-through-right lane into exclusive left turn lane. Add red curbs along turn pockets to restrict parking. Modify intersection control from AWSC to 6-phase uncoordinated signal control.	Lane restriping @ EB & NB approaches Paint curb red @ EB & NB approaches Signalize 1 Intersection	\$1.50/LF new striping \$500/remove or new pavement marking \$5/LF red curb \$500000/Intersection	\$ 605,331.00	Long-Term
	Harder Road/Soto Road & Mocine Avenue	Convert southbound exclusive left-turn lane into shared through-left lane; Convert southbound shared through-right lane into exclusive right-turn lane. Add SBR overlap with EBL movement; Prohibit U-turn movement at EB approach.	Lane restriping @ SB approach 2 new signal heads "No U-Turn" Sign	\$500/remove or new pavement marking \$5000/signal head \$1000/sign on mast arm	\$ 15,600.00	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Long-Term
	Harder Road/Jane Avenue Mission Boulevard/Fletcher Lane	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Mission Boulevard/Harder Road	Add EBR overlap with NBL movement. Signal timing improvements.	2 new signal heads "No U-Turn" sign signal timing	\$5000/signal head \$1000/sign on mast arm \$4500/Intersection	\$ 17,700.00	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Long-Term
Mission Boulevard	Mission Boulevard/Tennison Road	-	-	-	-	Convert westbound shared through-left lane into exclusive left-turn lane and add through movement to exclusive right-turn lane. Signal timing improvements.	Lane restriping @ WB approach 1 new signal head Signal timing	\$500/remove or new pavement marking \$4500/Intersection	\$ 12,900.00	Near-Term
	Mission Boulevard/Industrial Parkway	Add EBR overlap with NBL movement. Signal timing improvements.	2 new signal heads "No U-Turn" sign signal timing	\$5000/signal head \$1000/sign on mast arm \$4500/Intersection	\$ 17,700.00	Convert eastbound through-right lane into exclusive right-turn lane. Add EBR overlap with NBL movement. Signal timing improvements.	Lane restriping @ EB approach 1 new signal head "No U-Turn" sign signal timing	\$5000/signal head \$1000/sign on mast arm \$4500/Intersection	\$ 18,900.00	Near-Term
	Patrick Avenue/Gomer Street	Modify intersection control to an uncoordinated, 6-phase signal.	Signalize 1 Intersection	\$500000/Intersection	\$ 600,000.00	Modify intersection control to an uncoordinated, 6-phase signal.	Signalize 1 Intersection	\$500000/Intersection	\$ 600,000.00	Long-Term
Patrick Avenue	Patrick Avenue/Roosevelt Avenue	Modify intersection control to an uncoordinated, 4-phase signal.	Signalize 1 Intersection	\$500000/Intersection	\$ 600,000.00	Modify intersection control to 4-phase, uncoordinated signal.	Signalize 1 Intersection	\$500000/Intersection	\$ 600,000.00	Long-Term
	Patrick Avenue/Tennison Road	Convert southbound shared left-right turn lane into exclusive right-turn lane. Add SBR overlap with EBL movement.	Lane restriping @ SB approach 1 new signal head "No U-Turn" Sign	\$500/remove or new pavement marking \$5000/signal head \$1000/sign on mast arm	\$ 7,800.00	Convert southbound shared left-right turn lane into exclusive right-turn lane. Add SBR overlap with EBL movement. Signal timing improvements.	Lane restriping @ SB approach 1 new signal head "No U-Turn" Sign signal timing	\$500/remove or new pavement marking \$5000/signal head \$1000/sign on mast arm \$4500/Intersection	\$ 12,300.00	Near-Term
	Tennison Road/Pompano Ave Tennison Road/Tampa Avenue	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Tennison Road/Dickens Avenue	Convert landscape median on west leg into a TWLTL median.	2635 sf median removal @ EB approach TWLTL median striping	\$8/Demo \$3/LF TWLTL striping	\$ 25,926.00	Convert landscape median on west leg into a TWLTL median.	2635 sf median removal @ EB approach TWLTL median striping	\$8/Demo \$3/LF TWLTL striping	\$ 25,926.00	Long-Term
	Tennison Road/Tyrrell Avenue	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Tennison Road/Harvey Avenue	-	-	-	-	Convert northbound shared lane into exclusive left-turn lane; Add northbound right-turn pocket with 100 ft storage & 50 ft taper length; Add eastbound TWLTL median (requires removal of median island)	Lane restriping @ NB approach Paint curb red @ NB approach Remove 385 sf median TWLTL striping @ EB approach	\$500/remove or new pavement marking \$5/LF red curb \$8/SF Demo \$12/SF new pavement section \$3/LF TWLTL striping	\$ 13,955.40	Long-Term
	Tennison Road/Ruus Road	-	-	-	-	Add EBR overlap with NB movement; Prohibit U-Turns from NB approach.	2 new signal heads "No U-Turn" sign signal timing	\$5000/signal head \$550/sign on new post \$4500/Intersection	\$ 17,160.00	Near-Term
Tennison Road	Tennison Road/Baldwin Street	Add southbound left turn pocket with 75 feet storage & 25 ft taper length; Restrict on-street parking at southbound approach for 100 feet north of intersection; Convert southbound shared-lane into exclusive right turn lane.	Lane restriping @ SB approach Paint curb red @ SB approach	\$1.50/LF new striping \$500/remove or new pavement marking \$5/LF red curb	\$ 4,560.00	Add southbound left-turn pocket with 75 ft storage & 25 ft taper length; Restrict on-street parking at southbound approach for 100 feet north of intersection; Convert southbound shared lane into exclusive right turn-lane. Modify intersection control from TWSC to coordinated, 6-phase signal.	Lane restriping @ SB approach Paint curb red @ SB approach Signalize 1 Intersection	\$1.50/LF new striping \$500/remove or new pavement marking \$5/LF red curb \$500000/Intersection	\$ 604,560.00	Long-Term
	Tennison Road/Huntwood Avenue Tennison Road/Beatron Way-Whitman Street	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Tennison Road/Pacific Street	Add northbound right turn pocket with 50 ft storage & 25 ft taper length; Requires red curb along northbound approach.	Lane restriping @ NB approach Paint curb red @ NB approach	\$0.50/LF remove striping \$1.50/LF new striping \$500/new pavement marking \$5/LF red curb	\$ 4,215.00	Add northbound right turn pocket with 50 ft storage & 25 ft taper length; Convert northbound shared left-right lane into exclusive left-turn lane; Requires red curb along northbound approach. Convert median block and eastbound left-turn pocket at Oharron Drive into TWLTL on eastbound leg approach.	Lane restriping @ NB approach Paint curb red @ NB approach TWLTL striping @ EB approach	\$0.50/LF remove striping \$1.50/LF new striping \$500/new pavement marking \$5/LF red curb	\$ 5,241.00	Long-Term
	Tennison Road/Dixon Street & East 12th Street	-	-	-	-	Convert southbound shared through-left turn into exclusive left turn lane; Convert exclusive southbound right-turn pocket into shared through-right pocket. Modify signal phasings into 8-phase uncoordinated signal; EBR overlap with NBL movement. Signal timing improvements.	Lane restriping @ SB approach 2 new signal heads "No U-Turn" sign signal timing	\$5000/signal head \$1000/new sign on mast arm \$4500/Intersection \$4500/Intersection	\$ 20,100.00	Near-Term
	Tennison Road/Industrial Boulevard Tennison Road/Sleepy Hollow Avenue South	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Tennison Road/Calaroga Avenue	Add northbound right turn overlap with westbound left turn; Restrict westbound U-turn movement with "No U-Turn" sign.	1 new signal head "No U-Turn" Sign	\$5000/signal head \$1000/new sign on mast arm	\$ 7,200.00	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Long-Term
Ruus Road	Ruus Road/Folsom Avenue	Add exclusive left turn pockets at all approach legs with 100 ft storage & 25 ft taper length. Requires restripe of lanes and red curbs along all approaches for the extents of the turn pockets.	Lane restriping @ all approaches Paint curb red @ all approaches	\$0.50/LF remove striping \$500/new pavement marking \$1.50/LF new striping \$5/LF red curb	\$ 10,590.00	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Long-Term
	Huntwood Avenue/Industrial Parkway	Convert eastbound exclusive right turn lane into shared through-right lane. Add NBR overlap with WBL movement. Signal timing improvements.	Lane restriping @ EB approach 1 new signal head 2 "No U-Turn" signs signal timing	\$1000/sign on mast arm \$550/sign on pole \$5000/signal head \$4500/Intersection	\$ 13,560.00	Convert eastbound exclusive right turn lane into shared through-right lane. Add NBR overlap with WBL movement. Modify signal operations from 6-phase to 8-phase signal. Signal timing improvements.	Lane restriping @ EB approach 1 new signal head 2 "No U-Turn" signs signal timing	\$1000/sign on mast arm \$550/sign on pole \$5000/signal head \$4500/Intersection	\$ 13,560.00	Near-Term
Huntwood Avenue	Huntwood Avenue/Zephyr Avenue	Restripe eastbound approach to have one exclusive left turn lane and one shared through-right lane with 100 ft storage & 50 ft taper length.	Lane restriping @ EB approach	\$1.50/LF new striping \$500/remove or new pavement marking	\$ 2,070.00	Restripe eastbound approach to have one exclusive left-turn lane and one shared through-right lane with 100 ft storage & 50 ft taper length. Modify intersection control to uncoordinated 6-phase signal. Add SBR overlap with EBL movement. Signal timing improvements.	Lane restriping @ EB approach Signalize 1 Intersection	\$500/remove or new pavement marking \$500000/Intersection	\$ 602,070.00	Long-Term
	Huntwood Avenue/Whipple Road	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Hesperian Boulevard/Sueiro Street	-	-	-	-	Convert westbound shared through-right lane into exclusive right turn lane. Add NBR overlap with WBL movement. Signal timing improvements.	Lane restriping @ WB approach 2 new signal heads signal timing	\$500/remove or new pavement marking \$5000/signal head \$4500/Intersection	\$ 17,700.00	Near-Term
	Hesperian Boulevard/Winton Avenue	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term
	Hesperian Boulevard/La Playa Drive Hesperian Boulevard/Turner Court	-	-	-	-	Signal timing improvements.	signal timing	\$4500/Intersection	\$ 4,500.00	Near-Term

Table 21: Vehicle Improvement Projects

Corridor	Location	Proposed Improvements	Existing Mitigations			Total Cost	Proposed Improvements	Cumulative Mitigations			Action Plan	
			Area/Length	Unit Costs	Total Cost			Area/Length	Unit Costs	Total Cost		
Hesperian Boulevard	Hesperian Boulevard/Depot Road & Cathy Way	Convert one northbound through lane into an exclusive left-turn lane. Signal timing improvements (AM Peak only).	Lane restriping @ NB approach signal timing	\$500/remove or new pavement marking \$4500/intersection	\$	5,100.00	Due to constrained ROW, no mitigation was proposed at this intersection.	-	-	-	Near-Term	
	Hesperian Boulevard/Tennyson Road	Convert westbound through lane into exclusive left-turn lane; Convert westbound right-turn pocket into a shared through-right pocket. Signal timing improvements (PM Peak only).	Lane restriping @ WB approach signal timing	\$500/remove or new pavement marking \$4500/intersection	\$	6,300.00	Convert one southbound through lane into southbound left-turn lane. Signal timing improvements.	Lane restriping @ SB approach signal timing	\$500/remove or new pavement marking \$4500/intersection	\$	5,100.00	Near-Term
	Hesperian Boulevard/Oliver Drive	Modify intersection control to a coordinated, 5-phase signal.	Signalize 1 intersection	\$500000/intersection	\$	600,000.00	Add eastbound right-turn pocket with 100 ft storage & 50 ft taper length. Modify intersection control to uncoordinated, 5-phase signal.	Lane restriping @ EB approach signal timing	\$1.50/LF new striping \$500/remove or new pavement marking \$500000/intersection	\$	602,970.00	Long-Term
	Hesperian Boulevard/Catalpa Way & Tahoe Avenue	Modify intersection control to a coordinated, 4-phase signal.	Signalize 1 intersection	\$500000/intersection	\$	600,000.00	Modify intersection control to a coordinated, 4-phase signal.	Signalize 1 intersection	\$500000/intersection	\$	600,000.00	Long-Term
	Hesperian Boulevard/Industrial Boulevard	Add permissive overlap phasing WBR movement; signal timing improvements.	replace 1 signal head \$5000/signal head Relocate 2 signs/posts signal timing improvements	\$225/sign relocation \$4500/intersection	\$	11,040.00	Convert westbound through lane into exclusive right-turn lane. Signal timing improvements.	Lane restriping @ WB approach signal timing	\$500/remove or new pavement marking \$4500/intersection	\$	5,700.00	Near-Term
	Hesperian Boulevard/Eden Shores Boulevard-Tripaldi Way	-	-	-	-	-	Signal timing improvements.	signal timing	\$4500/intersection	\$	4,500.00	Near-Term
	Hesperian Boulevard/Eden Park Plavce-North Pepsi Drive	-	-	-	-	-	Signal timing improvements.	signal timing	\$4500/intersection	\$	4,500.00	Near-Term
Industrial Boulevard	Industrial Boulevard/Depot Road	Add EBR overlap with NBL movement; Must restrict northbound U turns.	1 new signal head 2 "No U-Turn" Signs	\$550/new sign on pole \$5000/signal head	\$	7,320.00	Add EBR overlap with NBL movement; Must restrict northbound U turns.	1 new signal head 2 "No U-Turn" Signs	\$550/new sign on pole \$5000/signal head	\$	7,320.00	Near-Term
Calaroga Avenue	Calaroga Avenue/Bolero Avenue & Miami Avenue	Modify signal control to an uncoordinated, 4-phase signal.	Signalize 1 intersection	\$500000/intersection	\$	600,000.00	Modify signal control to an uncoordinated, 4-phase signal.	Signalize 1 intersection	\$500000/intersection	\$	600,000.00	Long-Term
	Calaroga Ave/Panama Ave	-	-	-	-	-	Add southbound right-turn pocket with 100 ft storage & 50 ft taper length; Convert shared southbound lane to shared through-left lane.	Lane restriping @ SB approach Paint curb red @ SB approach	\$0.50/LF remove striping \$1.50/LF new striping \$5/LF red curb \$500/remove or new pavement marking	\$	3,150.00	Near-Term
Industrial Parkway	Industrial Parkway/Stratford Road	-	-	-	-	-	Convert northbound shared through-left lane into exclusive through lane; Add westbound through pocket with 120 ft storage & 25 ft taper length (requires reduction of median). Signal timing improvements.	Lane restriping @ NB approach Remove 855 sf of median @ WB approach signal timing	\$0.50/LF new striping \$500/remove or new pavement marking \$8/SF Demo \$4500/intersection	\$	15,126.00	Long-Term
	Industrial Parkway/Ruus Road	-	-	-	-	-	Add westbound left-turn pocket with 255 ft storage & 100 ft taper length; Add eastbound right-turn pocket with 75 ft storage & 25 ft taper length; Convert eastbound shared through-right lane into exclusive through lane; Add southbound right-turn pocket with 75 ft storage & 25 ft taper length; Convert southbound shared through-right lane into exclusive through lane. Add EBR overlap with NBL movement and SBR overlap with EBL movement. Signal timing improvements.	Lane restriping @ WB, EB & SB approaches Remove 2140 sf of median @ WB approach Paint curb red @ SB approach 3 new signal heads 2 "No U-Turn" sign	\$0.50/LF remove striping \$1.50/LF new striping \$8/SF Demo \$5/LF red curb \$5000/signal head \$1000/new sign on mast arm	\$	54,987.00	Long-Term
Grand Street	Grand Street/Meek Avenue	-	-	-	-	-	Modify intersection control from AWSC to uncoordinated, 6-phase signal control.	Signalize 1 intersection	\$500000/intersection	\$	600,000.00	Long-Term
Fletcher Lane	Fletcher Lane/Watkins Street	-	-	-	-	-	Add westbound right-turn lane by removing parking on north side of Fletcher Lane; Remove right-turn from shared westbound LTR lane; Add southbound left-turn lane with 100 ft storage & 50 ft taper length by removing parking from west side of Watkins St; Remove left-turn from southbound LTR lane.	Lane restriping @ WB, EB & SB approaches Paint curb red @ SB approach	\$1.50/LF new striping \$500/remove or new pavement marking \$5/LF red curb	\$	7,140.00	Near-Term
Orchard Avenue	Orchard Avenue/Soto Road	-	-	-	-	-	Add northbound right-turn pocket with 75 ft storage & 25 ft taper length; Convert northbound through-right lane into exclusive through lane; Add southbound right-turn pocket with 95 ft storage & 50 ft taper length; Convert southbound shared through-right lane into exclusive through lane. Signal timing updates.	Lane restriping @ NB & SB approaches Paint curb red @ NB approach signal timing	\$0.50/LF remove striping \$1.50/LF new striping \$500/remove or new pavement marking \$5/LF red curb \$4500/intersection	\$	14,949.00	Near-Term
Citywide		Controller/signal timing upgrades								\$	16,600,000.00	-
Foothill Boulevard	D Street to City Center Drive	Reduce one travel lane (remove striping; install striping) Mobilization Traffic Control Reduce one travel lane (remove striping; install striping)	1961	\$0.50/LF \$1.50/LF \$50,000 \$50,000 \$0.50/LF	\$	124,706.40	Reduce one travel lane (remove striping; install striping) Mobilization Traffic Control Reduce one travel lane (remove striping; install striping)	1961	\$0.50/LF \$1.50/LF \$50,000 \$50,000 \$0.50/LF	\$	124,706.40	Near-Term
Mission Boulevard	A Street to D Street	Reduce one travel lane (remove striping; install striping) Mobilization Traffic Control Two-Way Conversion	1183	\$1.50/LF \$50,000 \$50,000 \$0.50/LF	\$	122,839.20	(remove striping; install striping) Mobilization Traffic Control Two-Way Conversion	1183	\$1.50/LF \$50,000 \$50,000 \$0.50/LF	\$	122,839.20	Near-Term
A Street	Mission Blvd to Foothill Blvd	(remove striping; install Striping Detail 22) Mobilization Traffic Control Two-Way Conversion	981	\$3.50/LF \$50,000 \$50,000 \$0.50/LF	\$	124,708.80	(remove striping; install Striping Detail 22) Mobilization Traffic Control Two-Way Conversion	981	\$3.50/LF \$50,000 \$50,000 \$0.50/LF	\$	124,708.80	Near-Term
B Street	Foothill Blvd to Watkins St	(remove striping; install Striping Detail 22) Mobilization Traffic Control Two-Way Conversion	1234	\$3.50/LF \$50,000 \$50,000 \$0.50/LF	\$	125,923.20	(remove striping; install Striping Detail 22) Mobilization Traffic Control Two-Way Conversion	1234	\$3.50/LF \$50,000 \$50,000 \$0.50/LF	\$	125,923.20	Near-Term
C Street	Mission Blvd to 2nd St	(remove striping; install Striping Detail 22) Mobilization Traffic Control Two-Way Conversion	1423	\$3.50/LF \$50,000 \$50,000 \$0.50/LF	\$	126,830.40	(remove striping; install Striping Detail 22) Mobilization Traffic Control Two-Way Conversion	1423	\$3.50/LF \$50,000 \$50,000 \$0.50/LF	\$	126,830.40	Near-Term
1st Street	C St to D St	(remove striping; install Striping Detail 22) Mobilization Traffic Control	393	\$3.50/LF \$50,000 \$50,000	\$	121,886.40	(remove striping; install Striping Detail 22) Mobilization Traffic Control	393	\$3.50/LF \$50,000 \$50,000	\$	121,886.40	Near-Term
Total					\$	5,187,334.20				\$	25,094,101.60	

Notes:
 Projects proposed as part of Citywide Multimodal Study Mitigations
 Projects proposed as part of 2040 General Plan, but no cost provided in GP. Hesperian Boulevard improvements were included in the Citywide Multimodal Study Existing Mitigations.
 Mid-Term Projects from Summary of Near-Term and Mid-Term Improvements provided by City of Hayward
 Red indicates improvements not included in cost calculation.

CHAPTER 6. NEXUS STUDY

Nexus Fee Introduction

Traffic Impact Fee/Nexus Fee

This analysis provides the technical basis for establishing the required nexus between anticipated future development in the City of Hayward and the need for certain improvements to the local transportation facilities.

Traffic Impact Fees (TIF), or Nexus fees, are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. The fee's purpose is to help mitigate the transportation impacts of development growth. As an applicant proposes a project, a project-specific traffic impact study may be necessary, as this document only addresses cumulative impacts of all projects, but does not address specific impacts from a proposed development. In addition to fees and projects considered in this document, other on-site, frontage, and off-site improvements directly associated with future projects may be required. A project-specific traffic impact study will assess this.

To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The specific tasks performed in preparing this analysis and their results are summarized in this Chapter.

Congestion Management Program

The CMP is mandated by State law and is maintained for the County by the Alameda County Transportation Commission (ACTC). The CMP is a comprehensive transportation improvement program with the goal to reduce traffic congestion, improve air quality, and inform land use decisions. The ACTC has established a list of major intersections monitored for congestion with Level of Service (LOS) standards set by the CMP statute.

The Citywide Multimodal Improvement Plan (MIP), also referred to as the Deficiency Plan per state's Congestion Management Program (CMP) legislation, is a plan that identifies offsetting measures to improve transportation conditions on the CMP transportation network in lieu of making physical traffic capacity expansions such as widening an intersection or roadway. The CMP legislation requires local jurisdictions to prepare MIPs for CMP system facilities located within their jurisdictions that exceed the established ACTC traffic LOS standard, LOS E. The legislation allows the MIPs to trade off a traffic LOS violation on one particular CMP System facility for transportation system improvements to other facilities or services and contribute to an improvement in air quality. MIPs can be a way for local jurisdictions to pursue multimodal improvements (such as bicycle, pedestrian, transit, or Transportation Demand Management (TDM) measures) or off-setting auto capacity improvements when it is infeasible or undesirable to make physical traffic capacity improvements at an impacted location. If adopted, the Nexus fee described in this report would provide funding toward MIP projects through funds paid by developers.

Traffic Impact/Nexus Fee Development Process

The development of the MIP Nexus fee program involved the major tasks described below.

1. **List of Projects** The MIP includes the list of projects for the TIF program. All projects identified for inclusion in the fee program were presented in Chapter 5 of this report.
2. **Project Costs** The projects had low-cost and high-cost alternatives and were categorized into short-term, near-term and long-term improvements as part of the Action Plan. The project costs were identified in Chapter 5 of this report. The existing cost for vehicular improvements was adjusted to account for existing deficiencies, which are not eligible for TIF funding. Only 20 percent of existing cost for vehicular improvements was added to total vehicular improvement cost.
3. **Trip Generation** An estimate was prepared of the A.M. and P.M. peak hour trip generation that will result from development of the expected future land uses within the City of Hayward.
4. **Cost per Trip** A cost per trip was calculated along with the corresponding schedule of fees. The schedule of fees includes fee categories for residential units, hotel, office, school, service/retail and other standard land uses.

Existing and Future Peak Hour Trips

A key step in the fee development process is to determine the number of trips that will be generated by growth within the City during the life of the fee. TJKM used General Plan travel demand model to extract the all trips that have origin and/or destination within the City of Hayward. **Table 22** below summarizes the trips growth within the City by A.M. peak hour and P.M. peak hour

Table 22: Determination of TIF Trips

Scenarios	2005 (trips)	2040 (trips)	Trip Growth from 2020 to 2040
A.M. Peak Hour	45,564	63,929	10,495
P.M. Peak Hour	52,017	73,934	12,524

Source: TJKM 2021

It is noted that the planned growth during this period are 10,495 during A.M. peak hour and 12,524 during P.M. peak hour trips. This number should be adjusted each time the MIP TIF is updated to reflect the latest cost of projects and most recent land use projections.

Improvement Projects and Cost Estimate

In the previous section, all improvement projects were identified for inclusion in the Nexus fee program. These projects, their costs, and the proportion of the costs to be shared by others, are presented in Chapter 5. Transit improvement costs may be funded by the AC Transit, however, are included in the Nexus cost. No other sources of funding are available for all improvement projects identified in Chapter 5. **Table 23** presents proposed TIF projects and costs.

Table 23: Proposed TIF Projects and Costs

#	Project	Low Cost	High Cost
1	Bicycle Improvement Projects	\$7,300,000	\$18,400,000
2	Pedestrian Improvement Projects	\$108,300,000	\$124,000,000
3	Transit Improvement Project	\$1,896,200	\$14,943,624
4	Vehicular Improvement Project	\$26,140,000	\$26,140,000
Total		\$143,636,200	\$183,483,624

The costs of these projects have been calculated in dollars. The proposed Hayward TIF ordinance will make provisions for annual adjustments to the fee based on published construction cost indices. In this way, any escalation in construction costs will be covered by commensurate fee adjustments.

