

**SPECIAL CITY COUNCIL MEETING
TUESDAY, JUNE 16, 2020**

PRESENTATIONS

ITEM 6 – PH 20-043

Route 238 Parcel Group 9: Proposal to Rezone Former Caltrans Property known as Rte. 238 Parcel Group 9 Located at the Intersection of Apple Avenue and Oak Street (Assessor Parcel Nos. 415-0160-052-00, & 415-0170-037-00) from High Density Residential (RH) and Commercial Office (CO) to General Commercial (CG), Requiring Approval of Rezoning Subject to an Addendum of the Hayward 2040 General Plan EIR per the California Environmental Quality Act (CEQA) Section 15164; City of Hayward (Applicant/Property Owner; Application No. 202000605) (Report from Development Services Director Simpson)

Proposed Rezone, & Addendum to the Hayward 2040 General Plan Environmental Impact Report

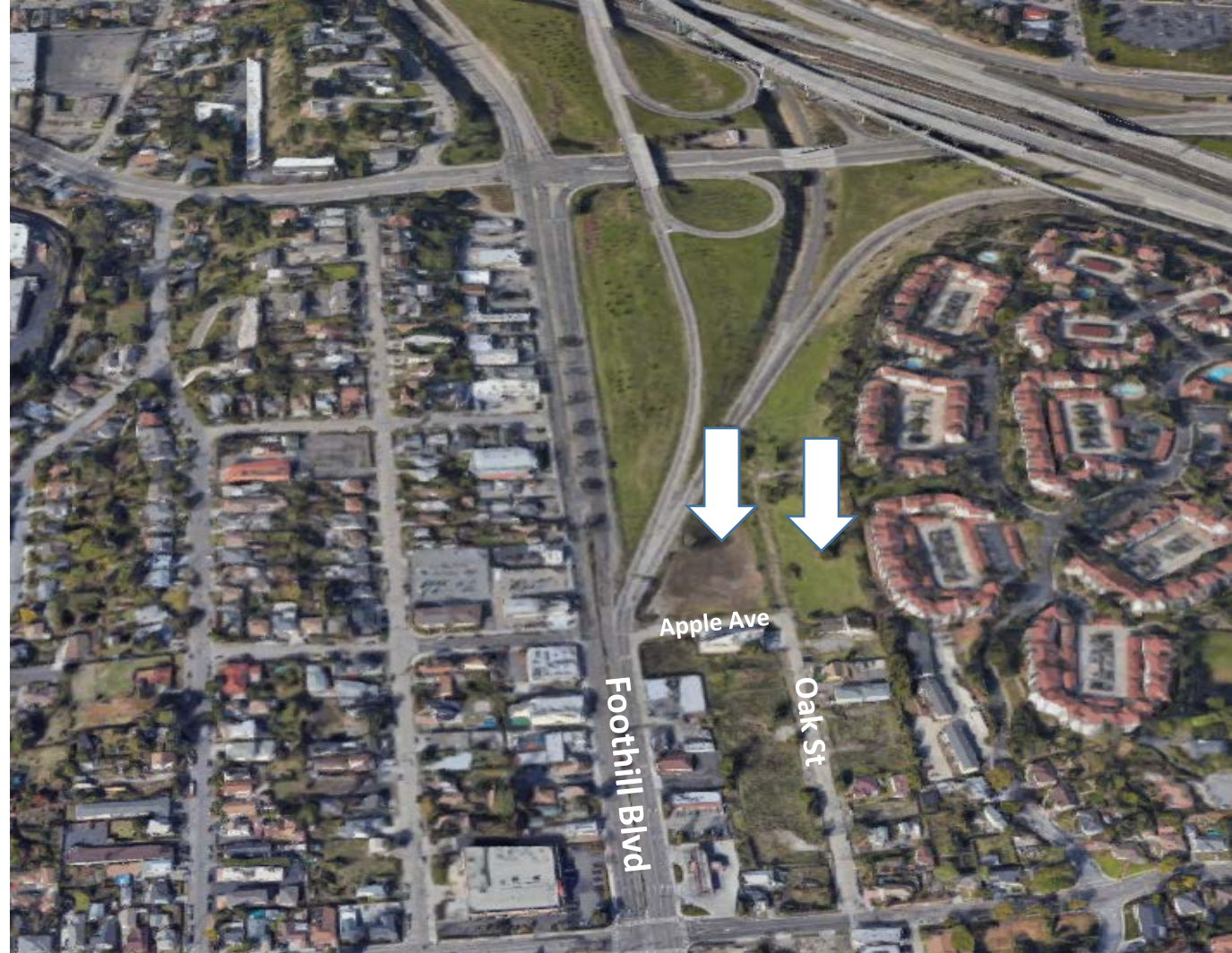
Apple Avenue & Oak Street
"Parcel Group 9"