Program Costs and Fee Calculation

Table 24 presents a summary of the TIF improvement project costs, the projected future trips to be added by new development, and the resulting estimated TIF improvement cost per trip. The total costs of the TIF projects to be included are \$143,636,200 (low cost) and \$183,483,624 (high cost). State law allows the City to include costs associated with administering the Fee program in the Fee. These administrative tasks include required reporting and enforcement, and are conservatively estimated at 1% of the total project costs.

The fee calculation is based on trip generation estimates in **Table 22** and the cost estimates of the TIF improvement projects. The TIF improvement project costs as well as the calculated new TIF cost per trip are shown in **Table 24**.

Table 24: Cost per Trip Estimate

	A.M. Peak Hour		P.M. Peak Hour	
	Low Cost	High Cost	Low Cost	High Cost
All Projects	\$143,636,200	\$183,483,624	\$143,636,200	\$183,483,624
Plus Administrative Costs (1%)	\$1,436,362	\$1,834,836	\$1,436,362	\$1,834,836
Total TIF Funding	\$145,072,562	\$185,318,460	\$145,072,562	\$185,318,460
Total Peak Hour Trips Added by New Development	10,495	10,495	12,524	12,524
TIF Cost Per Trip	\$13,824	\$17,659	\$11,584	\$14,797

Table 25 and **Table 26** present the new schedule of fees. The land use categories in this fee schedule have been determined based on a range of expected development land use types. The fees are calculated by multiplying the ITE trip rates contained in *Trip Generation, 10th Edition* for the A.M. and P.M. peak period by the cost per trip.

The resulting fee rate, shown in the last columns of **Table 25** and **Table 26** are the rate per dwelling unit for residential development, per employee for lodging development, or per thousand square feet (KSF) for non-residential development. The trip rate factor for the retail land use was adjusted (reduced 60%) to account for the pass-by-trips. The trip rate factor for the gas station land use was adjusted (reduced 70%) to account for the pass-by-trips.

Table 25: Calculations of Fees based on A.M. trips (Per KSF¹ unless noted)

Land Use Category	A.M. Trip Rate ²	Cost Per A.M. Trip		Fee Rate	
		Low Cost	High Cost	Low Cost	High Cost
Retail ³ /KSF	1.2	\$13,824	\$17,659	\$16,588	\$21,190
Office/KSF	1.47	\$13,824	\$17,659	\$20,321	\$25,958
School/KSF	5.68	\$13,824	\$17,659	\$78,518	\$100,301
Place of worship/KSF	0.65	\$13,824	\$17,659	\$8,985	\$11,478
Car dealership/KSF	3.18	\$13,824	\$17,659	\$43,959	\$56,154
Auto Service/KSF	2.83	\$13,824	\$17,659	\$39,121	\$49,974
Gas Station ⁴ /KSF	27.07	\$13,824	\$17,659	\$374,192	\$478,000
Fast food with drive-through/KSF	50.97	\$13,824	\$17,659	\$704,591	\$900,058
Fast food without drive-through/KSF	47.66	\$13,824	\$17,659	\$658,835	\$841,608
Sit-down restaurant/KSF	14.04	\$13,824	\$17,659	\$194,084	\$247,927
Hotel/Room	0.54	\$13,824	\$17,659	\$7,465	\$9,536
Warehouse /KSF	0.22	\$13,824	\$17,659	\$3,041	\$3,885
Distribution Hub/E-Commerce /KSF	0.88	\$13,824	\$17,659	\$12,165	\$15,540
Manufacturing/KSF	0.81	\$13,824	\$17,659	\$11,197	\$14,303
Industrial Park/KSF	0.41	\$13,824	\$17,659	\$5,668	\$7,240
Other/KSF	1	\$13,824	\$17,659	\$13,824	\$17,659
Single Family/Unit	0.76	\$13,824	\$17,659	\$10,506	\$13,421
Multi-Family/Unit	0.56	\$13,824	\$17,659	\$7,741	\$9,889

Notes:

¹KSF = Thousand square feet

²A.M. peak hour trip rate, based on ITE's Trip Generation, 10th Edition

³ITE Retail Trip Rate Adjustment Based on 60% pass-by trip

⁴ITE Retail Trip Rate Adjustment Based on 70% pass-by trip

Table 26: Calculations of Fees based on P.M. trips (Per KSF¹ unless noted)

Land Use Category	P.M. Trip Rate ²	Cost Per P.M. Trip		Fee Rate	
		Low Cost	High Cost	Low Cost	High Cost
Retail ³ /KSF	1.68	\$11,584	\$14,797	\$19,460	\$24,859
Office/KSF	1.42	\$11,584	\$14,797	\$16,449	\$21,012
School/KSF	2.88	\$11,584	\$14,797	\$33,361	\$42,616
Place of worship/KSF	0.8	\$11,584	\$14,797	\$9,267	\$11,838
Car dealership/KSF	3.79	\$11,584	\$14,797	\$43,844	\$56,007
Auto Service/KSF	3.51	\$11,584	\$14,797	\$40,658	\$51,938
Gas Station ⁴ /KSF	35.8	\$11,584	\$14,797	\$415,132	\$530,298
Fast food with drive-through/KSF	51.36	\$11,584	\$14,797	\$594,932	\$759,978
Fast food without drive-through/KSF	48.7	\$11,584	\$14,797	\$564,120	\$720,617
Sit-down restaurant/KSF	17.41	\$11,584	\$14,797	\$201,670	\$257,617
Hotel/Room	0.61	\$11,584	\$14,797	\$7,066	\$9,026
Warehouse/KSF	0.24	\$11,584	\$14,797	\$2,780	\$3,551
Distribution Hub/E-Commerce /KSF	0.71	\$11,584	\$14,797	\$8,224	\$10,506
Manufacturing/KSF	0.79	\$11,584	\$14,797	\$9,151	\$11,690
Industrial Park/KSF	0.4	\$11,584	\$14,797	\$4,633	\$5,919
Other/KSF	1	\$11,584	\$14,797	\$11,584	\$14,797
Single Family/Unit	1	\$11,584	\$14,797	\$11,584	\$14,797
Multi-Family/Unit	0.67	\$11,584	\$14,797	\$7,761	\$9,914

Notes:

¹KSF = Thousand square feet

²P.M. peak hour trip rate, based on ITE's Trip Generation, 10th Edition

³ITE Retail Trip Rate Adjustment Based on 60% pass-by trip

⁴ITE Retail Trip Rate Adjustment Based on 70% pass-by trip

Other Factors in TIF

Establishment of Final TIF - The City may decide not to levy the maximum fee that has been established as a part of this study as it may reduce development feasibility, make the City less competitive with its peers, or other purposes. The Final TIF will be established through resolution amending the Master Fee Schedule.

Intensification or Change in Land Use - When a land use is intensified, such as replacing a group of single family homes with multi-family homes, the fee to be charged is the difference in calculated fees for the two land uses. The same principle is applied with changes in land use, such as demolishing an industrial building to build a residential development.

Other Land Uses - The City may decide to use the \$13,824 (low cost) and \$17,659 (high cost) per A.M. peak hour trip rate and to use the \$11,584 (low cost) and \$14,797 (high cost) per P.M. peak hour trip rate to apply to other specific land uses not covered by **Table 25** and **Table 26**. The latest edition of ITE's *Trip Generation* should be used as a source for A.M. and P.M. peak hour trip rates.

Nexus Findings

TIF's are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use (cities and counties) to mitigate the transportation impacts of the development. To guide the widespread imposition of public facilities fees, the State Legislature adopted the Act with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document five findings when adopting a fee.

The five statutory findings required for adoption of the maximum justified fee documented in this report are presented in this chapter and supported in detail by this report. All statutory references are to the Act.

1. Purpose of the Fee

For the first finding, the City must:

Identify the purpose of the fee. (§66001(a)(1))

The purpose of this fee is to implement the actions of the Citywide MIP, which is mandated under ACTC's Congestion Management Program when regional intersections fall below LOS E. The imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of capital facilities necessary to accommodate new development. This fee will charge new development the fair share cost of transportation improvements needed to mitigate the transportation impacts created by that development.

2. Use of Fee Revenues

For the second finding, the City must:

Identify the use to which the fee is to be put. (§66001(a)(2))

If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

3. Benefit Relationship

For the third finding, the City must:

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. (§66001(a)(3))

The City has determined that the improvements listed in the report are necessary to address deficiencies related to traffic congestion and CMP compliance, as identified in the MIP and the City's environmental documents, due to future development under the 2040 General Plan. Public facilities funded by the fee will provide a network of transportation infrastructure accessible to the additional residents and workers associated with new development, resulting in mobility and accessibility benefits to the new development. Thus, there is a reasonable relationship between the use of fee revenues and the new residential and nonresidential development that will pay the fee.

4. Burden Relationship

For the fourth finding, the City must:

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. (§66001(a)(4))

The number of residential dwelling units and building square footage are indicators of the demand for transportation facilities needed to accommodate growth. As new building square footage is created, the occupants of the new structures will place additional burdens on the transportation facilities. The need for the fee is based on traffic engineering studies assessing the impact of additional vehicle trips from new development as well as City policies governing the design of a transportation system needed to serve new growth areas. Traffic engineering and related data were also used to inform the scope of improvements included in the fee program. For transportation improvements needed to accommodate the development anticipated in the near term, the cost burden is fully allocated based on development anticipated in the near term. For transportation improvements that are not immediately needed to accommodate near term development, but that will be needed to accommodate development in the longer term, the cost burden is allocated based on projections of new development. Thus, there is a reasonable relationship between the need for the planned improvements, the scope of the improvements, and the parcels that will pay the fee.

5. Proportionality

For the fifth finding, the City must:

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. (§66001(b))

There is a reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that development based on the estimated vehicle trip demand the development will generate in the MIP. The total fee for a specific development is based on its planned square footage for nonresidential uses, the number of rooms for lodging uses, and the number of dwelling units for residential uses. Larger projects of a certain land use type will have a higher trip generation and pay a higher fee than smaller projects of the same land use type. Thus, the fee schedule ensures a reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that project.

6. Impact Fees in Other Cities

Transportation Impact Fees (TIF) of numerous nearby cities were shown in **Table 27** in order provide context for considering Hayward citywide TIF.

Table 27: TIF from Nearby Cities

City	Single Family/d.u.	Multi-Family/d.u.	Office/KSF	Retail/KSF	Industrial/KSF	Cost/Trip
Sunnyvale s/o 237	\$3,336	\$2,068	\$4,971	\$6,187	\$3,236	\$3,322
Sunnyvale n/o 237	--	--	--	\$5,710	\$3,602	\$6,106
Los Altos	\$6,152	\$3,777	\$9,076	\$11,269	-	\$6,091
San Jose	\$10,326	\$8,262	--	\$21,090	\$15,410	\$16,444
Los Gatos	--	--	--	--	--	\$9,020
Palo Alto (all trips)	\$7,886	--	--	--	--	\$7,886
Palo Alto (SR Park-non res.)	x	x	--	--	--	\$11,640
Palo Alto (San Antonio-non res.)	x	x	--	--	--	\$2,400
Menlo Park	\$15,155	\$5,108	\$17,600	\$10,260	\$7,500	--
San Mateo	\$4,100	\$2,517	\$3,763	\$7,043	\$2,452	\$4,507
East Palo Alto	\$11,967	\$13,698	\$22,680	--	\$16,710	\$2,059
San Carlos	\$3,052	\$1,892	\$4,547	\$11,323	\$2,298	--
Milpitas	--	--	--	--	--	\$1,024
Milpitas (Transit Area Fee)	--	\$32,781	\$36,600	\$22,800	--	--
Fremont	--	\$3,877	\$5,663	\$7,754	\$4,105	--
Newark	\$5,113	\$3,170	\$4,530	\$4,530	\$2,480	--
Morgan Hill	\$3,373	\$2,090	\$3,373	\$3,373	\$3,373	--
Gilroy	\$12,265	\$9,943	--	\$20,492	\$5,378	--
Cupertino	\$10,573	\$6,556	\$29,780	\$17,010	--	\$10,675

CHAPTER 7. CONCLUSION

Existing Conditions Analysis

Under Existing Conditions, the traffic operation and traffic safety within the study area are summarized below:

- 1 percent of the collisions are fatal collisions.
- 52 percent of the collisions are injury collisions.
- Broadside & rear-end are the main types of traffic collisions at the study intersections.
- 26 out of 70 signalized intersections operate at LOS E or F.
- 21 out of 30 unsignalized intersections operate at LOS E or F.
- Two out of 15 study segments operate at unacceptable conditions during at least one peak period. Both failing segments are CMP roadways.
- Seven out of 21 failing, unsignalized intersections meet the peak hour signal warrant for one or both peaks.
- 33 out of 47 failing intersections improve from unacceptable to acceptable operations during one or both peak hours when mitigations are applied.

Developing Traffic Forecast and Future Conditions Analysis

The Future (2040) Conditions traffic flows were projected with a growth rate developed from the City of Hayward CUBE Model. Under Future Conditions, the traffic operation and traffic safety within the study area are summarized below:

- 24 out of 70 signalized intersections operate at LOS F during the a.m. peak.
- 27 out of 70 signalized intersections operate at LOS F during the p.m. peak.
- 23 out of 30 unsignalized intersections operate at LOS E or F during the a.m. peak.
- 21 out of 30 unsignalized intersections operate at LOS E or F during the p.m. peak.

Multimodal Improvement Projects and Action Plan

TJKM proposed multimodal improvement projects in the City of Hayward for bicycle, pedestrian and vehicular facilities based on the Intersection and roadway level of service analyses completed as part of this study, and recommendations made in previous plans adopted by the City. The improvement costs were developed with project and unit costs provided in the Bicycle and Pedestrian Master Plan and by the City. The action plan was developed based on information provided in the Bicycle and Pedestrian Master Plan and by the City of Hayward.

Nexus Study

The TIF improvement costs per trip were developed based on the projected future trips to be added by new developments and the multimodal improvement project costs calculated as part of this study. The total costs of the TIF projects are \$143,636,200 (low cost) and \$183,483,624 (high cost). The TIF cost per trip are as follows:

- Low Cost A.M. Peak - \$13,824
- Low Cost P.M. Peak - \$11,584
- High Cost A.M. Peak - \$17,659
- High Cost P.M. Peak - \$14,797

Appendix A
Existing Turning Movement Counts (TMC)

Appendix B
Existing Average Daily Traffic (ADT) Counts

Appendix C

Level of Service (LOS) Analysis Reports for Existing Conditions

Appendix D
Collision Data

Appendix E
Peak Hour Signal Warrant Analysis Worksheets

Appendix F
Level of Service (LOS) Analysis Reports for Existing Conditions
Mitigations

Appendix G

Level of Service (LOS) Analysis Reports for Future (2040) Conditions

ORDINANCE NO. 22-_____

AN ORDINANCE OF THE CITY OF HAYWARD ADDING ARTICLE 30 TO
CHAPTER 10 OF THE HAYWARD MUNICIPAL CODE REGARDING
TRAFFIC IMPACT FEES FOR PROPERTY DEVELOPERS

THE CITY COUNCIL OF HAYWARD DOES ORDAIN AS FOLLOWS:

Section 1. Article 30 is added to Chapter 10 of the Hayward Municipal Code to read in full as follows:

ARTICLE 30 – PROPERTY DEVELOPERS—TRAFFIC IMPACT FEES

SECTION 10-30.00 – AUTHORITY.

This article is enacted pursuant to , Government Code section 66000 et seq., known as the Mitigation Fee Act,, the City Charter and the Constitution of the State of California.

SECTION 10-30.01 – FINDINGS AND PURPOSE.

The City Council finds and declares that:

- (a) New development generates additional residents, employees, and structures, which in turn place an additional cumulative burden upon the local transportation system.
- (b) Improvements to the existing transportation system in the City are needed to mitigate the cumulative impacts of new development and to accommodate future development.
- (c) The Mitigation Fee Act (Government Code section 66000 et seq.) authorizes local agencies to impose fees on development projects for the purpose of defraying all or a portion of the cost of public facilities related to the development project
- (d) The Traffic Impact Fees (hereafter “TIF”) imposed pursuant to this Article are one-time fees imposed in connection with the approval of development projects to mitigate the transportation impacts of new development.

- (e) The TIF will charge new development the fair share cost of transportation improvements needed to mitigate the transportation impacts created by that development.
- (f) Public facilities funded by the TIF will provide a network of transportation infrastructure accessible to the additional residents and workers associated with new development, resulting in mobility and accessibility benefits to the new development.
- (g) Adequate transportation improvements are needed to promote the health, safety, and general welfare of the citizens, to facilitate transportation and to promote economic well-being within the City.
- (h) It is the intent of the City Council that the TIF shall be supplementary to the fees, exactions, dedications, or conditions imposed upon development pursuant to the provisions of the Subdivision Map Act, California Environmental Quality Act, and other state laws and city ordinances or policies which may authorize the imposition of fees, dedications, or conditions thereon.
- (i) The TIF is based upon the evidence that new development generates additional cumulative burden upon the local transportation system and should be expected to pay a share of the new facilities, as more fully described in the City of Hayward Final Report Multimodal Intersection Improvement Plan & Nexus Study, dated March 2022, prepared by traffic consultants TJKM (hereinafter “the Traffic Impact Fee Report”).
- (j) The Traffic Impact Fee Report is intended to satisfy the requirements of the Mitigation Fee Act, particularly Government Code sections 66001 and 66016.5.

SECTION 10-30.05 – DEFINITIONS

For the purposes of this Article, the following terms shall have the meanings indicated in this Section:

- (a) “Developer” means an individual or entity applying for issuance of a building permit or approval of a tentative subdivision map, parcel map, use permit, planned development, or site plan review.
- (b) “Development” means any new construction or use of land or buildings that requires issuance of a building permit or other use entitlement, including a tentative subdivision map, parcel map, use permit, planned development, or site plan review

(c) “Land Use Category” means any of the following specific land uses:

(i) Residential

“Single-family residence” means a detached unit where no more than one unit exists on a parcel. A couplet or zero lot line dwelling unit where no more than one vertical wall is shared and each couplet/zero lot line dwelling is located on its own parcel is considered a single-family residence.

“Multi-family residence” means a dwelling unit where more than one unit exists on a parcel, whether or attached or detached. This includes duplexes, triplexes, four-plexes, condominiums, mobile homes, and apartments with five or more units. An attached dwelling unit where more than one vertical wall is shared with another dwelling unit (ie., townhouse) is considered a multi-family residence, even if each unit is located on an individual parcel.

(ii) Non-Residential

“Retail” means land used for the provision of goods and services. This category is for general sales and services that comprise most establishments typically associated with commercial land use.

“Office” means a building where affairs of businesses commercial or industrial organizations, or professional persons or firms are conducted.

“General industrial” means industrial or related facilities. It is typically characterized by a mix of manufacturing, service, and warehouse services.

“Distribution” or “e-commerce” means a building that is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations, other warehouses, or elsewhere.

SECTION 10-30.10 – ESTABLISHMENT OF FEE AND APPLICABILITY

(a) A Traffic Impact Fee (TIF) is hereby established to carry out the purposes of this Article.

- (b) The TIF shall be imposed as a condition of approval upon each development project within the City involving issuance of a building permit or approval of a tentative subdivision map, parcel map, use permit, planned development, or site plan review.
- (c) If an application for a development project involving issuance of a building permit or approval of a tentative subdivision map, parcel map, use permit, planned development, or site plan review has been “deemed complete” by the Planning Department – Development Services Division on or after the effective date of the ordinance codified in this Article, the TIF shall apply to such development
- (d) Fees for residential development shall be charged for each new dwelling unit. No fee is applicable for remodeling or for an addition to an existing unit not resulting in a new dwelling unit.
- (e) Fees for non-residential development shall be charged on a per thousand square foot basis for all new gross floor area, including additions where floor area is increased. No fee is applicable for remodeling or restoration only, where the floor area is improved or replaced but not increased.
- (f) Fees shall be charged for changes in use that requires city approval, including issuance of a building permit, which results in an increase in traffic impacts based upon the incremental difference between the fee calculated for the floor area of a prior legal use and the fee calculated for the floor area of the proposed new use.

SECTION 10-30.15 – EXEMPTION FROM REQUIREMENTS

The following types of development projects(s) shall be exempt from the provisions of this article:

- (a) Development projects for the construction of public buildings or facilities.
- (b) Rental housing owned by a for-profit corporation with rents which on the average remain affordable, for a period of at least thirty (30) years, to households with incomes of no more than one hundred twenty (120) percent of area median income, adjusted for household size, as defined by the State of California Department of Housing and Community Development. Developers of such housing shall record against the property an Affordable Housing Agreement per HMC Sec. 10-17.515 and Section 10-17.525 that is approved by the City and enter into a regulatory agreement with the City, which shall guarantee the term of affordability.

- (c) Ownership housing developed by a private developer which is affordable in perpetuity to first-time homebuyers with incomes of no more than one hundred twenty (120) percent of area median income, adjusted for household size, as defined by the State of California Department of Housing and Community Development. Developers of such housing shall record against the property an Affordable Housing Agreement per HMC Sec. 10-17.515 and Section 10-17.525 that is approved by the City and enter into a regulatory agreement with the City, which shall guarantee the term of affordability. Owners within such ownership developments shall be required to provide a right of first refusal to the City or its designee to purchase the units upon resale.
- (d) Affordable units, as defined and required by the Hayward Affordable Housing Ordinance, Chapter 10, Article 17 of the Hayward Municipal Code.
- (e) Any affordable units otherwise restricted for a minimum of 30 years by a governmental agency pursuant to state or federal law.
- (f) Development projects for which the imposition of the fee imposed by this Article would be in violation of state or federal law.
- (g) Development projects that have submitted an application that has been “deemed complete” by the Planning Department – Development Services Division prior to the effective date of this Article.
- (h) No fee is applicable for remodeling, adding to an existing unit, or adding an accessory dwelling unit (ADU) for residential development.

SECTION 10-30.20 – AMOUNT OF FEE

- (a) AMOUNT OF FEE. The amount of the TIF may be established by resolution or ordinance of the City Council based on the analysis contained in the Traffic Impact Fee Report and shall be included in the Master Fee Schedule, which may be amended by the City Council from time to time. Development projects subject to this Article shall be subject to the impact fee schedule in effect at the time the application is deemed complete by the Planning Department – Development Services Division. If a project is developed in phases, each phase shall be subject to the fee schedule in effect at the time of building permit issuance for that phase.
- (b) ANNUAL ADJUSTMENT. The TIF shall be automatically adjusted annually on the first of the calendar year based on the preceding 12-month average California Construction Cost Index for the San Francisco Bay Area published by the

Engineering News Record (ENR). In no event shall an adjustment pursuant to this subdivision result in a fee in excess of the amount previously adopted pursuant to this Article.

- (c) CITY COUNCIL DISCRETION REGARDING RATE. In any given Fiscal Year, the City Council may, by resolution, levy the fee adopted pursuant to this Article at a lower rate. No action by the City Council under this subsection to reduce the fee rate will prevent it from subsequently increasing the fee rate to the maximum rate previously adopted pursuant to this Article.

SECTION 10-30.25 – COMPUTATION OF FEE

The provisions set forth below shall govern the computation of the fee:

- (a) Residential development is calculated per dwelling unit and non-residential development is computed per gross floor area in thousand square feet (KSF).

- (b) The computation of development will use the following formula:

1. *Traffic Impact Fee for residential = (Units) x (Fee per Unit)*
2. *Traffic Impact Fee for non-residential = (KSF) x (Fee per KSF)*

- (c) For changes in use pursuant to section 10-30.10(f), fees shall be charged upon the incremental difference between the fee calculated for the floor area or number of units of a prior legal use and the fee calculated for the floor area or number of units of the proposed new use. However, should the change of use, redevelopment, or modification result in a net decrease, no refunds or credits for past traffic fees shall be refunded or credited.

- (d) When more than one (1) land use type is proposed within the same development, such as a mixed-use development, each land use type will be calculated separately, and the total of the various uses will be assessed.

- (e) Pursuant to Government Code section 66005.1, a ten percent (10%) reduction in the total computed traffic impact fee is applicable for residential projects that meet the following criteria :

- (i) The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
- (ii) Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
- (iii) The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

SECTION 10-30.30 GENERAL PROVISIONS

- (a) PAYMENT OF IMPACT FEES. Fees shall be paid to the Department of Public Works – Transportation Division prior to the date of final inspection or the date of issuance of a certificate of occupancy for a development project, whichever occurs first. Where occupancy of a development project is phased, including residential development projects with more than one dwelling unit, fees shall be paid on a pro rata basis for each dwelling unit or structure prior to the date of final inspection or the date the certificate of occupancy for each said dwelling unit or structure, whichever occurs first.
- (b) USE OF IMPACT FEES. The fees collected hereunder, including accrued interest, shall be used only for the purpose of mitigating cumulative transportation impacts of new development. The transportation mitigation improvements for which the fee will be used are identified in the Traffic Impact Fee Report, specifically *Chapter 5 – Multimodal Improvement Projects and Action Plan* Table 18: Bicycle Improvement Projects, Table 19: Pedestrian Improvement Projects, Table 20: Transit Improvement Projects, and Table 21: Vehicular Improvement Projects.
- (c) DISPOSITION OF FEES. Fees paid to the City pursuant to this Article shall be deposited into a special transportation fund designated solely for specific cumulative traffic mitigation projects identified in the Traffic Impact Fee Report.
- (d) REFUND OF FEE.
 - (i) If a building permit or use permit expires, is canceled, or is voided and any fees paid pursuant to this chapter have not been expended, no

construction has taken place, and the use has never occupied the site, the Director of Public Works may, upon the written request of the applicant, order return of the fee and the interested earned on it, less administrative costs.

(ii) City Council shall adopt a resolution authorizing refund of unexpended fees under the circumstances described in Government Code section 66001(e).

SECTION 10.-30.35 APPEALS

The developer of a project subject to this Article may appeal the imposition and/or calculation of the fee. Any development applicant aggrieved by any decision of the Public Works – Transportation Division with respect to the amount of such fee, interest, and imposition, if any, may appeal to the City Manager or their designee, or if applicable to the City Council.

- (a) An applicant must file a notice of appeal with the City Clerk within fifteen (15) days of the serving or mailing of the determination of imposition or calculation or prior to the effective date of the decision being appealed, whichever occurs first.
- (b) Appeal must be in writing and must set forth the specific action appealed from, the specific grounds of the appeal, and the relief or action sought. The written appeal must be accompanied by a fee, as established by resolution of the City Council.
- (c) The City Clerk shall fix a time and place for hearing such appeal, and give notice in writing to such applicant at their last known place of address. The findings of the City Manager or their designee, or if applicable the City Council, shall be final and conclusive and shall be served upon the appellant in the manner prescribed above for service of notice of hearing. Any amount found to be due shall be immediately due and payable upon the service of notice.
- (d) If an application is approved, an appeal may be filed by the applicant.
- (e) The City Manager or their designee, or if applicable the City Council, may approve, conditionally approve, or disapprove the appeal based upon the relevant information and findings.
- (f) Appeal shall be to the City Council when the decision being appealed is made by the Planning Commission. All other appeals shall be to the City Manager or their designee.

SECTION 10-30.40 – EFFECTIVE DATE OF ARTICLE

The effective date of this Article shall be thirty (30) days after its adoption by the City Council.

SECTION 10-30.45 - EFFECTIVE DATE OF FEE

Pursuant to Government Code sections 66017 and 66019 the effective date of the fees established by this Article shall be no sooner than 60 days following adoption of the fees by the City Council.

SECTION 10-30.50 - SEVERABILITY

If any section, subsection, paragraph, or sentence of this Ordinance, or any part thereof, is for any reason found to be unconstitutional, invalid, or beyond the authority of the City of Hayward by a court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance.

INTRODUCED at a regular meeting of the City Council of the City of Hayward, held the _____ day of _____ 2022, by Council Member _____

ADOPTED at a regular meeting of the City Council of the City of Hayward, held the _____ day of _____ 2022, by the following votes of said City Council.

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED: _____
Mayor of the City of Hayward

DATE: _____

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: PH 22-023

DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

603 A Street: Adopt a Resolution to Vacate a Public Utilities Easement at 603 A Street

RECOMMENDATION

That the Council adopt a resolution (Attachment II) to vacate an existing Public Utilities Easement (PUE) at 603 A Street.

SUMMARY

The City acquired a PUE near the northwest corner of 603 A Street in Hayward in 1993 and has since moved all facilities out of the PUE. The City no longer has need for the easement and the property owner at 603 A Street has requested the City vacate the PUE to increase the development potential of the lot.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Resolution
- Attachment III Public Utilities Easement
- Attachment IV Site Plan with PUE
- Attachment V Resolution 22-077



DATE: May 3, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution to Vacate a Public Utilities Easement at 603 A Street

RECOMMENDATION

That the Council adopt a resolution (Attachment II) to vacate an existing Public Utilities Easement (PUE) at 603 A Street.

SUMMARY

The City acquired a PUE near the northwest corner of 603 A Street in Hayward in 1993 and has since moved all facilities out of the PUE. The City no longer has need for the easement and the property owner at 603 A Street has requested the City vacate the PUE to increase the development potential of the lot.

BACKGROUND

The PUE was granted to the City of Hayward in 1993. Instrument No. 93-209864 was recorded June 14, 1993 to support the "A" Street Lighting Isolation Project, included as Attachment III and depicted on the Site Plan in Attachment IV. Subsequent improvements at the intersection including modifications to the traffic signal removed all facilities from the PUE and the City no longer has a need for the easement.

The Council adopted Resolution No. 22-077 (Attachment V) at its regularly scheduled meeting on April 5, 2022 setting the date and time for tonight's meeting as a public hearing for all persons interested in or objecting to the proposed vacation and to consider vacating the PUE.

DISCUSSION

The proposed vacation conforms to the general guidelines of the General Plan, which calls for improving the local economy, increasing the tax base, and generating public revenue. The proposed vacation will make the area of the PUE, approximately 130 square feet near the intersection of A Street and Grand Street, available for development by the property owner at 603 A Street. The property owner at 603 A Street has requested the vacation to accommodate a future planned development that encroaches into the PUE.

The vacation of a PUE is governed by California Streets and Highways Code Section 8300 et seq., which allows for a vacation of a PUE if the easement has been superseded by relocation and there are no other public facilities located within the easement. The notice of public hearing was published and posted on site as per the requirements of California Streets and Highways Code Section 8320, et seq. In addition, the City has sent notices to potentially affected public utilities advising of the intention to vacate the PUE.

The proposed PUE vacation is categorially exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act (CEQA) Guidelines, Class 5 minor alterations in land use limitations.

ECONOMIC AND FISCAL IMPACT

Vacation of the PUE, by itself, will not have a fiscal or economic impact. The additional development potential created by the vacated PUE may improve commerce, provide needed housing, and employ construction workers. Property tax revenues received by the City and several other local agencies will incrementally increase if a development at 603 A Street is constructed and occupied.

STRATEGIC ROADMAP

Approval of the PUE vacation supports the Preserve, Protect, & Produce Housing priority in the City's Strategic Roadmap, by increasing the development potential of 603 A Street and providing a mix of housing stock for all Hayward residents and community members, including the expansion of affordable housing opportunities and resources.

NEXT STEPS

The effective date of vacation will be when the Council adopted resolution vacating the PUE is filed with the Alameda County Recorder.

Prepared by: Scott Wikstrom, Development Services Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-_____

Introduced by Council Member _____

RESOLUTION VACATING A PUBLIC UTILITIES EASEMENT AT 603 A STREET

WHEREAS, The City Council of the City of Hayward by Resolution No. 22-077 declared its intent to vacate a public utility easement at 603 A street, granted to the City and recorded on June 14, 1993 as Instrument No. 93-209864, for the "A" Street Lighting Isolation Project; and

WHEREAS, All City-owned utilities have been subsequently removed from the easement and relocated to the adjacent public right-of-way; and

WHEREAS, the property owner at 603 A Street has requested this City Council to vacate this public utilities easement as provided for under Section 8320 of the California Streets and Highways Code; and

WHEREAS, notices of public hearing were posted on-site and published in the Daily Review, a newspaper of general circulation in Hayward as per the Streets and Highways Code Section 8322 and 8323; and

WHEREAS, The City Council conducted a public hearing on May 3, 2022 pursuant to Section 8320 et seq. of the California Streets and Highways Code to afford interested persons an opportunity and consider vacation of the public utility easement.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Hayward does hereby vacate the public utilities easement at 603 A Street, more particularly described in Instrument No. 93-209864 recorded June 14, 1993 in the Office of the County Recorder of Alameda County.

BE IT FURTHER RESOLVED that the City Clerk is authorized and directed to cause a certified copy of this resolution to be recorded in the office of the County Recorder of Alameda, and from and after the date this resolution is recorded, the public utilities easement is vacated.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
 MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
 City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

RECORDING REQUESTED BY

CITY OF HAYWARD

AND WHEN RECORDED MAIL TO

City Clerk
City of Hayward
25151 Clawiter Road
Hayward, CA 94545-2731

RECEIVED
HAYWARD IN OFFICIAL RECORDS
CITY OF ALAMEDA COUNTY, CALIF.
PATRICK O'CONNELL
COUNTY RECORDER

AUG 3 11 06 AM '93

'93 JUN 14 PM 12 42

087

D.H.

SPACE ABOVE THIS LINE FOR RECORDERS USE

No Tax Due
Exempt Transfer

'A' STREET LIGHTING ISOLATION
PARCEL N° 431-4-(90)
PROJECT N° 5883

David Berglund
City Attorney
City of Hayward

PUBLIC UTILITY EASEMENT

DOROTHY LEVIN, ARTHUR ZEMEL, RICHARD FALLOWS and HAROLD DOBBS, Trustees under the Trust Agreement dated August 29, 1974, hereby grant to the CITY OF HAYWARD, a municipal corporation, an easement for the construction, reconstruction, maintenance and repair for PUBLIC UTILITIES, including all necessary appurtenances thereto, over, across, along, under and through the real property located in the City of Hayward, County of Alameda, State of California, described in Exhibit "A", attached hereto and made a part of:

TOGETHER with the perpetual right of ingress and egress thereto and therefrom for all purposes reasonably connected with the full and complete enjoyment of the rights hereby granted.

Executed by Grantors May 7, 1993.

Dorothy Levin
DOROTHY LEVIN, TRUSTEE
Richard Fallows
RICHARD FALLOWS

Arthur Zemel
ARTHUR ZEMEL, TRUSTEE
Harold Dobbs
HAROLD DOBBS

STATE OF CALIFORNIA)
COUNTY OF)ss.

On May 7, 1993, before me, *Georgia K. Bregante*, a Notary Public in and for said state, personally appeared DOROTHY LEVIN, ARTHUR ZEMEL, RICHARD FALLOWS and HAROLD DOBBS, personally known to me, or proved to me on the basis of satisfactory evidence, to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same in their capacities, and that by their signatures on the instrument, the persons, or the entity upon behalf of which the persons acted, executed the instrument.

WITNESS my hand and official seal.
GEORGIA K. BREGANTE
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
SAN FRANCISCO COUNTY
My Commission Exp. Aug 20, 1995

Signature *Georgia K. Bregante*
Notary Public, State of California

REAL property in the City of Hayward, County of Alameda, State of California, described as follows:

PORTION of the parcel of land described in the Gift Deed from Ann Hamburger to Dorothy Levin, Arthur Zemel, Richard Fallows, and Harold Dobbs, as Trustees under Trust Agreement dated August 29, 1974, dated August 29, 1974, and recorded September 5, 1974, in Reel 3769 of Official Records of Alameda County at Image 113(74-116839), described as follows:

BEGINNING at a point on the northeastern line of Grand Street, distant thereon South 27°11' East, 6.00 feet from the intersection thereof with the southeastern line of 'A' Street; thence at right angles to said northeastern line of Grand Street, North 62°49' East, 6.00 feet; thence parallel with said northeastern line of Grand Street, North 27°11' West, 6.00 feet to a point on said southeastern line of 'A' Street' thence along said southeastern line of 'A' Street, North 62°29' East 6.00 feet; thence along a line drawn parallel with said northeastern line of Grand Street, South 27°11' East, 12.00 feet; thence South 62°49' West, 12.00 feet to the Point of Beginning.

CONTAINING 130 square feet, more or less.

April 29, 1993

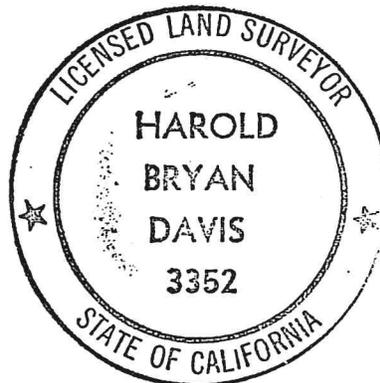
Harold B. Davis

HAROLD B. DAVIS

L.S. 3352

License Expires 6/30/94

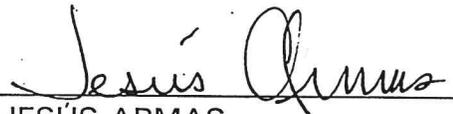
WP\LEGAL\EASEMNTS\PUE5883-2



CERTIFICATE

This is to certify that the interest in or easement upon real property conveyed by the deed, grant, or conveyance dated the 7th day of May, 1993, from DOROTHY LEVIN, ARTHUR ZEMEL, RICHARD FALLOWS, AND HAROLD DOBBS, to the City of Hayward, a municipal corporation, located in the County of Alameda, State of California, is hereby accepted by and consent to recordation thereof is hereby given by the undersigned, its duly authorized officer, on behalf of said City of Hayward, pursuant to Resolution No. 1141 C.S. of the City Council of said City of Hayward, adopted the 10th day of December, 1957, certified copy of which resolution has been heretofore recorded in the office of the County Recorder of said Alameda County.

Dated: 6/7/93


JESÚS ARMAS
City Manager

ATTEST:


JUDY VONADA
City Clerk

603 A Street, Existing Site Plan showing PUE to be Vacated



HAYWARD CITY COUNCIL

RESOLUTION NO. 22-077

Introduced by Council Member Wahab

RESOLUTION OF INTENTION TO VACATE A PUBLIC UTILITES EASEMENT AT
603 A STREET AND SETTING THE DATE AND TIME OF THE PUBLIC
HEARING

WHEREAS, the City Council of the City of Hayward intends to vacate a public utility easement at 603 A street, granted to the City and recorded on June 14, 1993 as Instrument No. 93-209864, for the "A" Street Lighting Isolation Project; and

WHEREAS, all City-owned utilities have been subsequently removed from the easement and relocated to the adjacent public right-of-way; and

WHEREAS, the property owner at 603 A Street has requested that this City Council to vacate this public utilities easement as provided for under Section 8320 of the California Streets and Highways Code.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Hayward intends to vacate the public utilities easement at 603 A Street, more particularly described in Instrument No. 93-209864 recorded June 14, 1993 in the Office of the County Recorder of Alameda County and shall conduct the vacation proceeding pursuant to Section 8320 et. seq. of the California Streets and Highways Code.

BE IT FURTHER RESOLVED that a public hearing shall be held in the Council Chambers, 777 B Street, Hayward, California, on Tuesday, May 3, 2022 at 7:00 pm, at which time and place the Council shall afford interested persons an opportunity to be heard prior to vacation of the public utilities easement as described in this Resolution of Intention.

Copies of the Resolution of Intent shall be published in a newspaper of general circulation and posted pursuant to the requirements of the California Streets and Highways Code.

IN COUNCIL, HAYWARD, CALIFORNIA April 5, 2022.

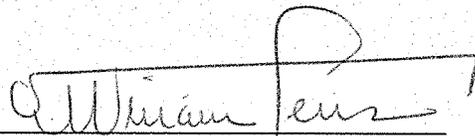
ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: Andrews, Lamnin, Márquez, Salinas, Wahab, Zermeño
MAYOR: Halliday

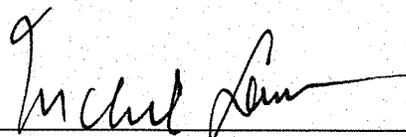
NOES: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ATTEST: 
City Clerk of the City of Hayward

APPROVED AS TO FORM:


City Attorney of the City of Hayward



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: LB 22-011

DATE: April 26, 2022

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Strategic Roadmap Update: Adopt a Resolution Approving the Updated Strategic Roadmap for the FY2023 Budget

RECOMMENDATION

That the Council adopts a resolution (Attachment II) approving the Updated FY21-23 Strategic Roadmap.

SUMMARY

Council adopted the City's Strategic Roadmap for FY 2021-23 on January 28, 2020. Subsequently, Council adopted revisions to the Roadmap on June 1, 2021 to reflect timelines that were extended or delayed, as well as new projects that were added due to COVID-19. On January 29, 2022, Council held a full day retreat to review the status of projects and provide feedback on recommended updates to the strategic priority titles, racial equity framework, and year three work plan. This report provides a high-level summary of the retreat discussion and Attachment IV provides a detailed summary. Staff is recommending that Council adopts a resolution (Attachment II) approving the updated Strategic Roadmap (Attachment III), which has been amended to incorporate feedback from the January retreat.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Strategic Roadmap for Adoption
Attachment IV	Retreat Summary



DATE: April 26, 2022

TO: Mayor and City Council

FROM: City Manager

SUBJECT: Strategic Roadmap Update: Adopt a Resolution Approving the Updated Strategic Roadmap for the FY2023 Budget

RECOMMENDATION

That the Council adopts a resolution (Attachment II) approving the Updated FY21-23 Strategic Roadmap.

SUMMARY

Council adopted the City's Strategic Roadmap for FY 2021-23 on January 28, 2020. Subsequently, Council adopted revisions to the Roadmap on June 1, 2021 to reflect timelines that were extended or delayed, as well as new projects that were added due to COVID-19. On January 29, 2022, Council held a full day retreat to review the status of projects and provide feedback on recommended updates to the strategic priority titles, racial equity framework, and year three work plan. This report provides a high-level summary of the retreat discussion and Attachment IV provides a detailed summary. Staff is recommending that Council adopts a resolution (Attachment II) approving the updated Strategic Roadmap (Attachment III), which has been amended to incorporate feedback from the January retreat.

BACKGROUND

On December 17, 2019, staff presented a draft three-year Strategic Roadmap to the Council. The draft Roadmap incorporated feedback from two Council work sessions (May 11, 2019 and October 7, 2019), as well as staff and community feedback gathered from May through December 2019. Staff returned to Council on January 14, 2020 to present an updated Roadmap responsive to and inclusive of Council's feedback. Council adopted the FY 2021-23 Strategic Roadmap on January 28, 2020.

Due to COVID-19 and other unforeseen circumstances in 2020, staff made rapid modifications to workplans and adjustments resulting from budget reductions. In the fall of 2020, staff teams for each of the six priority areas met to discuss the year one projects and the impact on staff's work of the COVID-19 response and other 2020 events. Staff prepared recommended revisions to the adopted Strategic Roadmap to reflect timelines that were extended or delayed due to COVID-19, as well as the new projects that were added. Staff presented these recommendations to Council at a Saturday retreat on February 13, 2021 and returned to

Council for a work session on April 20, 2021. Council adopted the current Strategic Roadmap on June 1, 2021.

DISCUSSION

On January 29, 2022, Council held a full day retreat to review the status of projects and provide feedback on recommended updates to the strategic priority titles, racial equity framework, and year three work plan. This report provides a high-level summary of the retreat discussion.

Attachment IV provides a detailed summary of the retreat and the results from a pre-retreat survey that Council completed. Staff members assigned to each of the projects have read through the detailed summary and survey results and will integrate Council's comments into project planning for FY23.

Attachment III is an updated version of the Strategic Roadmap that incorporates Council's feedback from the January retreat. Staff is recommending that Council adopts a resolution approving the updated Strategic Roadmap, which will be included in the FY23 budget document.

Incorporation of Racial Equity Framework

At the retreat, staff presented an approach to incorporate a racial equity framework into the Roadmap. This is included on page 4 of the updated Strategic Roadmap. Overall, Council was supportive of this approach. There were a handful of suggestions that staff will incorporate into the work for FY23, which include exploring ways to provide emotional support and coaching to staff while engaging in these discussions and including racial equity data and reporting in future Council reports.

Updates to the Priority Titles

Staff presented several amendments to the priority titles. Council was mostly agreeable to these recommendations with some discussion. In particular, there was a lack of consensus on the title that was previously Combat Climate Change.

Based on the discussion, staff is recommending the following titles for the updated Roadmap document. Next year, staff is planning a more comprehensive update to the Strategic Roadmap because it is the end of the current three-year plan and to account for any priority or policy changes resulting from the 2022 fall election. The priorities, titles, and workplans will be fully revisited at that time.

- Enhance Community Safety & Quality of Life (previously Support Quality of Life)
- Preserve, Protect & Produce Housing for All (no change)
- Confront Climate Crisis & Champion Environmental Justice (previously Combat Climate Change)

- Invest in Infrastructure (previously Improve Infrastructure)
- Grow the Economy (no change)
- Strengthen Organizational Health (previously Improve Organizational Health)

Prioritization Exercise

The retreat included a prioritization exercise that asked Council to select their top three priority projects. Staff intends to implement *all* the projects listed as part of the year three workplan in Attachment III. The purpose of this exercise was to help staff understand which projects are most important to prioritize if unforeseen circumstances arise.

Staff understands that this exercise was not a perfect reflection of Council’s top interests and will return to Council before taking any action if tradeoffs need to be made. Councilmembers provided feedback on how to add clarity to this type of exercise in the future, which staff will incorporate into future retreats.

The following projects received four or more Council votes in the prioritization exercise. Three of the projects were added by Council through the pre-retreat survey.

Enhance Community Safety & Quality of Life

- Mobile mental health response & District Command behavioral health clinician
- Work across strategic roadmap priorities to include racial equity lens
- Dispatch needs assessment and capacity
- Continue illegal dumping prevention pilot program
- Negotiate updated master lease agreement with HARD
- Engage owners of vacant building properties to encourage activation
- Work with the survivors and descendants of Russell City to determine appropriate restitution

Preserve, Protect & Produce Housing For All

- Update Housing Element
- Continue work on updating the Affordable Housing Ordinance
- Leverage partnerships to support the creation of eligible home key projects, including hotel conversions
- Explore program to convert tax-defaulted properties to affordable housing
- Explore Safe Parking Site

Confront Climate Crisis & Champion Environmental Justice

- Explore funding opportunities to increase the circular food economy as part of the Alameda County ALL IN Eats Initiative
- Adopt & implement 2030 Green House Gas Reduction Goal & Roadmap
- Implement Shoreline Master Plan, including mitigating sea level rise in the industrial corridor through building requirements and outreach (Councilmember added)
- Water conservation measures like increasing recycled water supplies (Councilmember added)

Invest in Infrastructure

- Corporation Yard renovation and building safety upgrades
- Implement major corridor traffic calming initiatives, with a focus on Patrick Ave and Campus Drive
- Construct additional EV charging facilities
- Stack Center fundraising and construction
- La Vista Park design and construction

Grow the Economy

- “Hayward Restore & Reopen Façade Program” – Grants and loans to improve blighted storefronts
- Revise alcohol use regulations to support existing and encourage more full-service restaurants
- Explore an outdoor marketplace that allows for a variety of vendors (Councilmember added)

Strengthen Organizational Health

- Develop talent acquisition plan for citywide and critical positions
- Implement new online planning and permitting solution
- Create a language accessibility policy and program for city services

Additional Topics

Overall, Council felt that the proposed project lists for the year three work plan were the right projects. Council requested additional information or discussion on several topics. These are listed below with staff’s recommended action for the coming year.

TOPIC	STAFF’S RECOMMENDED ACTION
Public Art	Council expressed general support for more public art and requested an informational item on existing City programs. That item is going to Council on April 26, 2022. Following review of the informational item, Council can request a work session to discuss this topic further.
Fiber/Internet Access	Council requested a report outlining the current internet needs for Hayward businesses and the approaches that other jurisdictions have taken, which will go to the Council Infrastructure Committee in FY23.
Smoke Free Ordinance for Apartments	Council requested that staff explore an ordinance and research what other jurisdictions have done on this topic. Staff will provide a memo to Council during FY23 outlining the feasibility and potential costs.

Public Lighting	Council requested an update on existing public lighting and possible opportunities to improve lighting, which will go to the Council Infrastructure Committee during FY23.
Soft Story Ordinance	Council requested an update on the implementation, which will go to a Council Committee during FY23.

FISCAL IMPACT

Most projects in the Strategic Roadmap have identified capital funding or will be absorbed into annual departmental operating budgets. Projects that are not fully funded have an icon (❖) next to them in Attachment III. Staff is working on funding strategies for these projects and will bring them to Council as the projects proceed. Staff is continuously seeking outside sources of funding. However, in most cases, asterisked projects will be contingent on future budget appropriations.

NEXT STEPS

If Council adopts the updated Strategic Roadmap, staff will include it in the FY23 budget document for the May 14 Council budget retreat. The Roadmap serves as a guide for staff's budget requests and will be referenced frequently at the May retreat.

Staff is planning a more comprehensive update to the Strategic Roadmap next year because it is the end of the current three-year plan and to account for any priority or policy changes resulting from the 2022 fall election. This process will take place over a few meetings and will include team building and a review of the vision for the Strategic Roadmap. It will also be aligned with the new Councilmember orientation.

Prepared by: Mary Thomas, Management Analyst

Recommended by: Jennifer Ott, Assistant City Manager

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-

Introduced by Council Member _____

RESOLUTION APPROVING AND ADOPTING THE UPDATED CITY OF HAYWARD THREE YEAR STRATEGIC ROADMAP (FISCAL YEAR 2021 - FISCAL YEAR 2023)

WHEREAS, on January 28, 2020 the City Council adopted the City’s Three-Year Strategic Roadmap for Fiscal Years 2021, 2022, and 2023; and

WHEREAS, on June 1, 2021, Council adopted updates to the Roadmap to reflect timelines that were extended and new projects that were added due to COVID-19; and

WHEREAS, on January 29, 2022, Council held a retreat to review and comment on staff’s recommended revisions for year three of the Roadmap,

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward approves and adopts the updates to the City of Hayward Three-Year Strategic Roadmap as shown in Attachment III to this agenda item.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

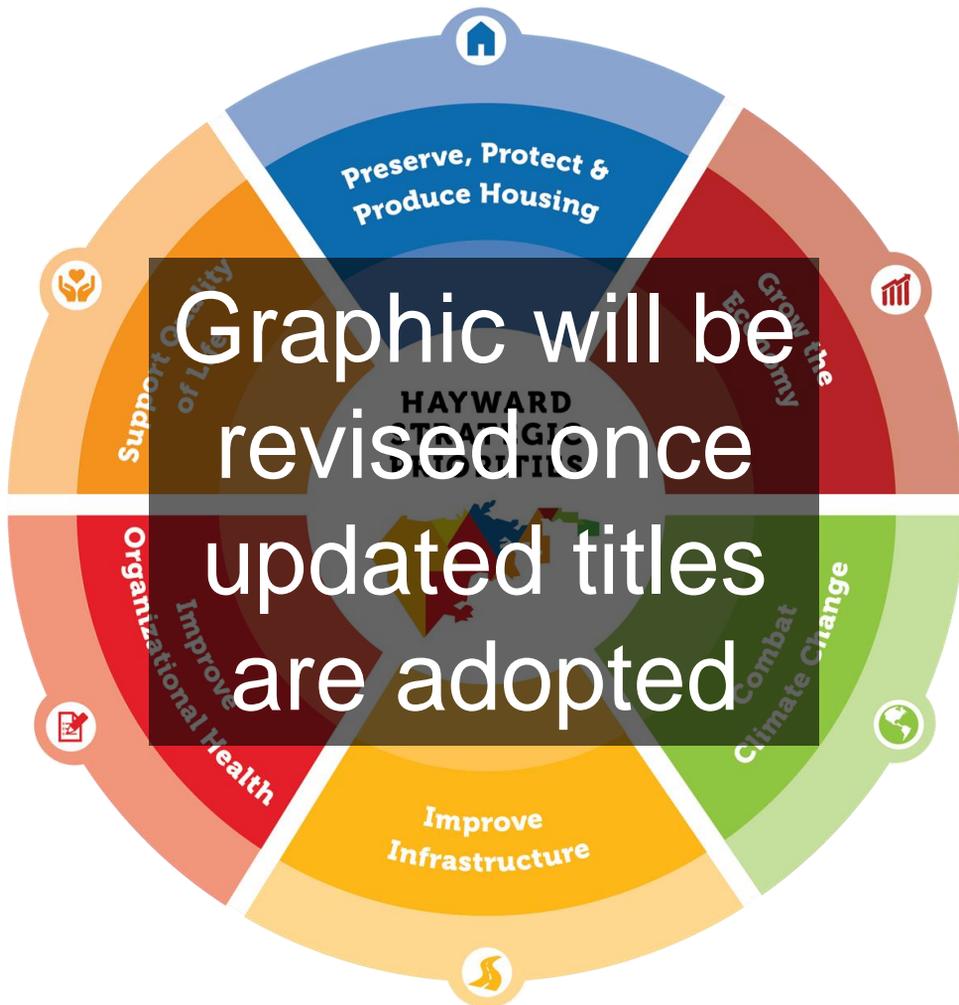
APPROVED AS TO FORM:

City Attorney of the City of Hayward



City of Hayward Strategic Roadmap FY2021 to FY 2023

Updated [DATE], 2022



City Council adopted the original Roadmap on January 28, 2020.
City Council adopted this updated Roadmap on [DATE], 2022.

About the Roadmap

The Roadmap starts with a shared Hayward vision for 2024. From that shared vision, we identified six core priorities required to achieve the vision. To accomplish each priority, we developed key projects, named responsible departments, and created a timeline.

Strategic Vision

By 2024, Hayward is growing in population and stature. Existing residents are proud to call Hayward home, and it is becoming a community of choice for new families and employers.

Hayward attracts new, higher-paying jobs, allowing existing and new residents to live and work in the same community. Because demand is high, blighted properties are re-developed and occupied. Hayward's attractive downtown and neighborhood business corridors draw people from across the region, featuring unique and locally-owned restaurants, music and art, outdoor dining, and inviting public spaces.

Diverse families live in healthy, 'complete communities' with stable housing, safe streets, excellent schools, and inclusive neighborhoods. Hayward has started construction of thousands of new housing units at all income levels. To reduce displacement of existing residents, the City is especially focused on affordable housing options, with many new high-density developments located near transit. The number of people without housing has decreased, and they are able to access the necessary social services to thrive.

Hayward continues to be a leader in climate resilience, reducing its carbon footprint, improving its sustainable practices, increasing green spaces, and preparing residents to face the impacts of climate change. Hayward has prioritized active transportation and multi-modal corridors over a reliance on cars and roads. As a result, the City sees less traffic, less pollution, and less speeding. Clean, leafy and landscaped corridors are more walkable and bikeable.

Internally, employees feel city-wide priorities are aligned to their work and are able to grow and thrive in their roles. Employees from diverse backgrounds are recruited, retained and celebrated, and staff provide culturally informed services to our community. The City is streamlining processes and using technology more effectively to provide better customer service. Hayward is also developing important partnerships between education institutions, transit services, and other regional agencies.

Overall, there is a rising sense of pride among employees and residents alike. While there is much more to do, the City of Hayward is a place where people want to be.

Strategic Priorities

The critical focus areas to achieve the vision.



Enhance Community Safety & Quality of Life

- Community-based response models
- Emergency preparedness
- Cleanliness and blight reduction
- Library and educational programs
- Celebrate heritage & confront inequities



Preserve, Protect & Produce Housing For All

- House and support people experiencing homelessness
- Incentivize housing production for all
- Protect the affordability of existing housing



Confront Climate Crisis & Champion Environmental Justice

- Reduce greenhouse gases and dependency on fossil fuels
- Promote a circular economy
- Mitigate climate crisis impacts through resilient design



Invest in Infrastructure

- Multi-Modal Transportation
- City-Owned Facilities & Property
- Water Supplies, Sanitation & Sewers
- Community-wide Internet Infrastructure & Access



Grow the Economy

- Invest in the future through businesses support services
- Enhance marketing
- Workforce development pipelines
- Strategically dispose of City property
- Create thriving commercial corridors



Strengthen Organizational Health

- Fiscal sustainability
- Employee engagement and retention
- Communications, transparency, and community engagement
- Safe & collaborative work environment

Racial Equity Focus Projects

We strive to build a culture of equity to ensure that we are meeting the needs of all residents.

The City is committed to providing equitable services that improve the lives of all residents and take into consideration past inequities and injustices. We know achieving this vision requires tackling tough issues like institutional racism and implicit bias. We also know it takes continuous listening, learning, and improvement.



Throughout this plan, we have identified projects with this icon that have a racial equity focus or services/projects that we are reviewing through a racial equity lens.

Questions we ask when we apply a racial equity lens to a service or project:

- What problem is this service/project seeking to address?
- Who benefits from this service/project? Are some community members impacted by the problem more than others? Do we have demographic information about this group(s)?
- Who does this service/project not benefit? Do we have demographic information about this group(s)?
- Who is currently accessing this service?
- Who is not accessing this service? Do we know why? Are there barriers that makes it more difficult for some community members to use or access this service?
- How are we communicating about this service/project? What barriers are there for people to find up-to-date information?

Strategic Roadmap FY2021 to FY2023 Project List



Enhance Community Safety and Quality of Life

† = Racial Equity Focus Project ✦ = Needs Funding ⊙ = Statutory Requirement √ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Support Safety through Community-Centered Response and Enforcement Models							
Q1	Assess findings from County's comprehensive assessment teams (CAT) pilot in preparation to roll out permanent program outside of County	√				PD, FD	LB, CS
Q2	Implement a vaping ban	√				DS	
Q3	Expand existing support services offered by the Hayward Police Department Youth and Family Services Bureau to include life skills, education and restorative justice	√	→	→	→	PD	
Q4	Implement Hayward Police Department Community Advisory Panel	√	→	→	→	PD	
Q5 Community Safety Public Engagement and Policy Innovation Workshop Pilots/Projects							
Q5a	Conduct community engagement and public polling to understand community concerns	√				CM, PD	All
Q5b	Implement Policy Innovation Workshop to design potential policy solutions	√				CM, PD	All
Q5c	Implement Dispatch Needs Assessment and Capacity †			X		CM, FD, PD	
Q5d	Pilot Behavioral/Mental Health Coordinator Position †			X		CM, FD, PD	
Q5e	Implement Pilot Mobile Mental Health Response Team †			X		CM, FD, PD	
Q5f	Implement District Command Behavioral Health Clinician †			X	→	CM, FD, PD	
Q5g	Community Feedback and Complaint Liaison †			X		CM, PD	CA
Q5h	Implement CSO Response to Property Crimes †			X	→	PD	
Q5i	Implement HPD Training Curriculum Working Group †			X		PD, HR, CM	
Q5j	Implement Neighborhood Participatory Budgeting †			X		CM, Fin	
Q6	Bring work session to Council on gun control options			X			
Support Safety through Emergency Preparedness, Planning, and Response							
Q7 Covid-19 Response							
Q7a	Establish Graffiti Relief Program	√				DS	
Q7b	Launch and run Food Distribution Operation †	√				CM, CS	FD, MS
Q7c	Launch and run Covid-19 Testing and Vaccine Operations †	√	→			FD	MS
Q7d	Operate Long-term Partial Activation of EOC, including rapid rollout of Veoci	√				FD	All
Q8	Conduct a 'risk & resilience' assessment of water system and update emergency response plan ⊙	√				PW	FD
Q9	Update comprehensive emergency services plan for community and staff			X		FD	MS, PW, PD
Q10	Update and adopt Fire Department strategic plan			X		FD	
Q11	Expand emergency shelter sites in Hayward*		√	→	→	HS	FD
Invest in Cleanliness and Reduce Blight							
Q12	Create and implement Interdepartmental Homeless Encampment Task Force	√	→	→	→	CS, DS, PD, HS, MS	
Q13	Adopt and Enforce Vacant Building Property Ordinance**	√	→	→	→	DS	
Q14	Engage owners of vacant building properties and encourage activation of vacant sites ✦**			X		ED	

Strategic Roadmap FY2021 to FY2023 Project List



Enhance Community Safety and Quality of Life

† = Racial Equity Focus Project ✦ = Needs Funding ⊙ = Statutory Requirement √ = Completed → = Continuous **bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Q15	Revamp community preservation ordinance to combat blight and enhance neighborhood livability **			X	→	DS	
Q16	Implement a strategy to compel Union Pacific to clean up their unsafe and blighted properties, mitigate public safety risk, and reduce inefficient use of staff resources	√	→	→	→	CM	CA, DS, PW, FD, PD, MS
Q17	Implement targeted illegal dumping prevention programs						
Q17a	Operation Clean Sweep	√	→			MS	
Q17b	Pilot programs and analysis †			X		MS	PD
Q17c	Roll out permanent program (if funded) ✦					MS	PD
Enhance Library, Educational, and Neighborhood Programs							
Q18	Implement Census 2020 community engagement	√				CM, LB	CS
Q19	Plan library operations and hours to leverage the new facility						
Q19a	Launch library Curbside Service	√	→			LB	
Q19b	Expand online Library programming offerings	√	→	→	→	LB	
Q19c	Launch Bookmobile Program ✦		√	→	→	LB	MS
Q19d	Conduct survey of library hours need and analysis of use		√			LB	
Q19e	Conduct stage one of strategic planning and implementation †			X		LB	
Q20	Negotiate updated Master Lease Agreement with Hayward Recreation and Park District †			X		CM	CA
Celebrate Hayward's Heritage & Confront Racial Inequities							
Q21	Work across Strategic Roadmap priorities to include racial equity lens (see Exhibit A) †			X		CM, GARE	All
Q22	Onboard more staff to join the Government Alliance for Racial Equity (GARE) staff team †			X		CM, GARE	All
Q23	Create an internal racial equity training program and policy †			X		CM, GARE	All
Q24	Design and Install Heritage Plaza Art Pieces to Honor Indigenous, Japanese American, and Russell City Heritage †			X		CM	LB, MS
Q25	Work with the survivors and descendants of Russell City to determine appropriate restitution ✦ †			X		CM	
Q26	Create a needs assessment that identifies culturally competent ways to recognize the contributions of BIPOC Hayward residents through murals, signages, roadway improvements, and other City projects ✦ †			X		CM	

Strategic Roadmap FY2021 to FY2023 Project List



Preserve, Protect, and Produce Housing for All

✦ = Racial Equity Focus Project ✦ = Needs Funding ⊕ = Statutory Requirement ✓ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Invest in programs to house and support people experiencing homelessness							
H1 Sustain the Navigation Center to House and Support the People Experiencing homelessness							
H1a	Oversee operations of the Navigation Center (i.e. funding administration, contract management, data collection, and performance monitoring) ✦	✓	→	→	→	CS	
H1b	Identify Sustainability funding source for the navigation center	✓	→	→	→	CS	FN
H1c	Oversee operations of the Navigation Center Annex (i.e. funding administration, contract management, data collection, and performance monitoring) ✦			X		CS	
H2 Implement Let's House Hayward: the Homelessness Reduction Strategic Plan							
H2a	Create a Homelessness Reduction Strategic Plan modeled after an empowerment approach and best practices, as well as after Alameda County's EveryOne Home Plan	✓				CS	HS, PL, PD, M
H2b	Pilot Shallow Subsidy Program ✦			X		CS	
H2c	Explore Safe Parking Site ✦			X		CS	
H2d	Leverage partnerships to support the creation of eligible home key projects, including hotel conversations ✦			X		CS	
H3	Partner with Alameda County to transition from Winter Warming Shelters to Winter Shelters (open nightly, regardless of temperature) ✦	✓	→	→	→	CS	DS, H, PD
Incentivize housing production for all							
H4 Implement housing incentives and production work plan in accordance to state housing limits							
H4a	Explore moderate-income financing model	✓				HS	
H4b	Amend Density Bonus Ordinance ⊕ ✦			X		DS	
H4c	Develop updated residential objective standards in response to recent State housing legislation to allow residential properties to develop into a variety of housing types at densities permitted under the applicable General Plan designation ✦			X		DS	
H4d	Explore program to convert tax-defaulted properties to affordable housing ✦			X		HS	
H4e	Create marketing materials for incentivizing housing production ✦			X		HS	
H4f	Update Accessory Dwelling Unit (ADU) ordinance ⊕ ✦					DS	
H5 Evaluate the Affordable Housing Ordinance							
H5a	Add a section to Housing and Housing Development staff reports to track accomplishments of Housing Element goals and programs including progress toward meeting RHNA goals	✓				HS	
H5b	Hold work session for potential revisions ✦			X		HS	
H6 Expend the Affordable Housing Trust funds							
H6a	Hold a work session on establishing funding priorities for Affordable Housing Trust including the potential for affordable rental housing, homeownership, co-ops, and shelter opportunities	✓				HS	
H6b	Issue Notice of Funding Availability (NOFA) or establish programs consistent with Council funding priorities ✦					HS	

Strategic Roadmap FY2021 to FY2023 Project List



Preserve, Protect, and Produce Housing for All

✦ = Racial Equity Focus Project ✦ = Needs Funding ⊕ = Statutory Requirement ✓ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
H7 Pursue state housing funding opportunities							
H7a	Identify and respond to regulations to ensure that Hayward or Hayward-supported projects qualify for state housing funding	✓	→	→	→	HS	All
H7b	Apply for state housing funding to support strategic partnerships and Council priorities	✓	→	→	→	HS	All
H8	Update the Housing Element ⊕ ✦			X		DS	
Protect the affordability of existing housing							
H9 Recommend updates to the Rent Stabilization Ordinance							
H9a	Provide 6-month update on the implementation of Rent Stabilization Ordinance and recommend amendments	✓				HS	
H9b	Monitor the implementation of the Rent Stabilization Ordinance and prepare a statistical report	✓	→	→	→	HS	
H9c	Implement Tenant Relocation Assistance Ordinance adopted after 6 month Update ✦		✓	→	→	HS	
H9d	Tenant Relocation Emergency Fund ✦			X		HS	
H10	Implement a Soft Story Ordinance		✓	→	→	DS	
H11 Covid-19 Response							
H11a	Implement and monitor eviction moratorium	✓				HS	
H11b	Implement CV-19 rent relief program	✓				HS	
H11c	Analyze alternative rent increase thresholds	✓				HS	
H11d	Expand mediation services to tenants and landlords who need support developing a repayment plan for unpaid rent due to COVID	✓				HS	
H11e	Allocate and administer CDBG-CV funding for homelessness and housing services ✦	✓				CS	H
H11f	Foreclosure Prevention Program ✦			X	→	HS	
H11g	Wealth Building/ Universal Income Program ✦			X	→	HS	

Strategic Roadmap FY2021 to FY2023 Project List



Confront Climate Crisis & Champion Environmental Justice

† = Racial Equity Focus Project ❖ = Needs Funding ⊙ = Statutory Requirement √ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Reduce greenhouse gases and dependency on fossil fuels							
C1	Ban natural gas in new residential buildings	√				PW	DS
C2	Require EV charging infrastructure in new construction	√				PW	DS
C3	Adopt and implement the 2019 Building Code & Fire Code	√				DS	FD
C4	Transition electricity use in city operations to 100% renewable energy		√			PW	MS
C5	Adopt & implement 2030 GHG Goal & Roadmap along with other General Plan Elements ❖ †			X	→	PW	DS
C6	Prepare a plan to facilitate transition of natural gas appliances to electric in City Facilities					MS	PW
C7	Plant 1,000 trees annually (500 trees per year by City staff, 500 additional trees by other partners (HARD, HUSD, CSU, Chabot, and private developers))			X	→	MS	DS
C8	Transition 15% of total city fleet to EV/hybrid models ❖			X		MS	PW
C9	Work with EBCE to transition citywide electricity use to 100% carbon free					PW	MS
C10	Explore feasibility of banning natural gas in non-residential (commercial) buildings (for next code update)					PW	DS, ED
Reduce waste by promoting a circular economy							
C11	Develop ordinance regulating single-use food ware in restaurants and coordinate with county-wide efforts		√			PW	DS
C12	Conduct outreach regarding AB1276 - single-use disposables			X		PW	DS
C13	Explore funding opportunities to increase the circular food economy in Hayward as part of the Alameda County All in Eats Initiative †			X		CM	PW, CS
Mitigate climate crisis impacts through resilient design and community engagement							
C14 Shoreline Master Plan							
C14a	Complete Shoreline Master Plan	√				DS	PW
C14b	Implement Shoreline Master Plan, including mitigating sea level rise in the industrial corridor through building requirements and outreach			X	→	DS	PW
C15	Update Tree Preservation Ordinance			X		DS	MS
C16	Pursue on water conservation measures like increasing recycled water supplies			X		PW	

Strategic Roadmap FY2021 to FY2023 Project List



Invest in Infrastructure

✦ = Racial Equity Focus Project ✦ = Needs Funding ⊙ = Statutory Requirement ✓ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Invest in Multi-Modal Transportation							
N1 Improve access and mobility in downtown Hayward							
N1a	Implement downtown parking plan	✓				PW	MS
N1b	Prepare Downtown Specific Plan Implementation Plan					PW	DS
N2 Implement major corridor traffic calming initiatives							
N2a	Complete Hayward Boulevard feasibility study					PW	
N2b	Implement Hayward Boulevard traffic calming plan					PW	
N2c	Complete Tennyson Road feasibility study					PW	
N2d	Implement Tennyson Boulevard traffic calming plan					PW	
N2e	D Street Traffic Calming Plan Feasibility Study					PW	
N2f	Implement D Street Traffic Calming Plan					PW	
N2g	Patrick Ave Complete Street Improvements			X		PW	
N2h	Campus Drive Traffic Calming			X		PW	
N3	Develop and submit a Traffic Impact Fee		✓			PW	
N4 Increase transit options and ridership							
N4a	Work with AC Transit Interagency Liaison Committee to make bus transit more convenient and reliable	✓	→	→	→	PW	CS
N4b	Work with Alameda County Transportation Commission (ACTC) to develop a rapid bus project along Mission Blvd.	✓	→	→	→	PW	DS
N4c	Work with Alameda County Transportation Commission (ACTC) to implement a rapid bus project along Mission Blvd.	✓	→	→	→	PW	DS
N4d	Continue to require new development adopt transportation demand management strategies to reduce the use of single occupancy vehicles and encourage the use of alternative modes of travel	✓	→	→	→	DS	
N4e	Continue to work with BART to encourage transit-oriented development on BART owned property in Hayward	✓	→	→	→	CM	
N5 Maintain and improve pavement							
N5a	Maintain Pavement Condition Index (PCI) at 70 ✦	✓	→	→	→	PW	
N5b	Prepare OHHA pavement improvement program design and financing structure	✓				PW	
N5c	Construct various OHHA pavement improvements		✓	→	→	PW	
N6	Develop a micro-mobility policy (eBikes, eScooters)			X		PW	
N7 Improve Mission Boulevard as a key 'Gateway to the City'							
N7a	Complete construction of Mission Boulevard Phase 2	✓				PW	
N7b	Explore funding of Mission Boulevard Phase 2 and Linear Park			X		PW	
N7c	Complete design of Mission Boulevard Phase 3 and construction ✦			X	→	PW	
N8 Implement the Bike & Ped Master Plan							
N8a	Add 2 miles of sidewalks per year ✦	✓	→	→	→	PW	
N8b	Add 10 lane miles of bike lanes per year	✓	→	→	→	PW	
N8c	Assess Safe Routes to School	✓	→			PW	
N8d	Implement Safe Routes School ✦			X	→	PW	
N8e	Assess Safe Route for Seniors in the downtown area			X		PW	

Strategic Roadmap FY2021 to FY2023 Project List



Invest in Infrastructure

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Projects		Y1	Y2	Y3	Y3+	Lead	Support
N8f	Implement Safe Route for Seniors in the downtown area ✦			X		PW	
N8g	Conduct a feasibility study of Jackson Street Improvements ✦					PW	
N9 Expand EV charging infrastructure for city fleet and employees							
N9a	Conduct analysis of future demand	√				MS	PW
N9b	Construct additional EV charging facilities ✦			X		MS	PW
Invest in City Facilities & Property							
N10 Construct the fire station and Fire Training Center							
N11	Investigate major municipal building upgrade needs			X		PW	FD
N11 Investigate major municipal building upgrade needs							
N11a	Conduct a site and cost analysis of a new Police building					PW	PD
N11b	Conduct a needs assessment of upgrading the Corp Yard					PW	MS
N11c	Investigate funding options for new Police building and Corp Yard					CM	PW, FN
N12 Upgrade and maintain Airport infrastructure and facilities							
N12a	Rehabilitate the pavement in phases	√	→	→	→	PW	
N12b	Design and construct capital improvements to Airport hangars	√	→			PW	
N12c	Design, enclose, and construct open sections of Sulphur Creek adjacent to runways					PW	
N12d	Design and construct Engineered Materials Arresting System (EMAS) at the departure end of Runway 28L					PW	
N13 Oversee the rebuilding of the South Hayward Youth and Family Center (the Stack)							
N13a	Finalize financing ✦			X		CM	LB, CS
N13b	Design and construct center ✦			X	→	PW	CM
N13c	Continue working with service providers to ensure a mix of services and opportunities that best address the needs of the corridor ✦			X	→	CM	LB, CS
N14 Complete La Vista Park							
N14a	Design La Vista Park			X		PW	
N14b	Construct La Vista Park			X	→	PW	
N15 Complete gateway and corridor landscape beautification ✦							
N15a	Complete Tennyson corridor landscape beautification	√	→			MS	PW
N15b	Complete Jackson corridor landscape beautification			X		MS	PW
N16	Evaluate options for adding bathrooms to Heritage Plaza					PW	LD
N17	Corporation Yard renovation and building safety upgrades - COVID recovery			X			
Invest in Water Supplies, Sanitation Infrastructure & Storm Sewers							
N18 Upgrade water system infrastructure							
N18a	Develop and launch Advanced Metering Infrastructure (AMI) customer portal			X		PW	FIN
N18b	Replace an average of 3 miles of water pipelines annually			X	→	PW	
N19 Update Water Pollution Control Facility Phase II Plan							
N19a	Design the upgrade			X		PW	
N19b	Construct the upgrade					PW	
N20	Upgrade sewer collection system by replacing an average of 3 miles of sewer lines annually			X		PW	

Strategic Roadmap FY2021 to FY2023 Project List



Invest in Infrastructure

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Projects		Y1	Y2	Y3	Y3+	Lead	Support
N21	Implement phase 2 of solar project and investigate interim usages of additional energy	√	→	→	→	PW	
N22 Meet regulatory requirements for zero trash in stormwater by installing trash capture devices							
N22a	Install trash capture devices	√	→	→	→	PW	
N22b	Perform related trash reduction activities	√	→	→	→	PW	
N23 Expand recycled water facilities							
N23a	Complete RW project construction (initial phase)	√				PW	
N23b	Develop a Recycled Water Master Plan			X		PW	
Invest in Community-Wide Internet Infrastructure and Access							
N24 Dark Fiber Optic Infrastructure to Improve Broadband							
N24a	Finalize implementation of dark fiber optic infrastructure grant	√	→			CM	
N24b	Complete installation of dark fiber optic infrastructure	√	→			PW	IT
N24c	Investigate the use of dark fiber optic infrastructure	√	→			IT, PW	
N25	Provide technology devices and hotspots through the Library's Tech Lending program ✦			X	→	CM	
N26	Digital Divide Community Survey ✦			X		CM	

Strategic Roadmap FY2021 to FY2023 Project List



Grow the Economy

✦ = Racial Equity Focus Project ✦ = Needs Funding ⊙ = Statutory Requirement ✓ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Strengthen marketing to support Hayward businesses							
E1 Update and implement a marketing plan, including an Opportunity Zone campaign							
E1a	Update the marketing plan	✓				ED	CMR
E1b	Implement the marketing plan		✓	→	→	ED	CMR
Invest in programs that support Hayward business and workers							
E2	Continue supporting business development through concierge service, incentives/grants/loans, collaborations with the chamber and SBA, and the newly updated events grants	✓	→	→	→	ED	
E3	Update and implement a revised cannabis ordinance to incorporate best practices to better support cannabis businesses	✓	→	→	→	DS	
E4	Develop and implement a local minimum wage ordinance	✓				ED	
E5	Revise alcohol use regulations to support existing and encourage more full-service restaurants			X		DS	
E6 COVID-19 Pandemic Response							
E6a	COVID-19 Business Sector Reopening Assistance including providing consultations with businesses, information dissemination and new permit requirements to be consistent with evolving health orders	✓	→			ED	
E6b	COVID-19 Restaurant Assistance including facilitating outdoor dining programs including the Together for Downtown Hayward program	✓	→			DS, ED	CMR
E6c	COVID-19 Policy Development including a commercial eviction moratorium and cap on third-party delivery service provider fees assessed to restaurant and food establishments	✓				ED	CA
E6d	Sidewalk Vendor Ordinance			X		DS	
E7 COVID-19 Pandemic Recovery Business Assistance							
E7a	COVID-19 Small Business Recovery & Equity Programs including exploration and establishment of grant program targeted to for black and other minority-owned business. ✦	✓	→			ED	
E7b	COVID-19 Retail Recovery Program including exploration and development of "Shop Local Gift Card Program" to promote small businesses, induce immediate cash flow and encourage small business adoption of e-commerce platforms		✓			ED	
E7c	Outdoor Gathering Permit established	✓	→			DS	
E7d	Outdoor Dining Permit established	✓	→			DS	
E7e	Temporary Outdoor Business Activities Permit	✓	→			DS	
E7f	"Get Digital" - Direct Technical Assistance to Small Business to Compete with Online Retailers ✦			X		ED	
E7g	"Restaurant Relaunch" - Technical Assistance for Adapting to Post COVID-19 Market Trends, Safety Requirements ✦			X		ED	
E7h	Small Business Assistance Grants - Grants to Businesses with 10 or Fewer Employees ✦			X	→	ED	
E7i	"Hayward Restore & Reopen Facade Program" - Grants and Loans to improve blighted storefronts, centers and corridors ✦			X	→	ED	

Strategic Roadmap FY2021 to FY2023 Project List



Grow the Economy

✦ = Racial Equity Focus Project ✦ = Needs Funding ☉ = Statutory Requirement ✓ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Grow workforce development pipelines							
E8	Strengthen workforce development pipelines						
E8a	Collaborate with Hayward Unified, Eden Area ROP, Hayward Adult School, CSU East Bay, Chabot College, Life Chiropractic, the YSFB, and local nonprofits to assist in connecting their training, internship, and placement programs with local businesses		✓	→	→	ED	
E8b	Re-establish the Business Engagement Program and referral process to Alameda County Workforce Development Department					ED	
E8c	Collaborate with workforce development partners to organize, host and sponsor job fairs, manufacturing/STEM career awareness events to support a local workforce pipeline					ED	
E8d	Devise plan to maximize workforce development pipelines					ED	
E8e	Explore the concept of a business incubator with CEDC, CSUEB, Chabot College and the Chamber					ED	
Strategically dispose of City property							
E9	Deconstruct the former City Center building and commence discussions regarding future redevelopment of the City Center properties						
E9a	Complete deconstruction	✓				CM	DS, PW
E9b	Commence discussions on property redevelopment	✓				CM	DS
E9c	Finalize disposition & development agreement			X		CM	DS
E9d	Implement disposition & development agreement			X	→	CM	DS
E10	Facilitate disposition and development of Route 238 Corridor lands ☉						
E10a	Finalize planning on redevelopment of 6 remaining parcel groups			X	→	CM	DS
E10b	Finalize disposition & development agreements for all parcels			X	→	CM	DS
E10c	Implement disposition & development agreements for all parcels					CM	DS
Invest in Plans and Programs that Create Thriving Commercial Corridors							
E11	Update form-based zoning codes along Mission Boulevard to streamline new development, focus commercial development where appropriate, and create a cohesively designed corridor	✓				DS	
E12	Explore a public art program and prioritize gateway locations ✦			X	→	DS	
E13	Explore an outdoor marketplace that allows for a variety of vendors			X		CM	

Strategic Roadmap FY2021 to FY2023 Project List

Grow the Economy

✦ = Racial Equity Focus Project ✦ = Needs Funding ⊙ = Statutory Requirement √ = Completed → = Continuous **Bold (X)** = Y3 Work Plan

Projects		Y1	Y2	Y3	Y3+	Lead	Support
Strengthen Fiscal Sustainability							
R1	Maintain and expand fiscal sustainability						
R1a	Evaluate an increase to the Transient Occupancy Tax	√				FIN	
R1b	Continue to investigate funding tools and cost reduction strategies for PERS, other post employment benefits (OPEB) liability, and other health care costs	√	→	→	→	FIN	
R1c	Redo the Business License Tax					FIN	
R2	Budget changes due to Covid-19						
R2a	Amend Budget to account for economic loss due to pandemic	√	→			FIN	All
R2b	Apply for FEMA reimbursement	√	→			FIN	All
Invest in Employee Engagement, Professional Development and Retention							
R3	Continue to support and build capacity for lean innovation throughout the organization	√	→	→	→	CM	All
R4	Create Human Resources Department Strategic Plan			X		HR	All
R4	Perform staff resource allocation and workforce and prioritization analysis to support annual budget process and explore succession planning efforts ✦						
R4a	Develop talent acquisition plan for citywide and critical positions			X		HR	All
R4b	Develop and Implement a Recruitment and Re-engineering Plan				*	HR	All
R5	Increase employee homeownership by rolling out a down payment assistance program for City Staff	√				FIN	HR, CM
R6	Re-engineer performance management process to align with organizational values		√	→	→	HR	All
R7	Continue employee engagement initiatives and develop employee recognition program(s)		√	→		HR, CM	
R8	Interdepartmentally collaborate to formalize, expand and promote the onboarding program to improve new employee experience						
R8a	Create an interdepartmental team to develop standards for creation of citywide operating protocols and desk manuals in preparation for loss of institutional knowledge				*	HR	All
R8b	Develop a template/checklist departments can use to standardize and ease on-boarding				*	HR	All
R8c	Continue the one-on-one coaching program including speed coaching events and establish a “buddy” System for new employees; explore new coaching and mentoring opportunities				*	HR	All
R9	Develop talent development initiatives and training platform						
R9a	Develop training academy to cultivate leadership skills				*	HR	All
R9b	Develop training calendar to expand and share resources citywide				*	HR	All
R9c	Explore a path to higher education for employees (i.e: working scholar’s)				*	HR	All
R9d	Develop an employee initiated talent development plan involving interdepartmental representation				*	HR	All
R10	Develop a managerial course to cultivate leadership skills						

Strategic Roadmap FY2021 to FY2023 Project List

Grow the Economy

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Projects		Y1	Y2	Y3	Y3+	Lead	Support
R10a	Identify training areas				*	HR	All
R10b	Roll out pilot course				*	HR	All
R10c	Integrate with performance evaluations				*	HR	All
R10d	Centralize training platforms to reap greater use and efficiencies				*	HR	All
R11	Employee Wellness during Covid-19						
R11a	Develop and Implement COVID-19 Contract Tracking and Tracing Protocol	✓	→			HR	
R11b	Develop and Implement a COVID-19 Testing Protocol	✓	→			HR	
R11c	Develop and Implement a Citywide Safe Return to Work Strategy/Plan	✓	→			HR/MS	ALL
R11d	Enhance and Implement a more rigorous Employee Wellness Program				*	HR	
Expand Communications, Transparency, and Community Engagement							
R12	Create a language accessibility policy and program ✦			X	→	CM, GARE	All
R13	Maintain and expand communications efforts to better inform and gather input from the community						
R13a	Conduct a website audit and update		✓			CMR	
R13b	Conduct a public opinion survey on the Transient Occupancy Tax	✓				CMR	
R13c	Inform the public about the 2020 Census	✓				CMR	
R13e	Relaunch In the Loop - Internal Newsletter		✓	→		CMR	
R13f	Issue an RFP for translation services ✦			X	→	CMR	
R13g	Explore using additional social media channels to broadcast City Council Meetings	✓	→			CMR	
R13h	Create a CRM operations desk manual		✓			CMR	
R13i	Conduct the Biennial Resident Satisfaction Survey		✓			CMR	
R13j	Continue working with local partners to promote and recognize Hayward events and accomplishments, as appropriate	✓	→			CMR	
R14	Conducted additional outreach during the Boards & Commissions recruitment to build on the Measure OO charter amendment ✦	✓	→	→		CC	
Invest in an Efficient, Safe & Collaborative Work Environment							
R15	Increase security footprint and reduce system outages						
R15a	Establish an Information security awareness training and outreach program	✓	→			IT	
R15b	Upgrade water utility technology			X		PW	IT
R16	Extract and publish data from existing city systems to assist in key decision making across the City as well as providing deeper access to our community members (data-driven)						
R16a	Explore additional modules in Opengov to assist with visibility and awareness of current spending and future projections					FN	IT
R16b	Implement new online planning and permitting solution			X		DS	PW, IT
R17	Deliver products and services that facilitate access to the city's technology-based tools beyond the confines of the office (mobile-focused)						

Strategic Roadmap FY2021 to FY2023 Project List

Grow the Economy

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Projects		Y1	Y2	Y3	Y3+	Lead	Support
R17a	Improve IT asset management program					IT	
R17b	Establish new mobile device management solution			X		IT	
R18	Identify, assess and upgrade systems, infrastructure, and technology to modern architecture and design (modernize technology and systems)						
R18a	Replace aging fiber optic lines between City facilities	√	→	→	→	IT	
R18b	Upgrade City network connections and speeds					IT	
R19	Analyze and shift technology solutions and services to external web-based platforms and providers (cloud-first transition)						
R19a	Assess current ERP solution, investigate new offerings available and implement appropriate solutions.			X		FN	IT
R20	Remote work updates due to Covid-19						
R20a	Develop and Implement a Virtual Training/Resource Communication Strategy				*	HR	All
R20b	Develop, implement, and support remote technology and tools to transition the workforce to a WFH environment	√	→	→	→	IT	

**Revisiting these Items - Timing TBD based on findings from HR Strategic Plan*

2022 Hayward City Council Strategic Retreat | Jan 29, 2022

City of Hayward - City Council Strategic Retreat 2022

Summary Report

February 15, 2022

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A. Overview

On January 29, 2022 the Hayward City Council and select City staff convened virtually from 8:30 a.m. - 2:30 p.m. to discuss the strategic roadmap for the fiscal year 2022 - 2023 (year three of the [Strategic Roadmap 2020 - 2023](#)). Ahead of the meeting, City staff compiled a proposed revised Strategic Roadmap, which included changes to four of the six priority names as well as updated project lists for each priority area. In addition, City staff put together a suggested Racial Equity Framework to apply to select projects. City Council was asked to complete a pre-meeting survey to offer their initial feedback on these proposals.

Attendees included:

<p>City Council:</p> <ul style="list-style-type: none"> ● CM Salinas ● CM Wahab ● Mayor Halliday ● CM Marquez ● CM Andrews ● CM Zermeno ● CM Lamnin <p>Consultants:</p> <ul style="list-style-type: none"> ● Cristelle Blackford, CivicMakers ● Lawrence Grodeska, CivicMakers 	<p>City Staff:</p> <ul style="list-style-type: none"> ● Miriam Lens, City Clerk ● City Manager, Kelly McAdoo ● Jennifer Ott, Assistant City Manager + Director of Development Services ● Regina Youngblood, Assistant City Manager ● Mary Thomas, Management Analyst ● Todd Rullman, Director of Maintenance Services ● Jayanti Addleman, Director of Library services ● Garrett Contreras, Fire Chief ● Christina Morales, Housing Division Manager ● Sara Buizer, Deputy Director of Development Services ● Michael Lawson, City Attorney ● Geraldine Harvie, IT intern ● Alex Ameri, Director of Utilities & Environmental Services Department ● Chuck Finnie, Communications and Marketing Officer ● Jana Sangy, Director of Human Resources ● Monica Davis, Community Services Manager
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Purpose & Desired Outcomes

- Bring City Council and City staff together to review and discuss the strategic plan for the fiscal coming year
- Provide City staff an opportunity to share updates and proposals with City Council
- Provide City Council an opportunity to ask questions of staff, discuss and share input on the staff-proposed strategic plan
- Input on and approval of 1) a racial equity framework and projects, 2) revised priority names and 3) year three project lists for each priority area

Executive Summary - Pre-Meeting Survey & Retreat Discussion

Racial Equity

- According to the survey responses, City Council generally agreed with and were appreciative of the Racial Equity Framework, as proposed by City staff. This support and appreciation was reiterated during the discussion.
- There were a handful of suggestions for ways to improve or strengthen the approach, including: 3 mentions of providing emotional/trauma support and coaching to staff and 2 mentions of leveraging other partnerships to extend the City's resources/knowledge in this area, and 1 mention of including racial equity data/reporting in future City Council updates.
- There was also significant discussion about how best to apply the framework to these projects: 1) Q25 (Russell City restitution), 2) H11g (Universal Income Program), 3) H8 (Housing Element update), 4) Q17 (illegal dumping prevention pilots) and 5) the Library's book mobile.

Review of Year 2 and Hopes for Year 3

- According to the survey responses, City Council indicated that they were impressed with the progress made on the Strategic Roadmap objectives last year, and hoped to see the same amount of progress in the coming year.
- There were no additional comments in response to the question: "Does anyone have anything to add about last year's achievements or your hopes for the coming year?"

Priority Area Names

- According to the survey responses, City Council generally agreed with the staff-proposed revisions to four of the six priority areas. This was reiterated during the discussion.

- There was significant discussion around the following two priority area names:
 - **Confront the Climate Crisis.** In general there was support for the new name. However, four Council members were in support of incorporating the concept of equity by using a term like “environmental justice” or “climate justice” in the title and one liked the idea of adding ‘championing environmental justice’ as a subheader. Another Council member was concerned that many people will not understand what this means.
 - **Invest in Infrastructure.** Two Council members commented on the term ‘infrastructure’ saying that it is overused and many people don’t fully understand what it means (e.g., in some circles, this includes social services). However, no alternative words were suggested and the mayor was strongly in support of keeping the word ‘infrastructure’ in the title. One Council member asked that the City consider sustainability in all infrastructure projects. One Council member supported putting “Hayward” in the title.

Projects by Priority Area

- According to the survey responses, City Council generally agreed with the staff-proposed project lists; some Council Members proposed a few additional projects.
- City Council members generally agreed on the top priorities for each priority area, which are as follows:

Enhance Community Safety and Quality of Life - Council Priorities

ANSWER CHOICES	RESPONSES
▼ Mobile Mental Health Response Team & District Command behavioral health clinician	85.71% 6
▼ Work across Strategic Roadmap priorities to include racial equity lens	71.43% 5
▼ Dispatch needs assessment and capacity	57.14% 4
▼ Engage owners of vacant building properties to encourage activation	57.14% 4
▼ Continue illegal dumping prevention pilot program and roll out permanent program if successful and funded	57.14% 4
▼ Negotiate updated master lease agreement with HARD (added - funded)	57.14% 4
▼ Work with the survivors and descendants of Russell City to determine appropriate restitution (new proposed project - unfunded)	57.14% 4
▼ Bring work session to Council on gun control options (new proposed project - unfunded)	42.86% 3
▼ Community feedback and complaint liaison	28.57% 2
▼ CSO response to property crimes	28.57% 2
▼ Revamp community preservation ordinance to combat blight and enhance neighborhood livability	28.57% 2
▼ Identify culturally competent ways to recognize the contributions of BIPOC Hayward residents through public art and projects (new proposed project - unfunded)	28.57% 2
▼ Council added: Reduce crime by design	28.57% 2

Preserve, Protect & Produce Housing for All - Council Priorities

ANSWER CHOICES	RESPONSES
▼ Explore Safe Parking Site (added - funded)	57.14% 4
▼ Leverage partnerships to support the creation of hotel conversion projects by community-based entities (added - funded)	57.14% 4
▼ Explore program to convert tax-defaulted properties to affordable housing	57.14% 4
▼ Continue work on updating the Affordable Housing Ordinance	57.14% 4
▼ Update the Housing Element	57.14% 4
▼ Oversee operations of the Navigation Center Annex (added - funded)	42.86% 3
▼ Foreclosure Prevention Program (added - funded)	42.86% 3
▼ Wealth Building/ Universal Income Program (added - partially funded)	42.86% 3
▼ Pilot Shallow Subsidy Program (added - funded)	28.57% 2
▼ Council Added Back in: H4f: Update Accessory Dwelling Unit (ADU) ordinance	28.57% 2

Grow the Economy - Top Priorities

ANSWER CHOICES	RESPONSES
▼ Revise alcohol use regulations to support existing and encourage more full-service restaurants	57.14% 4
▼ "Hayward Restore & Reopen Façade Program" - Grants and loans to improve blighted storefronts, centers and corridors (added - funded)	57.14% 4
▼ Council Added: Outdoor marketplace that is safe and allows for a variety of vendors	57.14% 4
▼ "Get Digital" - Direct technical assistance to small businesses to compete with online retailers (added - funded)	42.86% 3
▼ Small Business Assistance Grants - Grants to businesses with 10 or fewer employees (added - funded)	42.86% 3
▼ Council Added: Concerted effort to educate property owners about what the city wants for their properties.	42.86% 3
▼ Route 238 Corridor lands dispositions and development	28.57% 2
▼ Explore a public art program and prioritize gateway locations	28.57% 2

Confront the Climate Crisis - Top Priorities

ANSWER CHOICES	RESPONSES
▼ Explore funding opportunities to increase the circular food economy as part of the Alameda County All in Eats Initiative (added - funded)	85.71% 6
▼ Adopt & implement 2030 GHG Goal & Roadmap	71.43% 5
▼ Council Added: Water conservation measures such as increasing recycled water supplies	57.14% 4
▼ Council Added: Implement Shoreline Adaptation Plan	42.86% 3
▼ Council Added: Strengthen building requirements to mitigate sea level rising in the industrial corridor	42.86% 3
▼ Transition 15% of total city fleet to EV/hybrid models	28.57% 2
▼ Council Added: More EV charging stations for the community	28.57% 2
▼ Council Added: Address SB 1383 compliance - food recovery	28.57% 2
▼ Plant 1,000 trees annually	14.29% 1

Invest in Infrastructure - Top Priorities

ANSWER CHOICES	RESPONSES
▼ Corporation Yard renovation and building safety upgrades - COVID recovery	85.71% 6
▼ Implement major corridor traffic calming initiatives, with a focus on Patrick Ave complete street improvements and Campus Drive safety improvements	71.43% 5
▼ Construct additional EV charging facilities	71.43% 5
▼ Stack Center fundraising and construction	57.14% 4
▼ La Vista Park design and construction	57.14% 4
▼ Complete design of Mission Boulevard phase 3 and construction	42.86% 3
▼ Implement Safe Route for Seniors in the downtown area	42.86% 3
▼ Complete Jackson corridor landscape beautification	42.86% 3
▼ Develop a Recycled Water Master Plan	42.86% 3
▼ Implement Safe Routes for School	28.57% 2
▼ Conduct digital divide community survey (added - funded)	28.57% 2
▼ Council Added Back In: N16: Evaluate options for adding bathrooms to Heritage Plaza for Council consideration	28.57% 2

Strengthen Organizational Health - Top Priorities

ANSWER CHOICES	RESPONSES
▼ Develop talent acquisition plan for citywide and critical positions	71.43% 5
▼ Create a language accessibility policy	57.14% 4
▼ Implement new online planning and permitting solution	57.14% 4
▼ Conduct additional outreach during the Boards & Commissions recruitment to build on Measure OO charter amendment (added - funded)	42.86% 3
▼ Create Human Resources Department Strategic Plan (added - funded)	28.57% 2

B. Summary

1. Racial Equity

City staff proposed using the following questions to apply a racial equity lens to specific services or projects, which were identified throughout the proposed Roadmap):

- What problem is this service/project seeking to address?
- Who benefits from this service/project?
- Who does this service/project not benefit?
- Who is currently accessing this service?
- Who is not accessing this service? Are there barriers?
- How are we communicating about this service/project? What barriers are there for people to find up-to-date information?

Racial Equity - Pre-Meeting Survey

Do you have any comments or concerns about the racial equity questions or listed projects?

Overall, City Council expressed support for the framework and listed projects:

- Very thoughtful approach that [...] will lead to useful information and facilitate improved service to our residents.
- ... Responsive to current community concerns, historical issues, and best practices.
- Do we have demographic information about every different group in our City?
- Need to look at disaggregated data (economics plays a big role)

There were some questions and suggestions:

- Are we considering the approach to reparations and making amends for Russell City? How do we identify who receives?
- Need flexibility and funding to utilize outside subject matter experts if we lack institutional knowledge
- Add an additional question: “Does this service/project facilitate meaningful positive change related to an inequitable issue?”

Racial Equity - Key Themes from the Retreat

- Overall Council Members were supportive of the racial equity approach and appreciated the data-rich presentation:
 - CM Andrews: Glad we are looking to intertwine an equity lens in everything we’re doing.
 - CM Salinas: Great presentation and context setup. Appreciate it.
 - CM Marquez: Appreciate creative approaches to meeting community needs. Heard a lot about meeting people where they are at, which I think is key. Race and equity is a priority in Hayward.
 - CM Zermeno: Excellent idea, I support the framework. Excellent presentation.
 - CM Wahab: Commend staff on the presentation. Really appreciate the data input. Data confirmed that I live in one of the poorest parts of Hayward for household income.
 - CM Wahab: I’m happy that this presentation was very data-driven.
 - CM Lamnin: Deep appreciation to City staff. Your excitement is infectious.
- There were a handful of suggestions for ways to improve or strengthen the approach:
 - CM Marquez: On top of COVID and other work demands, I want to make sure that staff and the community are emotionally equipped to take this on. Let’s think about resources and options to provide people [AKA City staff] as we undertake this. In addition, we need coaching and a focus on respecting each other’s humanity.
 - CM Wahab: Appreciate what CM Marquez stated about the need for emotional support.
 - CM Wahab: Want to include in our future reports equity impacts, both economically as well as racially. Not every staff report, but anything related to these topics.
 - CM Wahab: Also, partnerships - as much as we can, we should partner with our different resources from Cal State and Chabot. The more we can have funders and partners the better. Genuinely appreciate all the work staff did. We’re not going to get it right our first time, but need to start the conversation from somewhere.
 - CM Lamnin: Also wanted to appreciate CM Marquez’s comment about sensitivity around trauma and emotional intelligence.
- City staff responded to some of the questions and suggestions as follows:
 - City Manager McAdoo: Appreciate the additional question about impact that we can incorporate into the framework.
 - Director Ott: Each department head was paired with a member of the GARE cohort.

The following table organizes the racial equity discussion by project:

Project	Discussion
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Q25: Work with the survivors and descendants of Russell City to determine appropriate restitution (new proposed project - unfunded)

- CM Andrews: For Russel City, how do you determine the responsibility of Hayward vs. the County vs. other players that were involved in this displacement? → City Manager McAdoo: Part of the project is to look into this and engage in a community dialogue to get more understanding of history and background.
- CM Salinas: Have we reached out to the school district and Chabot and Cal State to include them in these conversations about reparations and to look at what contributions to reparations will look like? For example, part of reparations could be scholarships, etc... Could be some funding there, too. → City Manager McAdoo: Great suggestion, we can do that as we start the conversations this year.
- CM Salinas: Saw that Michael Jordan has invested millions in racial equity foundations and work. I'm not saying we should go find Michael Jordan, but I'm sure there are other groups/orgs that are looking for pilot projects to fund.
- CM Zermeno: Need a consultant for sure on Q25.
- CM Wahab: Have had many conversations over the years about reparations, knowing that no matter what we do there will be some people who don't feel like it's enough. Also some people want us to consider Native Americans, after all we are on Ohlone land. Need to engage what Russel City residents want. Could this include scholarships and homeownership support? In terms of impact areas, data is incredibly useful. The more we get into the data the more we can see what we're missing.
- CM Lamnin: Regarding Q25 (Russel City), I want to make sure that we're really active in how we let people know about how people can participate, both from an interest list and proactive outreach. Do we want to hire the historical society?
- M. Halliday: I think the historical society has been engaged in these issues, so I agree we should talk to them.
- M. Halliday: On the discussion of Russel City in particular, and possibly other areas where there has been racial inequity in the past that has resulted in generational lack of inheritance, the State of CA is currently working on this issue. Are we tracking what is happening at that level? I can imagine that out of that

	<p>work there will be some funding, so we should look for grants there. Also we might want to see if we can get involved with that discussion [at the State level] as well.</p>
<p>H11g: Wealth Building/ Universal Income Program (added - partially funded)</p>	<ul style="list-style-type: none"> ● CM Andrews: How does guaranteed income and homeownership support relate to reparations... How do these all work together? <ul style="list-style-type: none"> ○ → City Manager McAdoo: It will be part of the project to explore this. ○ → Director Ott: There was a project related to wealth building as part of the stimulus project and we talked about planning that for 2023, but need to have community conversations about this first.
<p>Q17: Continue illegal dumping prevention pilot program and roll out permanent program if successful and funded</p>	<ul style="list-style-type: none"> ● CM Andrews: Appreciate the project on illegal dumping and want to know if we can incorporate public art in these areas because when there are eyes, there is less dumping. ● CM Salinas: Illegal dumping pilots - great model. Really focuses on two areas of the city that are significantly impacted. Hayward Promise Neighborhood is deeply engaged with a lot of projects in South Hayward, so let us know how we can help. There is a robust Community Advisory Board that we can also engage, so if you need support for the gallery walks, let HPN know because we can bring people together. ● CM Zermeno: I believe that “dump days’ may fail because people don’t have the time and can be lazy to take materials to the dump and may not have the correct transpiration. However, do agree that public art in these areas could alleviate [the problem]. ● M. Halliday: It will be interesting to see how these illegal dumping pilots play out. I applaud maintenance services.
<p>H8 : Housing Element</p>	<ul style="list-style-type: none"> ● CM Zermeno: On housing, we have 42% renters in the City and their main focus is: “how can I have stability in housing and how can I become a homeowner?” Of course racial equity should be

	<p>included here because most folks are on the lower end of the scale.</p> <ul style="list-style-type: none"> • CM Lamnin: I’ll also put in a plug for W. Hayward (other areas are important, but we need to think about how we fund this area). If there are areas of the City that are not engaging in the Housing Element process, please let Council know so that we can help. • M. Halliday: Housing is one of the key issues we have to look at.
<p>Book Mobile</p>	<ul style="list-style-type: none"> • CM Zermeno: Make sure the book mobile is in every neighborhood and every church - that’s where people gather. • CM Wahab: Appreciate Library Director mentioning that Northern Hayward needs to be taken a look at as well. • CM Lamnin: Are there community needs that surface at the book mobile locations and is there a way that the book mobile can help bring forward another staff person from another dept to get people enrolled in care?

2. Reflection on Year 2 & Hopes for Year 3

Y2 Reflections & Y3 Hopes - Pre-Meeting Survey

From your perspective, how well did the City achieve the year two objectives of the Roadmap?

Overall, the City Council agreed that the City made progress last year, with 4 indicating “significant progress” and 3 indicating “good progress.” This speaks to the great work Council and staff did last year to right-size the Roadmap through the strategic retreat and prioritization process.



What are your hopes for the updated Strategic Roadmap in year three (FY 2022 - 2023)?

- Continued progress/success/results for the coming year (x4)
 - *My hope is that, as leaders we can manage expectations and work collectively to focus on results for the upcoming year.*
 - *I hope we can stay focused on these strategic initiatives. Let's focus on accomplishing these so we can build on our successes. I hope to see more focus on family and children-friendly retail along the main corridors of the city.*

What are the most important considerations that we should discuss at the retreat?

- Understand staff constraints and perspectives
 - *I would like to hear more from staff about the time/funding constraints that impact some projects and discuss alternative ways of achieving goals.*
 - *How is the Roadmap working from the Staff and Community perspective? Are we still spread too thin or has this process helped to streamline our initiatives?*
- Have focused, productive discussion
 - *Discuss what needs to be removed or added and identify any looming issues not currently addressed.*
 - *Discuss each topic in a little more depth and share relevant points to consider.*

From your perspective, how well did the City achieve the year two objectives of each of the Priority Areas?

City Council agreed that progress was made in every single priority area, with the perception that the most significant progress was made in the area of “preserve, protect and produce housing.”

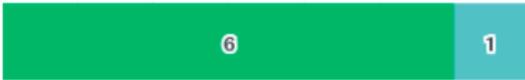
Support Quality of Life



Invest in Infrastructure



Preserve, Protect & Produce Housing



Combat Climate Change



Grow the Economy



Improve Organizational Health



■ Made signi...
 ■ Made good ...
 ■ Did not ma...
 ■ Lost progre...

Y2 Reflections & Y3 Hopes - Key Themes from the Retreat

There were no additional comments in response to the question: “Does anyone have anything to add about last year’s achievements or your hopes for the coming year?”

3. Priority Area Names

Priority Names - Pre-Meeting Survey

Overall City Council agreed or strongly agreed with the proposed revised priority area names. The chart summarizes survey responses and comments in response to the question: “To what extent do you agree or disagree with the proposed revised priority name?”

Proposed Revised Priority Name	Comments
Enhance Community Safety and Quality of Life Strongly Di... Disagree Neutral Agree Strongly Ag...	<ul style="list-style-type: none"> No. No, I do not, I love it! Safety is a key element of almost every service the city provides and has a significant impact on quality of life. Perhaps Enhance Quality of Life and Community Safety?
Confront Climate Crisis	<ul style="list-style-type: none"> Keep being Greener. Nope, love it! No

	<ul style="list-style-type: none"> • Climate Justice is preferable.
<p>Invest in Infrastructure</p>	<ul style="list-style-type: none"> • All is good. • I'd like to recommend we change the project name to "Invest in Hayward's Infrastructure." • Is there another way to name this? Infrastructure is getting used too much and perhaps we can cast this in another way. Just a thought. This is good because everyone recognizes it.
<p>Strengthen Organizational Health</p>	<ul style="list-style-type: none"> • None

Priority Names - Key Themes from the Retreat

Discussion

During the retreat we asked City Council members to share any disagreements or concerns with the revised priority names, including any proposed changes. For the most part, City Council members agreed with the staff-proposed name changes. There was a significant discussion around the Climate priority name and a few suggestions for the Infrastructure priority name. This is what we heard:

Climate:

- CM Wahab: I was the one who said something about “climate justice” [in the survey] because that’s what it is.
- CM Lamnin: Wahab’s point about ‘environmental justice’ is a good one. “Championing environmental justice” is an option, but I do think that what is proposed now is better than what we had before. In case people are looking to see if we are doing climate work, I don’t want to lose the climate word.
- CM Wahab: I second CM Lamnin’s suggestion of “Championing environmental justice” even though it’s a mouthful.
- M. Halliday: I appreciate that, environmental justice does speak to the equity issue, which permeates every single thing we are doing. I’m Fine with using ‘climate crisis’... I think only using “environmental justice” doesn't cover everything we’re doing. It’s important, but only a part of it. I would not put that into the title. I like the idea of

“championing” ... “Confront climate crisis” is solid overall, but perhaps under it we can mention ‘environmental justice.’ Again, I wouldn’t put it in the title.

- → City Manager McAdoo: We could combine the two: “confront climate crisis and champion environmental justice”
- CM Zermeno: Climate - I like “Confront Climate Crisis.” “Environmental justice” will not be understood by most folks. Six of us liked this and that’s what we should keep.
- CM Marquez: I do support incorporating the idea of “environmental justice”. Why doesn’t staff come up with 2-3 suggestions, do some polling, and then ultimately decide?
- CM Andrews: Ditto the differences between climate crisis vs. environmental justice. Appreciate adding the latter, but try to keep it separate. Also, is there a bullet we can add related to advocacy for Hayward. Many people roll through Hayward but don’t stop. How can we advocate regionally to get people to stop to benefit our City?

Infrastructure:

- CM Salinas: I think I was the one who commented on the term “infrastructure.” This word is all over the place (in the news, etc)... we’re getting numbed by it. [The priority area name is] fine the way it is, but if there is another creative way of framing it, perhaps we could do that. Also, in some policy circles infrastructure also includes social services. Not a big deal. I like it. Just a consideration.
- CM Wahab: Infrastructure - no one really understands what that means. I would like to add the climate piece to it. Need to think about sustainability models in the infrastructures we are creating.
- M. Halliday: Infrastructure is a really important word to keep in here. Services from public works are among the most important services we provide as a City. In every aspect of what PW does, there are environmental endeavors - wastewater, transportation, etc... It’s all linked to sustainability. Like the name changes for the most part. “Safe, Clean, Green, and Thriving” were good terms. We could change to “Healthy” instead of “Clean” and “Sustainable” instead of “Green.” But I don’t know how we’re using this anymore... I think maybe “Equitable should be added as well.”
- CM Marquez: Doesn’t hurt to put Hayward in the name [of the Infrastructure priority area].

Housing:

- CM Wahab: For the most part I want to see the Housing piece still being prioritized. It's a bigger issue and is at the root of a lot of people's problems. I want to see the homeownership and downpayment assistance projects prioritized. Let's keep housing at the forefront (always include updates and timelines about the project being worked on).

Organizational Health:

- CM Wahab: I always say let's leave Org Health to our City Manager, but because of COVID we do need to reconsider how we talk about organizational health (due to the great resignation and people wanting to work differently/remotely). We need to give our staff more flexibility. Overall I really commend staff on the progress that has been made on each of these fronts.

4. Projects - Enhance Community Safety and Quality of Life

Quality of Life - Pre-Meeting Survey

Overall, to what extent do you agree or disagree with the draft revised project list?



■ Strongly Di...
 ■ Disagree
 ■ Neutral
 ■ Agree
 ■ Strongly Ag...

Do you have any comments about the proposed new or slowed projects? Are there any new projects you'd like to add, projects you would like to move up in priority, or projects you think can be delayed or dropped for year three?

Council Member Added Projects	General Comments/Questions
<ul style="list-style-type: none"> • Reduce crime by design • Gun buy-back program (can be included in Q6) 	<ul style="list-style-type: none"> • The list is expansive and unrealistic • Focus on: 1) launching the community safety innovation pilot projects, 2) Illegal dumping prevention pilot program, 3) Onboard GARE staff team • Move the gun regulation item forward and suggest staff look into available grant funding • Priorities: Revamping community

	<p>preservation ordinance, HARD lease negotiation, Heritage Plaza art and Russell City restitution</p> <ul style="list-style-type: none"> • Need public art • Hopefully the implementation of Q26 is folded into existing city beautification efforts • Could be done a bit on an accelerated path - some items are completed or in progress • Honor the Californios at Heritage Plaza through El Camino Real Bell
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Quality of Life - Key Themes & Projects from the Retreat

Prioritization Exercise

ANSWER CHOICES	RESPONSES
▼ Mobile Mental Health Response Team & District Command behavioral health clinician	85.71% 6
▼ Work across Strategic Roadmap priorities to include racial equity lens	71.43% 5
▼ Dispatch needs assessment and capacity	57.14% 4
▼ Engage owners of vacant building properties to encourage activation	57.14% 4
▼ Continue illegal dumping prevention pilot program and roll out permanent program if successful and funded	57.14% 4
▼ Negotiate updated master lease agreement with HARD (added - funded)	57.14% 4
▼ Work with the survivors and descendants of Russell City to determine appropriate restitution (new proposed project - unfunded)	57.14% 4
▼ Bring work session to Council on gun control options (new proposed project - unfunded)	42.86% 3
▼ Community feedback and complaint liaison	28.57% 2
▼ CSO response to property crimes	28.57% 2
▼ Revamp community preservation ordinance to combat blight and enhance neighborhood livability	28.57% 2
▼ Identify culturally competent ways to recognize the contributions of BIPOC Hayward residents through public art and projects (new proposed project - unfunded)	28.57% 2
▼ Council added: Reduce crime by design	28.57% 2

Discussion of Projects

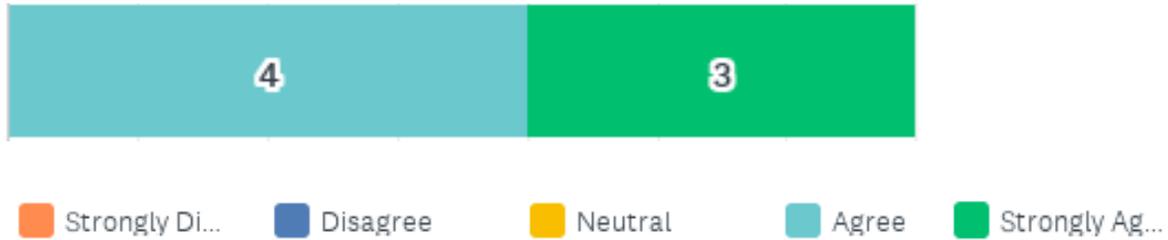
After reviewing the proposed project list, we asked Council: “Do you have any clarifying questions about the staff-proposed work plan or Council-proposed projects that will help you prioritize this list during lunch?” Their responses are summarized below and matched to the corresponding project.

Projects	Discussion
<p>Q5i: HPD training curriculum working group</p>	<ul style="list-style-type: none"> ● CM Wahab: <ul style="list-style-type: none"> ○ Go internally through HPD to do kind of an assessment of officers and what they think is a problem in the City; not talking about requests for drones and things like that, but where are they seeing spikes and what do they think is appropriate for curbing it ○ Happy with the mobile mental health response ○ Also need to talk about QoL/mental health support for staff
<p>Q6: Bring work session to Council on gun control options (new proposed project - unfunded)</p>	<ul style="list-style-type: none"> ● CM Wahab: To the point of the gun buyback, would like to highlight two more QoL items: <ul style="list-style-type: none"> ○ Smoking in multifamily apartments, need to expand to cannabis use ○ Want to highlight “ghost guns” as well; update ordinances to reflect some of today’s and tomorrow’s trends, not just historical complaints
<p>Q10: Update and adopt Fire Department strategic plan, both for staff and community</p>	<ul style="list-style-type: none"> ● CM Wahab: Fire Department has taken a huge role in combating COVID, so would like to see where they want to go, a 5-year model
<p>Q19e: Conduct stage one of Library strategic planning and implementation</p>	<ul style="list-style-type: none"> ● CM Wahab: Library team has been going above and beyond
<p>Q24: Design and Install Heritage Plaza Art Pieces to Honor Indigenous, Japanese American, and Russell City Heritage (added - funded)</p>	<ul style="list-style-type: none"> ● CM Marquez: <ul style="list-style-type: none"> ○ Bell at heritage plaza, is that being included? ○ Moved to historical society for display

5. Projects - Preserve, Protect & Produce Housing

Housing - Pre-Meeting Survey

Overall, to what extent do you agree or disagree with the draft revised project list?



Do you have any comments about the proposed new or slowed projects? Are there any new projects you'd like to add, projects you would like to move up in priority, or projects you think can be delayed or dropped for year three?

Council Member Added Projects	General Comments/Questions
<ul style="list-style-type: none"> H4f: Update Accessory Dwelling Unit (ADU) ordinance 	<ul style="list-style-type: none"> Priorities: Navigation Center, shallow subsidy program, safe parking site, housing element Let's execute these program before adding more Look at other uses for potential residential areas for housing H11g is part of H2b (and possibly also Q25) and should not be a separate item Has the need for pre-approved models for ADU's or a streamlined day for ADU applications been ameliorated with the state changes? Is continued work still needed to ensure that addressing homelessness in the city is collaborative (not internal-working-group-only)? The ADU piece is important - We need to protect single family lots that may be abused by predatory purchases

Housing - Key Themes & Projects from the Retreat

Prioritization Exercise

ANSWER CHOICES	RESPONSES
▼ Explore Safe Parking Site (added - funded)	57.14% 4
▼ Leverage partnerships to support the creation of hotel conversion projects by community-based entities (added - funded)	57.14% 4
▼ Explore program to convert tax-defaulted properties to affordable housing	57.14% 4
▼ Continue work on updating the Affordable Housing Ordinance	57.14% 4
▼ Update the Housing Element	57.14% 4
▼ Oversee operations of the Navigation Center Annex (added - funded)	42.86% 3
▼ Foreclosure Prevention Program (added - funded)	42.86% 3
▼ Wealth Building/ Universal Income Program (added - partially funded)	42.86% 3
▼ Pilot Shallow Subsidy Program (added - funded)	28.57% 2
▼ Council Added Back in: H4f: Update Accessory Dwelling Unit (ADU) ordinance	28.57% 2

Discussion of Projects

Projects	Discussion
H2c: Explore Safe Parking Site (added - funded)	<ul style="list-style-type: none"> ● CM Zermeno: What is a safe parking site? <ul style="list-style-type: none"> ○ → Director Ott: This is for people living out of their cars (allows us to concentrate services, showers, housing navigation, etc). ● CM Wahab: When talking about safe parking, we need to ensure it is safe for everyone.
H2d: Leverage partnerships to support creation of hotel conversion projects by community-based entities (added - funded)	<ul style="list-style-type: none"> ● M. Halliday: Regarding hotel conversion, I thought we were going in the other direction with the tiny houses and the scattered sites, but those things don't seem to be on here? <ul style="list-style-type: none"> ○ → Director Ott: I agree with you. We want to keep hotel conversions but also broaden to include anything eligible under "home key."
H4e: Develop an Overlay Zoning District to allow RS zoned properties (single family)	<ul style="list-style-type: none"> ● CM Andrews: I have a question about the overlay zoning district. There was a hotel property that came to the economic development committee and some discussion of whether this was zoned single family housing vs.

<p>residential) to develop into a variety of housing types and densities</p>	<p>commercial/hotel... Is there a plan for addressing these types of issues through the overlay zone?</p> <ul style="list-style-type: none"> ○ → Director Ott: We'll be focusing on the parts of the City that are shown in the General Plan with more than single family and aligning those with other zoning. State through SB9 has already taken this out of our hands by allowing for sub-division of single family properties. But to get at your question, we can look at these types of things through a case-by-case basis. ○ → Sara Buizer, Deputy Director of Development Services: We will have to continue to look at this as we work on the housing element update. ● CM Andrews: Will converting commercial spaces into live/work spaces also be discussed in the work plan? <ul style="list-style-type: none"> ○ → Sara Buizer, Deputy Director of Development Services: This could be part of the housing element project (when we're looking at what kinds of housing is appropriate for specific areas) but not part of H4e. ● CM Wahab: Regarding zoning, I don't want to see our single family residential homes being prey to big investments (like the hotel example). Let's protect and monitor the flatlands to avoid displacement. When we see these developments, we need to really work to understand what they are. We also need to continue to protect parking for residents.
<p>H4f: Explore program to convert tax-defaulted properties to affordable housing</p>	<ul style="list-style-type: none"> ● CM Zermeno: I like H4f so I'm highlighting that one.
<p>H5b: Continue work on updating the Affordable Housing Ordinance</p>	<ul style="list-style-type: none"> ● CM Wahab: I do want the affordable housing ordinance to get done (have a rate in my head), but we need to also consider the affordability of commercial properties. Many people can't afford to start a business because the commercial properties are so expensive. Then these properties remain vacant. I want to see more continuity in framing the discussion.
<p>H9d: Tenant Relocation</p>	<ul style="list-style-type: none"> ● CM Wahab: I appreciate the tenant relocation emergency fund and foreclosure prevention programs. Are they fully or partially funded?

<p>Emergency Fund (added -funded)</p> <p>&</p> <p>H11g: Wealth Building/ Universal Income Program (added -partially funded)</p>	<ul style="list-style-type: none"> ○ → Director Ott: H11g is noted as partially funded (through the stimulus), but if we add in universal income and more expansions to the program, we will need more funding. ● CM Wahab: Wealth building is one bucket and reparations is a separate bucket. I fully support what we're trying to do with reparations, but we have thousands of people living below the poverty line. What we do needs to be based on the data we have to help current residents who need it.
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General Comments/Questions

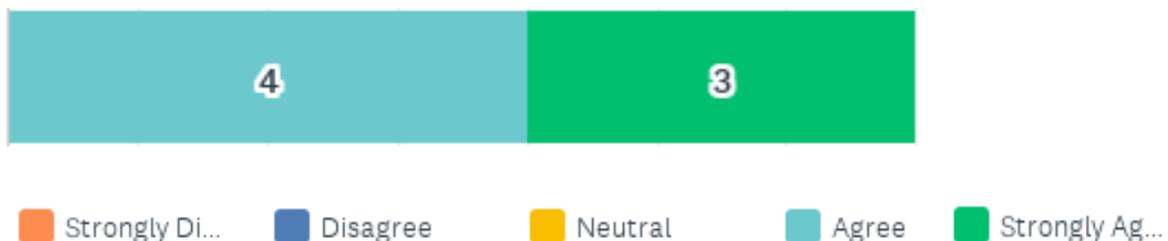
- **CM Zermeno:** When it says funded, does that mean that there is money set aside for these?
 - → Director Ott: Many of these added projects are funded through the stimulus expenditure plan.
- **M. Halliday:** We need to have projects ready to apply for the state/fed funding that is coming.
- **M. Halliday:** Regarding the difficulty of finding commercial property to rent, we completed a project to do this. Can we get a report on that? Can we incentivize the renting of those commercial properties? Also agree on the safe parking site project - this is needed.

CM Marquez: Almost every project here is also covered under our “let’s house Hayward” project, so make sure this is reflected and let’s tie in that project. That is a main priority we’ve been pushing for -one of the most important areas.

6. Projects - Confront Climate Crisis

Climate - Pre-Meeting Survey

Overall, to what extent do you agree or disagree with the draft revised project list?



Do you have any comments about the proposed new or slowed projects? Are there any new projects you'd like to add, projects you would like to move up in priority, or projects you think can be delayed or dropped for year three?

Council Member Added Projects	General Comments/Questions
<ul style="list-style-type: none"> ● Water conservation measures such as increasing recycled water supplies ● Implement Shoreline Adaptation Plan ● Strengthen building requirements to mitigate sea level rising with respect to new development within the industrial corridor ● More EV charging stations for the community ● Address SB 1383 compliance - food recovery 	<ul style="list-style-type: none"> ● Look for areas that NEED trees ● More EV charging stations for the community ● Does the environmental justice component of the housing element need to be reflected here (not as additional work, just a capture of work already underway that furthers this goal)? ● As we move to fossil-free power for housing, we likely need to evaluate how we encourage, facilitate, and advocate for direct use of onsite power generation, microgrids, power storage, and similar so that we do not add to emergency situations as people lose cooking and hygiene capabilities with power outages ● Should be more aggressive

Climate - Key Themes & Projects from the Retreat

Prioritization Exercise

ANSWER CHOICES	RESPONSES
▼ Explore funding opportunities to increase the circular food economy as part of the Alameda County All in Eats Initiative (added - funded)	85.71% 6
▼ Adopt & implement 2030 GHG Goal & Roadmap	71.43% 5
▼ Council Added: Water conservation measures such as increasing recycled water supplies	57.14% 4
▼ Council Added: Implement Shoreline Adaptation Plan	42.86% 3
▼ Council Added: Strengthen building requirements to mitigate sea level rising in the industrial corridor	42.86% 3
▼ Transition 15% of total city fleet to EV/hybrid models	28.57% 2
▼ Council Added: More EV charging stations for the community	28.57% 2
▼ Council Added: Address SB 1383 compliance - food recovery	28.57% 2
▼ Plant 1,000 trees annually	14.29% 1

Discussion of Projects

Council Members did not have comments or discussion on this topic.

Projects	Discussion
C5: Adopt & implement 2030 GHG Goal & Roadmap	<ul style="list-style-type: none"> → Mary Thomas, Sr. Analyst: We can update the title on C5 to include other projects

7. Projects - Invest in Infrastructure

Infrastructure - Pre-Meeting Survey

Overall, to what extent do you agree or disagree with the draft revised project list?



■ Strongly Di...
 ■ Disagree
 ■ Neutral
 ■ Agree
 ■ Strongly Ag...

Do you have any comments about the proposed new or slowed projects? Are there any new projects you'd like to add, projects you would like to move up in priority, or projects you think can be delayed or dropped for year three?

Council Member Added Projects	General Comments/Questions
<ul style="list-style-type: none"> Expedited: N11a: Conduct needs assessment and identify potential funding sources for a new public safety building; to include a portion of Measure C funding Added Back In: N16: Evaluate options for adding bathrooms to Heritage Plaza for Council consideration Beautification of A Street from Mission to Hesperian Tennyson and Calaroga needs landscaping 	<ul style="list-style-type: none"> Remove N6 - eScooters/eBikes (x2) More public art How urgent is the need for increased EV charging in the next two years? (N9b) I'm concerned that we are not adding fiber infrastructure as intended with our dig once policy. Is the primary obstacle staff or funding capacity? Heritage plaza bathrooms - is it possible to prioritize any funds recovered from the library project? Is there research that would be helpful in moving forward (such as bathroom safety by design)? For N25, is "digital literacy education (e.g. basic care and maintenance, internet security, etc)" provided along with the devices and hotspots? Is there an expectation that the Safe Routes to Schools may also be beneficial for seniors living in areas outside of downtown?

Infrastructure - Key Themes & Projects from the Retreat

Prioritization Exercise

ANSWER CHOICES	RESPONSES
▼ Corporation Yard renovation and building safety upgrades - COVID recovery	85.71% 6
▼ Implement major corridor traffic calming initiatives, with a focus on Patrick Ave complete street improvements and Campus Drive safety improvements	71.43% 5
▼ Construct additional EV charging facilities	71.43% 5
▼ Stack Center fundraising and construction	57.14% 4
▼ La Vista Park design and construction	57.14% 4
▼ Complete design of Mission Boulevard phase 3 and construction	42.86% 3
▼ Implement Safe Route for Seniors in the downtown area	42.86% 3
▼ Complete Jackson corridor landscape beautification	42.86% 3
▼ Develop a Recycled Water Master Plan	42.86% 3
▼ Implement Safe Routes for School	28.57% 2
▼ Conduct digital divide community survey (added - funded)	28.57% 2
▼ Council Added Back In: N16: Evaluate options for adding bathrooms to Heritage Plaza for Council consideration	28.57% 2

Discussion of Projects

Projects	Discussion
Council Added Back In: N16: Evaluate options for adding bathrooms to Heritage Plaza for Council consideration (lack of funding and capacity)	<ul style="list-style-type: none"> ● CM Zermeno: Regarding bathrooms at Heritage Plaza, I can see why staff want to put one there. How about placing a self-cleaning bathroom across the street? That would keep the pristine look of our Heritage Plaza and have a bathroom nearby. ● CM Lamnin: I don't want to lose track of the bathrooms. It's a good idea to put them near the children's area. Are there partnerships that could make this more viable? ● CM Halliday: Regarding the bathrooms, I think there is one of those installed by HARD at Mia's Dream. We ought to ask them how that is working and if there have been problems. Good idea to put it across the street near the playground.
Council Added: Beautification of A Street from Mission to Hesperian	<ul style="list-style-type: none"> ● CM Zermeno: Beautification of A street is a great idea except that one side is owned by the County. Regarding the water issue, yes would be good to know which complexes have this issue. I also want to put emphasis on the lighting issue,

	<p>because it is a safety issue. A street underpass is an example -we have people sleeping there as a result. This is certainly something to look into. Many residents want better lighting.</p> <ul style="list-style-type: none"> ● CM Salinas: To add to what Zermeno said, I looked at a map of the south side of A street and what makes it so challenging is that it is like a sawtooth (one property is county, one is city). Probably a problem we need to first resolve. ● CM Lamnin: I want to reiterate my comment lighting. Are we including this? <ul style="list-style-type: none"> ○ → City Manager McAdoo: There is not a project specific to lighting. ● CM Halliday: Lighting is definitely an important thing to look at throughout the City. We have more energy efficient ways of providing lighting now, so that is key.
<p>N23c: Investigate the use of dark fiber optic infrastructure (lack of capacity)</p> <p>and</p> <p>N25: Tech lending library devices and hotspots</p>	<ul style="list-style-type: none"> ● CM Salinas: Regarding fiber, how plausible is this? We’ve been talking about it for many years. Is it gonna happen or not? I understand about the expense and the digging, but more fundamentally, will we pursue it or not? <ul style="list-style-type: none"> ○ → Director Ott: I agree. It is such an expensive, big effort that we don’t have funds or staff capacity to move it forward in a big way. It’s a fair question that maybe we need to have a real discussion about. ● CM Salinas: The reason I ask is that one of the central issues in downtown wasn’t just connectivity, but speed. For example, there was a sign-making company that had a problem with speeds. Is that still a concern for businesses downtown? <ul style="list-style-type: none"> ○ → Director Ott: Fair question. We need to be realistic. There is also some small cell 5g access coming. We should evaluate if we should keep talking about this. ● CM Lamnin: Regarding fiber, I appreciate Salinas’ question and staff’s willingness to further investigate this. It’s a good time to revisit what the need really is. Also, I know that there may be other utility questions (like sewer lines along B street) that we can also ask the community about. ● CM Wahab: Regarding fiber optics -all future businesses are based on this. A lot of higher tech companies looking to come to Hayward want to understand the fiber infrastructure to meet their needs. I had conversations previously with some companies (e.g., AT&T, comcast, etc.), not sure we can still

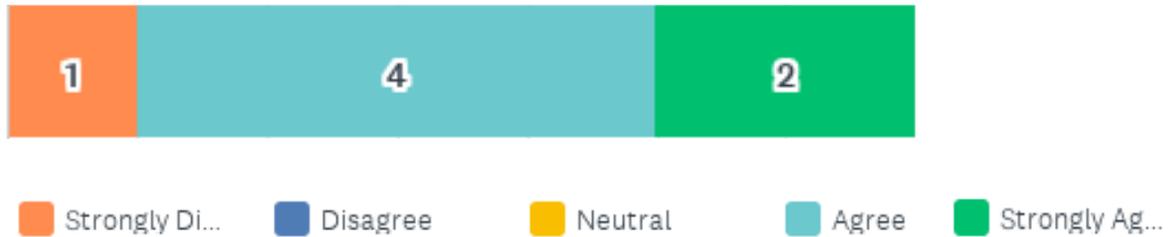
	<p>work with them. We need to be proactive in reaching out, because we are not on their lists of priority cities.</p> <ul style="list-style-type: none"> ○ → Director Ott: Fiber is very expensive. I really want to emphasize the hot spots. ● CM Halliday: Regarding broadband, we have invested in this so it sounds like it's time for us to have a report on this. I agree we can look for a less expensive way forward. The digital divide is also not only about access to networks, but also about education. We need to look at how we get information out to people who aren't online (maybe do more mailers or make things more available on paper). Really puzzled about the broadband issue - we need to revisit this.
<p>N8d: Implement Safe Routes for School</p> <p>and</p> <p>N8f: Implement Safe Route for Seniors in the downtown area</p>	<ul style="list-style-type: none"> ● CM Lamnin: My comment about safe routes to schools was really intended to ask how we can leverage this for seniors as well (throughout the city, not just downtown). Can the "safe routes to schools" project support some of the senior needs? <ul style="list-style-type: none"> ○ → Director Ott: We can have an internal staff conversation about how to address this. ○ CM Lamnin: Appreciate that. I'm hesitant to add without taking away. <ul style="list-style-type: none"> ○ → Director Ameri: Safe Routes for Seniors is another project that is also needed. It is in the downtown area now, but we're planning to expand tha. Anything we do for seniors will benefit the general public.
<p>N9b: Construct additional EV charging facilities</p>	<ul style="list-style-type: none"> ● CM Andrews: Wanted to know what the possibility was for the EV charging stations to have screens or other charging and/or public art. Also on EV charging stations, what about looking at sites for these that are not just big box stores? <ul style="list-style-type: none"> ○ → Director Ameri: Yes, we are looking into the options just mentioned. ● CM Wahab: Regarding EV charging, I want to prioritize investment for long-term benefits. The investment needs to be in our multi-family apartment complexes. We need to think of this through an equity lens. Let's look at who can afford an EV vehicle and where they can charge it if they can. I don't want to create an elitist system. <ul style="list-style-type: none"> ○ → Director Ott: There is a lot of federal funding and increase in demand for EV charging ○ → Director Ott: Regarding EV infrastructure, we are having conversations about what it looks like to add these to multi-family complexes.

	<ul style="list-style-type: none"> ● CM Wahab: Is this for older complexes? <ul style="list-style-type: none"> ○ → Director Ott: No, right now we’re just focusing on new development. Requiring new development to pay for EV could be too expensive. It’s a complicated conversation due to the costs associated. ● CM Halliday: Regarding EV charging stations, great ideas there. I recently visited a charging station on Mission (in a commercial center). The more we can have, I do think that’s important.
<p>N18b: Replace an average of 3 miles of water pipelines annually</p>	<ul style="list-style-type: none"> ● CM Wahab: Regarding water pipes, if you talk to a lot of families in multi-family complexes, the water is orange! We need to upgrade these pipes. This is a top priority. <ul style="list-style-type: none"> ○ → Director Ameri: You are correct that some older multi-family homes have internal plumbing that is older. However, as a City we have upgraded water pipes and are actually one of the top. The first step would be for us to know which complexes have this issue, then we could take a sample, and then help them know what to do to address the issue. ● CM Halliday: Regarding water, do we need to incorporate this into part of our inspections process? Also, we could use a report on the soft story project. And maybe this could be a model for a program to help complexes update their water pipes? <ul style="list-style-type: none"> ○ → Director Ott: Staff feels similarly; should go through the infrastructure committee.
<p>N17: Corporation Yard renovation and safety upgrades -COVID recovery</p>	<ul style="list-style-type: none"> ● CM Wahab: Regarding the corp yard, we need to do this to prioritize our staff needs. <ul style="list-style-type: none"> ○ → Director Ott: Will also be doing the animal shelter and police building, but also want to prioritize the corp yard.

8. Projects - Grow the Economy

Economy - Pre-Meeting Survey

Overall, to what extent do you agree or disagree with the draft revised project list?



Do you have any comments about the proposed new or slowed projects? Are there any new projects you'd like to add, projects you would like to move up in priority, or projects you think can be delayed or dropped for year three?

Council Member Added Projects	General Comments/Questions
<ul style="list-style-type: none"> Concerted effort to educate property owners about what the City wants for their properties Outdoor marketplace that is safe and allows for a variety of vendors 	none

Economy - Key Themes & Projects from the Retreat

Prioritization Exercise

ANSWER CHOICES	RESPONSES
Revise alcohol use regulations to support existing and encourage more full-service restaurants	57.14% 4
"Hayward Restore & Reopen Façade Program" - Grants and loans to improve blighted storefronts, centers and corridors (added - funded)	57.14% 4
Council Added: Outdoor marketplace that is safe and allows for a variety of vendors	57.14% 4
"Get Digital" - Direct technical assistance to small businesses to compete with online retailers (added - funded)	42.86% 3
Small Business Assistance Grants - Grants to businesses with 10 or fewer employees (added - funded)	42.86% 3
Council Added: Concerted effort to educate property owners about what the city wants for their properties.	42.86% 3
Route 238 Corridor lands dispositions and development	28.57% 2
Explore a public art program and prioritize gateway locations	28.57% 2

Discussion of Projects

Projects	Discussion
<p>Council Added: Outdoor marketplace that is safe and allows for a variety of vendors</p>	<ul style="list-style-type: none"> ● CM Andrews: <ul style="list-style-type: none"> ○ We have a business concierge program focused on getting spaces for vendors, but should be helping vendors who are more mobile, make sure they are thinking about safety, think about additional places for them to vend; need to think about more open space as potential opportunities for vending; allows people to get foot in the door without a lot of overhead or difficult landlords, better uses of of open space, more activities for families ○ (thumbs up to looking at how to reuse industrial buildings in southland or elsewhere to create a public market, modeled on Castro Valley's) ● CM Lamnin: <ul style="list-style-type: none"> ○ Appreciate addition of outdoor market space; we have some money coming in from mission to activate parcel there; there are some public market spaces in Castro Valley that are great, maybe folks running that market could be a good partner ● CM Wahab: <ul style="list-style-type: none"> ○ Do appreciate efforts for more full service restaurants; one of my biggest concerns is that we lost a lot of businesses going from 2019 into 2020; need to promote diversity in restaurants, not a lot of options
<p>E3d: Sidewalk Vendor Ordinance</p>	<ul style="list-style-type: none"> ● CM Wahab: Sidewalk vendor ordinance, not the biggest supporter of that; would rather have B street closed completely and turned into a space where people can have an experience, more greenery, possibly some kind of extensions of restaurants ● CM Lamnin: <ul style="list-style-type: none"> ○ Have heard from some of our brick and mortar partners wondering “is there parity?” I’m all for entrepreneurship, but is there balance? My understanding is that some of sidewalk fruit stands are something that can be used by human traffickers ○ (thumbs up to looking at how to reuse industrial buildings in southland or elsewhere to create a public market, modeled on Castro Valley's) ● M. Halliday:

	<ul style="list-style-type: none"> ○ Industrial area doesn't seem to be in this plan; had a lot of plans about improving things out there, don't see a lot of things in Y3 <ul style="list-style-type: none"> ■ → Director Ott: Good catch; the majority of the ED manager's time is tracking life science users which are big job providers ○ Southland and the big vacant part there on the east side, concerned that property owner and what they are doing; receiving alarming calls that cars are being towed away without proper noticing; need to follow up with property owners there about the possibility of an outdoor market, etc.
<p>E7g: "Restaurant Relaunch" - Technical assistance for adapting to post-COVID-19 market trends and safety requirements (added - funded)</p>	<ul style="list-style-type: none"> ● CM Wahab: <ul style="list-style-type: none"> ○ Do need to help restaurants in a lot of ways, also when we talk about startup/incubator space there are ghost kitchens, this is going to be the future of how we eat ○ Also need to consider safety and cleanliness standards, alcohol guidelines; can these anchor businesses step up a little bit too?

General Comments/Questions

- **Wahab:**

- When we have facade programs, need to have stricter standards; if you receive funding, you need to comply with what our vision is for making Hayward a economically viable city
 - Ex: In Greece you don't see random colors, only blue and white
- Also have to think about inviting different institutions/industries - biotech, research; Hayward can be that space where people can call home?

9. Projects - Strengthen Organizational Health

Organizational Health - Pre-Meeting Survey

Overall, to what extent do you agree or disagree with the draft revised project list?



■ Strongly Di...
 ■ Disagree
 ■ Neutral
 ■ Agree
 ■ Strongly Ag...

Do you have any comments about the proposed new or slowed projects? Are there any new projects you'd like to add, projects you would like to move up in priority, or projects you think can be delayed or dropped for year three?

Council Member Added Projects	General Comments/Questions
<ul style="list-style-type: none"> More creative incentives for our employees to support local businesses 	<ul style="list-style-type: none"> IT needs to be a huge priority - the City needs to prepare for costly audits, software licenses, capacity, cloud technologies, and more staffing I trust staff's judgment on these priorities R4a needs a racial equity focus Does R14 also include monitoring and updating the demographic data for Boards and Commissions to help ensure they reflect the demographics of our city? Looking forward to the additional modules in Opengov whenever possible Do we need to further address workload or other morale issues to support the ongoing health of the City organization?

Organizational Health - Key Themes & Projects from the Retreat

Prioritization Exercise

ANSWER CHOICES	RESPONSES
▼ Develop talent acquisition plan for citywide and critical positions	71.43% 5
▼ Create a language accessibility policy	57.14% 4
▼ Implement new online planning and permitting solution	57.14% 4
▼ Conduct additional outreach during the Boards & Commissions recruitment to build on Measure OO charter amendment (added - funded)	42.86% 3
▼ Create Human Resources Department Strategic Plan (added - funded)	28.57% 2

Discussion of Projects

Projects	Discussion
R4a: Develop talent acquisition plan for citywide and critical positions	<ul style="list-style-type: none"> ● CM Andrews: Question about interaction with HUSD and sowing the seeds of opportunities to work in city government. Any progress there? <ul style="list-style-type: none"> ○ → City Manager McAdoo: We have a program with Devita Scott and the Hayward Adult school. We have brought students into PW and other City departments via internships. Because of COVID, we haven't been able to host the students, but continue to do education and outreach. I agree there are more opportunities with Cal State, CSU East Bay and Chabot. However, we do outreach to them to recruit fellows. ● CM Andrews: Do think it's the long-term goal that the city staff/leadership should reflect the diversity of the City? Another project could be to present at high schools about different roles in the City. <ul style="list-style-type: none"> ○ → City Manager McAdoo: We also have our Fire ROP program and have also given two paramedic school scholarships. Also one of those is a female candidate.

	<ul style="list-style-type: none"> ● CM Andrews: That’s great, but it's a lot of focus on adults. Need to start even earlier. For example I talked to elementary school students about wastewater and they were excited about it. I can also help do more public education about what is City Council and what they do.
<p>R12: Create a language accessibility policy</p>	<ul style="list-style-type: none"> ● M Halliday: Language accessibility and translation services continue to be very important.

General Comments/Questions

- **M Halliday:** Employee homeownership program is on the completed list, but have we launched it?
 - → City Manager McAdoo: We paused it right before doing the lottery. Will check in with Director Klausen to make sure this gets going again.
- **CM Wahab:**
 - I think IT needs to be a huge priority. Not only because our contracts are becoming more complicated (licensing issues and potential audits), but we need SMEs in IT dept who understand the new technologies that are coming out, like how we capture, store and share data. We need privacy around our data. All of this needs some staffing around it. There is a difference between privacy and security. This will also help us with our fiber issue and can support growing the economy.
 - Also, when we talk about tech and the services we provide, let’s reduce the response time to 24-48 hours (whether applying for a business license, asking questions about zoning, etc.). Even implementing chat bots or publishing Q&As. Let’s use tech to make our employees and residents’ lives easier.

Discussion of Prioritization

After reviewing the results of the project prioritization survey that City Council members completed over lunch, we invited Council members to share any reflections on the activity or outcomes.

- **CM Zermeno:** All of the priorities are important to all of us. It's interesting that there aren't any unanimous votes, but I do agree with my colleagues on this. A good exercise.
- **M. Halliday:** Update the Housing Element - I chose it, but we don't have a choice about this. The state is telling us we have to do this.
 - → Director Ott: In some ways that's true, but we're doing a lot more than we have to (especially in terms of community outreach).
- **CM Salinas:** As I was voting, I was also considering the things that we are moving forward already or that we have to do. If I didn't vote for it, that doesn't mean it isn't important to me or I don't think we should do it.
 - Worth noting that a lot of what we do is in response to what is happening at the state/federal level. And we need to remain flexible to emergent issues.
 - I am in general agreement with the projects that were voted to the top. I think what we have is pretty good, but they will move around in priority depending on the times.
- However, I also think that we need to continue to practice restraint and proceed prudently so as not to overwhelm staff. We don't want to create staff burnout and fatigue. Also, I've been thinking that "Slow your roll" can be applied here, but also to traffic and safety. Could be a PSA. **M. Halliday:** I want to clarify which items will be dropped.
 - → City Manager McAdoo: Only council-added projects, but all of the already included projects on the work plan will stay on the work plan
 - So we'll still have the work session on guns? → Yes
 - What we wanted to get out of this session is a staff assessment of what things we're asking for that might be rolled into other areas or done more efficiently, or creatively funded, etc..
 - Finally, I love CM Salinas' idea of using the slogan "Slow Your Roll" as a PSA related to "speeding, traffic, road safety..." that's just great!
- **CM Marquez:** This was really hard. Many of these are a priority, so I focused on choosing the things that are realistic, what has traction, and where we are already making progress. Can we hear from the council members who added new projects to explain them a little more before we proceed? I also didn't vote on some of the things that we have to do. Just to confirm - if these things didn't get more than 50% they will not go away?
 - City Manager McAdoo: That's true, except for the Council-added projects.
 - Marquez: The one I added is "Strengthen building requirement to mitigate Sea Level Rise in the industrial corridor."

- Sara Buizer, Deputy Director of Development Services: We are putting together some information to help get the word out to people in this area to help them adapt.
- **CM Lamnin:** I had a similar process to CM Marquez and agree that it was hard to choose. My intent with adding the “Implementation of the Shoreline Master Plan” was also to address some of what CM Marquez brought up. Should we combine them?
 - Clarifying question -Is it always the same staff working on the same things that fall under the same category? If all of my priorities are affecting the same people vs. if they’re spread out, that would be good to know. Can we get this information as part of the updated Roadmap?
 - → Director Ott: We are going to try to include as many of these things as possible, but yes, we will have to go back and do that staff analysis to really figure out what is feasible. And we’ll try to be as transparent about our decision process as possible.
 - Appreciate that the projects that don’t make that 50% vote cutoff aren’t going anywhere (with the exception of the Council-added ones)
 - → Director Ott: Still important for us to hear your priorities/concerns. The feedback won’t get lost. We hear it and we’ll try to incorporate it into everything we’re doing (e.g., public art can be incorporated in some existing projects)
- **CM Wahab:** Can you please share the prioritization survey results by email?
 - QoL -I agree with the top choices for Quality of Life.
 - Housing -I did choose the affordable housing ordinance and the housing element update (kind of want these to be combined), but the reason I am really in support of the ADU ordinance is to prevent displacement in the flatlands. So even if we don’t say ADU, when we talk about the housing ordinance, we need to make sure that we are talking about protecting our residents from predators in a lot of ways. Put some protection piece in our affordable housing component. Definitely want to do universal income!
 - Climate -EVs are great, but would prefer to prioritize our water conservation
 - Infrastructure -Agree with the top votes here. However, when we talk about partnerships with our school, this isn’t just about our schools but our businesses (new/immigrant entrepreneurs).
 - Economy -Still want to advocate for the council-added project: concerted effort to educate property owners about what the city wants for their properties. We want to set standards about what we want coming into our city, how clean we want it to be - not just about quantity but about quality. This applies to many other projects, too, like facade improvements.
 - Org Health -City Clerk has done a great job with our Boards & Commissions recruitment. Trust that this one will happen. ‘Create HR Strategic Plan’... as we talk about turnover and burnout, we need to think about how we maintain institutional knowledge.

- **CM Andrews:** Thank you staff for the presentation. Did a great job of presenting.
 - So happy to see public art high on the list! If there are ways we can do this through Economic Development or other route. I'm volunteering "Keep Hayward Clean & Green" if you want to look at that.
 - Corp yard definitely needs to be prioritized. Esp for staff who can't work from home, need to make sure their needs are met.
 - 311 is still a priority for me. I can't even find the number on our website. I ask residents how they contact the City, and they are not using Access Hayward. Having an App on your home
 - Infrastructure - Let's make "slow your roll" our motto here and focus on "traffic and safety". Let's ask the people about their priorities here.
 - So happy to see Russel City prioritized here. Want to expedite making amends so they don't have to wait another 10 years to see that rectifying happening. Thank you to the CSC who brought this forward. It's not enough to have buildings named after it and have a mural, that's only a start.



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: LB 22-012

DATE: May 3, 2022

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Stack Center Construction Update: Adoption of Resolutions Accepting a \$2,647,000 CalTrans Grant, and Authorizing the City Manager to Execute a Contract Amendment with RossDrulisCusenbery Architecture for Project Phasing, Not-to-Exceed \$377,800

RECOMMENDATION

That Council adopts a resolution (Attachment II) accepting a \$2,647,000 Caltrans Grant, and a resolution (Attachment III) authorizing the City Manager to negotiate and execute a contract amendment with RossDrulisCusenbery Architecture for project phasing, not-to-exceed \$377,800.

SUMMARY

Community members and elected officials have long held the dream of building a new South Hayward Youth and Family Center at the corner of Tennyson and Ruus Roads, referred to as the Stack Center. For the past seven years, the City and its partners have worked to make this dream a reality.

In 2019 and 2020, the Council authorized the City Manager to execute a contract with RossDrulisCusenbery, Inc. (RDC) for master planning, design, and construction documents for the Stack Youth and Family Center. The documents are nearing completion. At the same time, staff has been working to identify funding for construction. The City has received three grants and now has sufficient funding for Phase I construction on the south end of the project. To phase the construction, RDC needs to prepare two separate sets of construction documents. This report provides an overall project update and seeks Council approval to: 1) accept a Caltrans grant of \$2,647,000 for outdoor elements in Phase I; and 2) execute a contract amendment with RDC to phase the project. The contract amendment would not exceed \$377,800. The project has sufficient funding to cover this cost.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution for Grant Acceptance

File #: LB 22-012

Attachment III Resolution for RDC Contract Amendment
Attachment IV Phase I Boundary and Renderings



DATE: May 3, 2022

TO: Mayor and City Council

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BACKGROUND

Below is a list of major milestones for the Stack Youth and Family Center Project over the past seven years:

- In July 2014, the County Board of Supervisors allocated \$9.6 million from District 2's share of one-time residual property tax funds for the Stack Center.

- In 2015, the City, Alameda County, and the Hayward Area Recreation and Park District (HARD) formed the Stack Center Governance Group to guide the project and obtain the necessary resources.
- In June 2015, the County Board of Supervisors approved the acceptance of a \$5 million grant from the Kaiser Regional Foundation. This total funding amount of \$14.6 million was reduced by approximately \$600,000 to help fund Mia's Dream Park, which is located on parcels abutting the Stack Center project site.
- In September 2016, the Stack Center Governance Group issued a Request for Qualifications for Facility Operator and Administrator Services.
- On March 27, 2018, Council authorized the City Manager to execute a facility operator agreement with La Familia and Eden Youth and Family Center (EYFC).
- In June 2018, the City issued a Request for Proposals (RFP) for Phases I and II of the project: a community analysis, creation of a building program, and preliminary design. The City received eight proposals. The Stack Center Governance Group evaluated each proposal and ranked RDC as the highest.
- On February 5, 2019, Council authorized the City Manager to execute a professional services agreement with RDC for Phases I and II work and accept \$500,000 from Alameda County to cover the cost of the agreement.
- On June 16, 2020, Council authorized the City Manager to execute a professional services agreement with RDC for architecture and engineering services and accept \$2,870,000 from Alameda County to cover the cost of the agreement.
- On July 31, 2021, the partners held an open house at the future center and launched the fundraising campaign.
- On January 5, 2022, Council accepted a grant of \$1 Million in State of California general funds for Phase I construction.

DISCUSSION

Design Update

Over the past three years, City staff and the project partners have met regularly with RDC to create a master site plan, designs, and construction documents to rebuild the EYFC buildings and renovate the Matt Jimenez Community Center (MJCC) to create a combined campus. Renderings of the designs are shown on the project website: www.stackcenter.org.

The construction documents are over 95% complete and will be finalized mid-summer. Staff expects to receive development permits in early summer and building permits in early fall. Staff is soliciting proposals for a Construction Management firm this month.

Youth Participatory Design Process

As part of the design process, RDC's scope included a youth participatory design process to further engage the community and increase ownership of the design. In summer of 2020, staff convened nineteen young people selected for the process. Due to the pandemic, all agreed to participate in a digital process and staff redesigned the curriculum to use digital tools. The process ran from August through December 2020. Youth were assigned individual work to complete on their own time and the group met for combined discussions twice a month. Youth were given a \$500 stipend to compensate them for their time and were assisted with digital devices and hot spots to ensure they could join online.



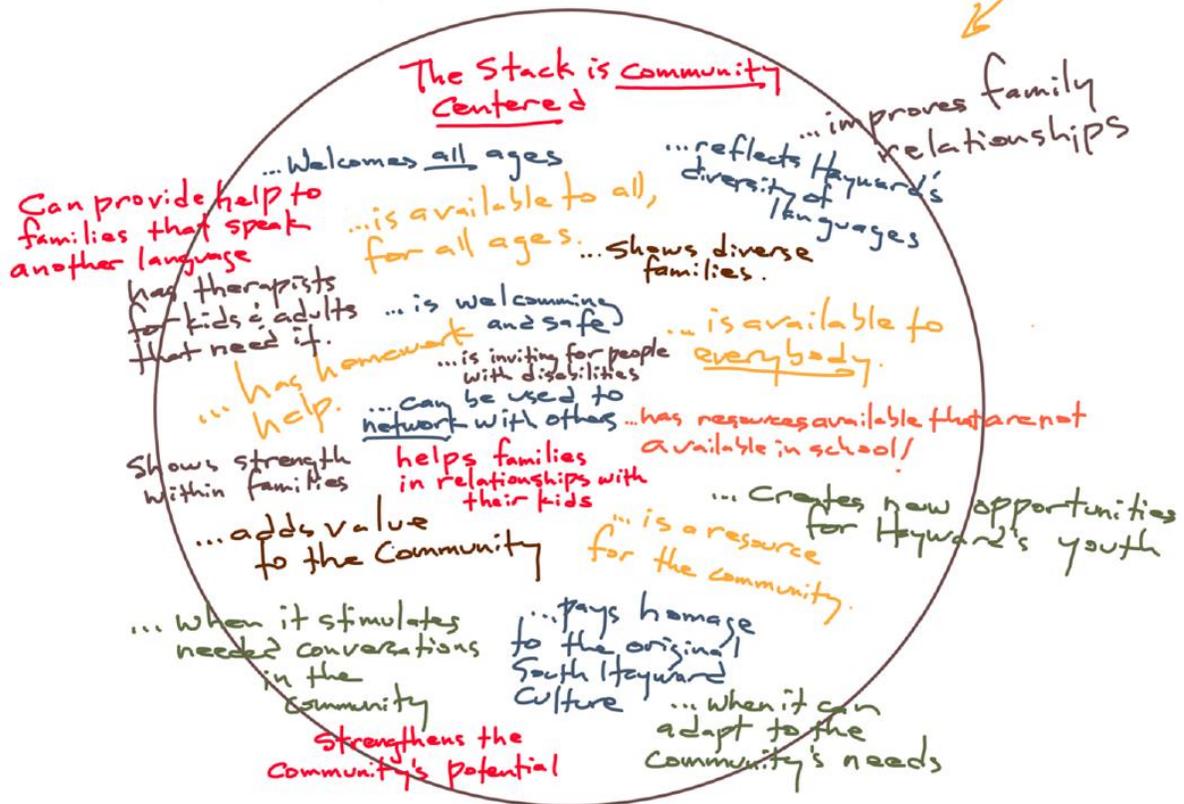
Youth participants

A few of the main learnings from the participatory design process:

- The pandemic has been incredibly socially isolating, and young people are craving active public spaces where they can connect and celebrate. There was a particular focus on creating a place with bright colors and “millions of lights” that reflect the diverse holidays celebrated throughout the neighborhood, such as Diwali and Dia de los Muertos.
- Conversely, many young people in South Hayward live in crowded conditions and are sharing rooms with family members. Currently, there are few, if any, attractive spaces they can walk to get away from the chaos at home. This has been compounded by the pandemic. They have a strong desire to beautify natural spaces that can serve as sanctuaries.
- They have a strong desire for a diverse range of increased recreational opportunities, with a focus on performance arts, crafting, and sports like boxing, soccer, and basketball.
- They see a strong connection to food as a way to share diverse cultural heritages and focus on wellbeing.
- They want to prioritize the message of the strength, survival, and resiliency of South Hayward families, many of whom have struggled greatly to immigrate to the United States and who continue to struggle to survive economically, but also contribute greatly as front-line workers and dedicated parents.

The image below shows how the youth participants defined success for the center.

The STACK Center Project will be successful when it...



VICTORY CIRCLE

As part of the participatory design process, each young person worked with a Hayward artist to create a self-portrait that showed some of the intentions and personality they wanted to see at the future Center. These are a few examples.



As part of the design process, staff receives cost estimates and cost escalation updates based on current market conditions. The budget in the table below is based on a 2021 cost estimate that was conducted at 100% design and adjusted to account for a 10%+ increase in construction costs over the past year.

Staff has been working to identify funding for construction throughout the design process. The current funding sources are shown below. In the past year, the City has received two State grants and a Federal grant, totaling \$5.147 Million, and is pursuing additional government grant sources.

In addition, the City hired a fundraising firm in January to identify private funders. The firm, Partnership Resources Group, is convening a stakeholder group this month to finalize leads that they will interview over the next six weeks. At the end of that process, they will produce a report with strategies to appeal to the most promising private funders. The project goal for private fundraising is \$11.4 Million.

The table below shows the estimated cost by item, funding source, and funding gap.

<i>Item</i>	<i>Estimate</i>	<i>Funding Source</i>	<i>Funding</i>	<i>Gap</i>
<i>Design and Construction Documents</i>	\$ 4,247,800	Alameda County	\$ 3,747,800	\$ -
		City of Hayward CIP	\$ 100,000	
<i>Permits and Construction Management</i>	\$ 1,500,000	Alameda County	\$ 1,500,000	\$ -
<i>MJCC Renovation</i>	\$ 2,000,000	State General Fund Grant	\$ 1,000,000	\$ -
		Federal General Fund Grant	\$ 1,000,000	
<i>South Campus Site Work</i>	\$ 5,294,000	City of Hayward – ARPA Funds	\$ 2,000,000	\$ -
		Federal General Fund Grant	\$ 500,000	
		Clean California Grant	\$ 2,647,000	
		La Vista Developer Contribution	\$ 147,000	
<i>Demolition</i>	\$ 1,200,000	La Vista Developer Contribution	\$ 1,200,000	\$ -
<i>New Building</i>	\$ 26,800,000	Alameda County	\$ 5,352,200	\$ 16,294,800
		Kaiser Grant (through County)	\$ 5,000,000	
		La Vista Developer Contribution	\$ 153,000	
<i>North Campus Site Work</i>	\$ 6,000,000	None Identified	\$ -	\$ 6,000,000
TOTAL	\$ 47,041,800		\$ 24,747,000	\$ 22,294,800

Staff is requesting that Council adopts the attached resolution (Attachment II) to accept the Clean California Grant of \$2,647,000 from Caltrans. This grant must be spent by June 2024. The funding will pay for external site work around the MJCC, reconfiguration of the parking lots, and the community event plaza to the east of MJCC. The image below shows

the boundaries of this project within the dotted lines.

In addition, the grant will pay for three public art elements based on themes identified during the youth participatory design process and other community input:

1. A mural on the east side of the MJCC – The renovation will convert the east side of the MJCC into the entryway into the gym and add an event plaza. The theme for the mural on that side of the building will be “Youth Thriving Through Multi-Cultural Recreational Opportunities,” including sports to tie into the gymnasium and performance arts to tie into the plaza.
2. A mural on the south face of the MJCC – The theme for this mural will be “Indigenous Food Heritages from Around the World.” This reflects the diversity of the surrounding neighborhoods and ties into the commercial kitchen and food entrepreneurship space inside.
3. A free-standing sculpture on the north end of the community events plaza – The theme for this sculpture will be “Strength Within Families and the Strength of Diverse Families Supporting One Another.”



Phase I boundaries in the dotted line (see Attachment IV for larger image)

Project Phasing

As shown in the table, the City and its partners now have sufficient funding to construct the MJCC Renovation and South Campus Site Work (Phase I). These elements will mostly be funded through three grants. Each grant has a deadline for spending the funds, with the soonest deadline being June 2024.

To meet these deadlines, staff is recommending phasing the project in two parts. The first phase will cover the section shown in the dotted line on the figure above. The second phase will demolish and rebuild the buildings on the north campus and create an outdoor

amphitheater and gateway plaza. Phasing the project will also create momentum that can be used during the fundraising campaign for private donors.

There is a cost to phasing the project because staff will need to do two separate bids with two sets of documents. Staff is recommending that Council adopts the attached resolution (Attachment III) to amend the contract with RDC to phase project documents. This amendment is not to exceed \$377,800. If Council approves this amendment and agrees with phasing the project, staff expects to go to bid for Phase I in October 2022.

Center Operations

In September 2016, the Stack Center Governance Group issued a Request for Qualifications for Facility Operator and Administrator Services. After negotiations, Council authorized the City Manager to execute a joint facility operator agreement with La Familia and Eden Youth and Family Center in March 2018. That agreement expired in December 2021. Staff is currently in discussions with both organizations to draft an updated agreement that outlines each parties’ roles and responsibilities for the fundraising, construction, and operational periods.

Programming

The project has several non-profit providers that will continue to provide services at the future Center and a few new providers that will join once the new building is constructed. These providers have actively participated in the design process. The providers are summarized in the table below. Most providers will be able to remain in their existing spaces during construction. Two of the providers will need to be temporarily moved. Staff will work with these providers to find spaces that are compatible with their programs.

Provider	Status	Plan during Construction
La Familia	New	Will move in after Phase II construction
Eden Youth and Family Center	Existing	Staff will work with them to find a temporary location to operate during Phase II construction
Silva Clinic - Tiburcio Vasquez Health Center	Existing	Will remain in place during construction and move once the new building is complete
Kidango	Existing	Will move to MJCC after Phase I construction
Alameda County Office of Education	Existing	Staff will work with them to find a temporary location to operate during Phase I and Phase II construction
Hayward Library Educational Services	Currently providing services – will gain full time space	Will move in after Phase II construction – services like the Bookmobile will continue during construction
HARD	Existing	Will remain in MJCC gymnasium
Hayward Arts Council	New	Will curate rotating gallery and provide programming after Phase II construction

FISCAL IMPACT

There will be no General Fund impact resulting from either of these resolutions. The Caltrans grant requires a one-to-one match. The project has sufficient funding to cover this match. The project also has sufficient funding to cover the contract amendment with RDC for phasing. With the Caltrans grant, the City currently has enough funds to complete the first phase of construction, per the above table. The second phase of this project has a funding gap of \$22.3 million. Staff is seeking to fill that gap through grants and donations.

STRATEGIC ROADMAP

This agenda item is part of the City's Strategic Roadmap as Support Quality of Life project 1:

- Oversee the rebuilding of the South Hayward Youth and Family Center (the Stack)

SUSTAINABILITY FEATURES

The design phase of the project will address and incorporate all City green building ordinances, including the zero-net-energy requirement for new construction.

NEXT STEPS

Upon approval by Council, staff will execute the necessary documents with Caltrans to accept the Clean California grant funds and execute the agreement amendment with RDC to phase the project documents. Staff reports every other month to the project's Governance Group, which is currently comprised of Mayor Halliday, County Supervisor Valle, and HARD Board Member Hodges. The next SHYFC Governance Group meeting is June 6, 2022.

Prepared by: Mary Thomas, Management Analyst

Recommended by: Jennifer Ott, Assistant City Manager

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT AND APPROPRIATE \$2,647,000 IN CLEAN CALIFORNIA GRANT FUNDING FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE STACK YOUTH AND FAMILY CENTER

WHEREAS, Hayward community members and elected officials have long held the dream of building a new South Hayward Youth and Family Center at the corner of Tennyson and Ruus Roads, referred to as the Stack Center; and

WHEREAS, For the past seven years, the City and its partners have worked to make this dream a reality, including master planning, design development, construction documents, and fundraising; and

WHEREAS, The California Department of Transportation has awarded the City a \$2,647,000 Clean California grant to pay for elements of the Stack Center project, including a new event plaza, public art, "eco-island" bioretention areas, tot play yards, and reconfigured parking with trees, drought-efficient landscaping, and modern accessibility features.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward authorizes the City Manager to accept and appropriate \$2,647,000 to Fund 450 in grant funding from the California Department of Transportation for Construction of the Stack Youth and Family Center project.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
 MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
 City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 22-_____

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTATE AND EXECUTE AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH ROSSDRULISCUSENBERRY, INC. FOR PHASED 1 PHASE I PROJECT CONSTRUCTION DOCUMENT, BIDDING, AND CONSTRUCTION PHASE A/E SERVICES FOR THE SOUTH HAYWARD YOUTH & FAMILY CENTER PROJECT, NOT-TO EXCEED \$377,800

WHEREAS, Hayward community members and elected officials have long held the dream of building a new South Hayward Youth and Family Center at the corner of Tennyson and Ruus Roads, referred to as the Stack Center; and

WHEREAS, under an existing agreement with the City, RossDrulisCusenbery, Inc (RDC) has successfully completed the master plan, building program, design development, and construction documents for the SHYFC project; and

WHEREAS, the City has procured grant funds that must be spend by June 2024 and thus has determined it is in the best interest of the project to phase the bid and construction; and

WHEREAS, the project has sufficient funds to cover the cost of this amendment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is authorized and directed to negotiate an amendment to the professional services agreement with RossDrulisCusenbery, Inc. for Phase I Project Construction Document, Bidding, and Construction Phase A/E Services for the SHYFC project, not to exceed \$377,800.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2022

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
 MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
 City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

Attachment IV

PROJECT INFORMATION
 Include the following information on the title sheet of the planning application and building permit submittal package. The submittal package without the following project information will be rejected.

Project Type:
 Single Family Hillside Residential: new () of units / remodel / addition
 Multi-Family Residential: new () of units / remodel / addition / hillside / flat
 Commercial (non-residential): new / remodel / addition

Project Size:
 Total Project Size: 178,014.00 Square Feet
 Total Irrigated Landscaping: 50,123.00 Square Feet

Project Contact Information including phone numbers and E-mail addresses:
 Project Applicant: TS STUDIO
 Property Owner: CITY OF HAYWARD
 Project Name: SOUTH HAYWARD YOUTH & FAMILY CENTER Building Permit No.: _____
 Project Address: FAMILY CENTER Planning Permit No.: _____

Water Supply Type: potable / recycled / well / others If others, specified: _____
 Water Budget Calculation (in gallons or cubic feet/year): _____
 Maximum Applied Water Allowance (MAWA): _____ Estimated Total Water Use: _____

RosDrulisCusenbery

18294
 Sonoma Highway
 Sonoma
 CA 95476

TEL 707 996 8448
 FAX 707 996 8542

ARCHITECTURE

TS STUDIO
 LANDSCAPE ARCHITECTURE / URBAN DESIGN / PLANNING

55 SUMNER STREET
 SAN FRANCISCO, CA 94103
 T: 415-420-8408
 info@tsstudio.org

THE STACK CENTER
 680 WEST TENNYSON ROAD
 HAYWARD, CA

No.	Description	REVISIONS	Date

90% CONSTRUCTION DOCUMENTS SET

Sheet Title

LANDSCAPE OVERALL ILLUSTRATIVE SITE PLAN - GROUND LEVEL

Drawn By _____ Checked By _____

Scale:
 1" = 20'-0"

Date:
 20211108

Project No. 2018071

L0.01
 Drawing No.



LANDSCAPE NARRATIVE

- CONSIDER REGIONAL AND MICRO-CLIMATIC, TOPOGRAPHY, SOLAR ORIENTATION, AND SOIL CONDITIONS:
 MANY SELECTED SPECIES ARE NATIVE TO CALIFORNIA WITH MANY SPECIES THAT ARE NATIVE TO SITE IN HAYWARD. NATIVE PLANTING SELECTED IS DROUGHT TOLERANT. PLANTING SPECIES IS SPECIFIC TO VARIATIONS RANGING FROM FULL SUN TO SHADE CONDITIONS. BIO-RETENTION PLANTING IS SELECTED FOR SPECIES THAT CAN WITHSTAND THE SOIL TYPE AND WATER FLUCTUATIONS. PLANTING AT SLOPES WITHIN BIO-RETENTION AND THROUGHOUT THE SITE IS COORDINATED WITH PLANTING SPECIES APPROPRIATE FOR CONDITIONS.
- EXPLAIN HOW WATER CONSERVATION AND LONG-TERM GREEN WASTE REDUCTION GOAL WILL BE ACHIEVED:
 NATIVE PLANTS ARE SELECTED BASED ON MICROCLIMATE AND SOIL CONDITIONS. PLANTS WILL BE IRRIGATED WITH DRIP IN HYDROZONES, BASED ON WATER USE AND SPECIAL CONDITIONS. SOIL WILL BE AMENDED WITH COMPOST. PLANTING DESIGN WILL COMPLY WITH MODEL WATER EFFICIENT LANDSCAPE ORDINANCE USING DROUGHT AND NATIVE PLANTS. PLANTING WILL FOCUS ON LOW MAINTENANCE AND LONG-LIVED LOCALLY NATIVE PLANTS THAT THRIVE OVER THE LONG TERM. SELECT TREES TO BE REMOVED WILL BE HARVESTED FOR MULCH ON SITE. SPECIFIED TREES ARE IN PLANTING AREAS WHERE FEASIBLE FOR NATURAL DECOMPOSITION OF LEAF LITTER AND AVOID REMOVING IT. SPECIFIED PLANTING EDGING WILL BE MADE FROM 49% POST-INDUSTRIAL RECYCLED MATERIALS.
- INTEGRATED PEST MANAGEMENT DURING SOIL PREPARATION:
 WE SHALL PROVIDE INTEGRATED PEST MANAGEMENT DURING SOIL PREPARATION AND COMPLY WITH BAY FRIENDLY LANDSCAPE GUIDELINES. THE PROJECT WILL FOCUS ON SELECTING NATIVE PLANTS TO THE REGION AND / OR DROUGHT TOLERANT PLANTING THAT ARE DISEASE AND PEST RESISTANT. SOIL TESTING WILL INCLUDE ORGANIC AMENDMENT RECOMMENDATIONS THAT ARE SPECIFIC TO PLANTS SPECIFIED. SOIL WILL BE AMENDED WITH COMPOST BEFORE PLANTING, IMPORTED OR SITE SOIL TO MEET THE ORGANIC CONTENT OF 3.5% OR MORE. PROJECT WILL SPECIFY SHEET MULCHING AT PLANTING AREAS WITH 3" OF ORGANIC MULCH. CHEMICAL CONTROLS ARE APPLIED ONLY WHEN MONITORING INDICATES THAT PREVENTATIVE AND NON-CHEMICAL METHODS ARE NOT KEEPING PESTS BELOW ACCEPTABLE LEVELS. WHEN PESTICIDES ARE REQUIRED, THE LEAST TOXIC AND THE LEAST PERSISTENT PESTICIDE THAT WILL PROVIDE ADEQUATE PEST CONTROL IS APPLIED.
- EXPLAIN HOW PROPOSED LANDSCAPE DESIGN COMPLEMENTS ARCHITECTURAL STYLE, FORM, BUILDING COLORS AND MATERIALS AND PROJECT AND BUILDING ENTRANCES.
 THE CAREFULLY INTEGRATED DESIGN BETWEEN THE EXTERIOR AND INTERIOR AIMS TO DEFINE SEVERAL SOCIAL TERRITORIES AND TO ALSO ENCOURAGE CROSS INTERACTION BETWEEN PROGRAMS VERTICALLY AND INSIDE AND OUT. EACH AREA IS DEFINED BY COLORED THEME PLANE, WALL, CEILING, AND SITE ELEMENTS AND IS CONNECTED BY A PASEO FROM THE CORNER OF THE INTERSECTION TO THE PARK BEYOND. A MULTI-USE LINEAR GARDEN PLAZA FACING THE TENNYSON ROAD ALLOWS PUBLIC GATHERING AND YET PROVIDES INTIMATE SHADED SEATING. A MAIN EXTERIOR/INTERIOR LIVING SPACE INCLUDES THE LOBBY, A CAFE, & WEATHER PROTECTED PLAZA THAT EXTENDS TO THE WAITING AREA ON THE SECOND LEVEL.

 AS THE PASEO LEADS THROUGH THE BUILDING INTO THE GREENROOM, THE PATH IS FLANKED BY BIO-RETENTION GARDENS AND LANDFORM WITH AMPHITHEATER SEATING FACING TO THE STAGE. THE GENTLE LANDFORM PROVIDES SEATING OPPORTUNITIES UNDER TREES, AS WELL AS OUTDOOR MOVIE WATCHING FACING TOWARDS THE BUILDING. THE AMPHITHEATER SEATING IS INTEGRATED ONTO THE EAST SIDE OF THE LANDFORM WITH THE VIEW TOWARDS INTERACTIVE WATER FEATURE PLAZA, LOUNGING PLATFORM/STAGE, AND BIO-RETENTIONS. THE BIO-RETENTION AREA INCLUDES TWO ECO-ISLANDS - EXTENDING THE IDEA OF YOUTH AND FAMILY CENTER TO OUR NEIGHBORING URBAN ECOLOGY. WORKING IN BALANCE, THESE PROJECT ELEMENTS ENHANCE THE URBAN ENVIRONMENT WHERE THE COMMUNITY CAN THRIVE AND DREAM FOR FUTURE GENERATIONS.

 AT THE MJCC THE ENTRANCE HAS A SIMILAR SOCIAL TERRITORY SIGNIFYING THE ENTRANCE, THIS ZONE IS DEFINED BY THE COLORED PAVING AND ASPHALT AT THE BUILDING ENTRANCE AND PARKING AREAS. THE DESIGN OF THE FENCE ADJACENT THE MJCC ALSO REFLECTS THE BUILDING CHARACTER AND REGIONAL CONTEXT. MUCH OF THE LOWLAND (HISTORICAL FLOOD PLAIN) HAS BEEN DEVELOPED AROUND EAST BAY, BUT THE HILLS REMAIN A DEFINED FEATURE AND BACKDROP OF THE SITE. THE DIRECT & STRONG CONNECTION IS EVOKED BY THE PROPOSED FENCE DESIGN OF THE DAY CARE PLAY AREA THAT CONNECTS TO THE PARKING LOT AT THE MJCC. THE SECTION PROFILE OF THE EASY BAY MOUNTAIN RIDGE IS PLACED ON THE FRONT WOOD FENCE AND PAINTED WITH GOLD COLOR TO REPRESENT THE SUNRISE BEHIND THE HILLS. THE FENCE IS PLAYFUL YET USES HUMBLE AND FAMILIAR MATERIAL (2X4 & 2X6 WOOD) WITH A BIT OF IMAGINATION. THE FENCE DESIGN NOT ONLY INVOKES THE HILLS BEYOND BUT ALSO THE ROOF THE MJCC. THE COLORS OF RED AND YELLOW SIGNIFY THE ENTRANCE, WHILE NATIVE AND DROUGHT TOLERANT PLANTS FRAME THE MJCC SIGN. THE FENCE PROVIDES NEEDED SECURITY AND PRIVACY BUT ALSO MAINTAINS A NON-CLIMBABLE AND VISUALLY POROUS FENCE AT THE CHILDREN'S EYE LEVEL. ON PANJON STREET A HORIZONTAL WOOD FENCE WITH GLASS LOOKING BUBBLES ALLOWS CHILDREN TO RECONNECT TO THE NEIGHBORHOOD FROM INSIDE THE PLAY AREA. EVERY DAY THE KIDS AND THE PARENTS WILL BE GREETED BY THE NEARBY PROMINENT MOUNTAIN PROFILES THEY MIGHT HAVE FORGOTTEN. THE FENCE IS NOT ONLY A UTILITARIAN PERIMETER BUT ALSO BECOMES A DIDACTIC DISPLAY OF THE REGIONAL CONTEXT THAT CONNECT PEOPLE WITH THE LOCAL LANDSCAPE.

Preliminary Design. Not For Construction Purposes.

Renderings Front View (Looking East)



Existing



Childcare Center Tot Play Areas



THE STACK CENTER

Panjon St

Rendering Back View (Looking West)