City Council Public Hearing
June 16, 2020
Edgar Maravilla, Associate Planner



OVERVIEW

- Project location
- History
- Existing Zone/General Plan Designation
- Proposed Rezone/General Plan Designation
- Outreach to date
- Staff Analysis



HISTORY

Corridor Bypass Freeway

- Mid-1960s, Caltrans purchased land for a 14-mile 238 Corridor Bypass Freeway.
- In 1971 a lawsuit blocked the project, Caltrans abandon plan

Parcel Groups

- 2011 City approached Caltrans to acquire some of the Caltrans owned land
- In 2016 a purchase and sale agreement was approved by City Council and 10 parcel groups were created

Parcel Group 9



Alameda County & City of Hayward Land



General Plan Designation

Commercial High Density Residential:

- Retail, Dining and Service Uses
- Professional Office Uses
- Residential use

Support:

- Lodging
- Entertainment

Existing Zone



Commercial Office (CO):

- Office uses
- Only allows restaurant (no other retail)
- Limited Lodging (such as dormitories)
- No entertainment

High Density Residential (RH):

- Allows for residential uses

General Plan Designation To be Maintained

Commercial High Density Residential:

- Retail, Dining and Service Uses
- Professional Office Uses
- Residential use

Support:

- Lodging
- Entertainment

Proposed Rezone

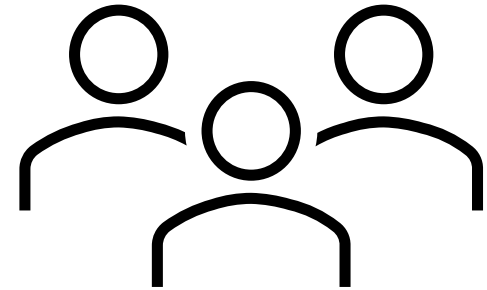


- CG Zone **allows all the uses** currently allowed in the CO and RH Zone:
- The CG Zone would align with the GPD and allow for:
 - Retail and Services
 - Entertainment
 - Non limited lodging
- If approved City likely to release an RFP for development

Outreach

Four Outreach Meeting:

- November 15, 2018 Matt Jimenez Community Center (All PGS including PG9)
- March 14, 2019 Douglas Morris Theater (PG8 & PG9)
- August 26, 2019 Castro Valley Municipal Advisory Council meeting (PG8 & PG9)
- May 14, 2020 City of Hayward **Planning Commission** highlighted that the rezone would:
 - **Be consistent with the Hayward 2040 General Plan Designation**
 - **Increase the allowed uses while not limiting the existing uses**
 - **Recommended that CC maintain flexibility on what type of land use would be best for PG 9 (keeping post Covid-19 in mind)**



Notices:

- February 24, 2020, Notice of Application Receipt
- May 1, 2020, Notice of Public Hearing (PC)
- June 1, 2020 Notice of Public Hearing (CC)

Zoning Analysis/ Recap



- Zones to be **consistent** with the GP designations
- Residential uses would be allowed **no change in density**
- **No reduction** in allowed uses/ **No modification** to GP designation

Environmental Analysis:

- Addendum processed pursuant to Section 15164 of the CEQA
- **No new or more severe significant impacts were identified**, for the proposed project that were not identified and mitigated in the Hayward 2040 GP EIR, and **no new mitigation measure would be required**

A nighttime photograph of a city and a bridge over water. The bridge is illuminated with warm lights, and the city lights are visible in the background. The sky is dark blue, and the water reflects the lights.

STAFF RECOMMENDATION

That City Council:

**Approve the rezone and the addendum to the Hayward 2040
General Plan EIR based on Planning Commissions
recommendation of approval and per the required Findings**

QUESTIONS

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ITEM 7 – PH 20-044

2040 General Plan: Introduce an Ordinance Amending the Hayward 2040 General Plan to Comply with Changes to State Law Including the Establishment of New Vehicle Miles Traveled (VMT) CEQA Thresholds and Adopt Updated Greenhouse Gas Emission Reduction Targets (Report from Development Services Director Simpson and Public Works Director Ameri)

General Plan Amendments:

- LOS to VMT
- GHG Goals

City of Hayward
City Council
June 16, 2020





SENATE BILL 743: LOS TO VMT



INTRODUCTION TO SENATE BILL 743 (SB 743)

➤ What is SB 743?

- Prohibits use of LOS as a CEQA threshold of significance

➤ Why SB 743?

- VMT is the most appropriate metric for measuring impact of transportation on the environment

➤ How to comply to SB 743?

- Prepare and adopt General Plan Amendments for location- and project-based analysis

➤ When to comply to SB 743?

- By July 1, 2020

LOCATION-BASED EXEMPTIONS

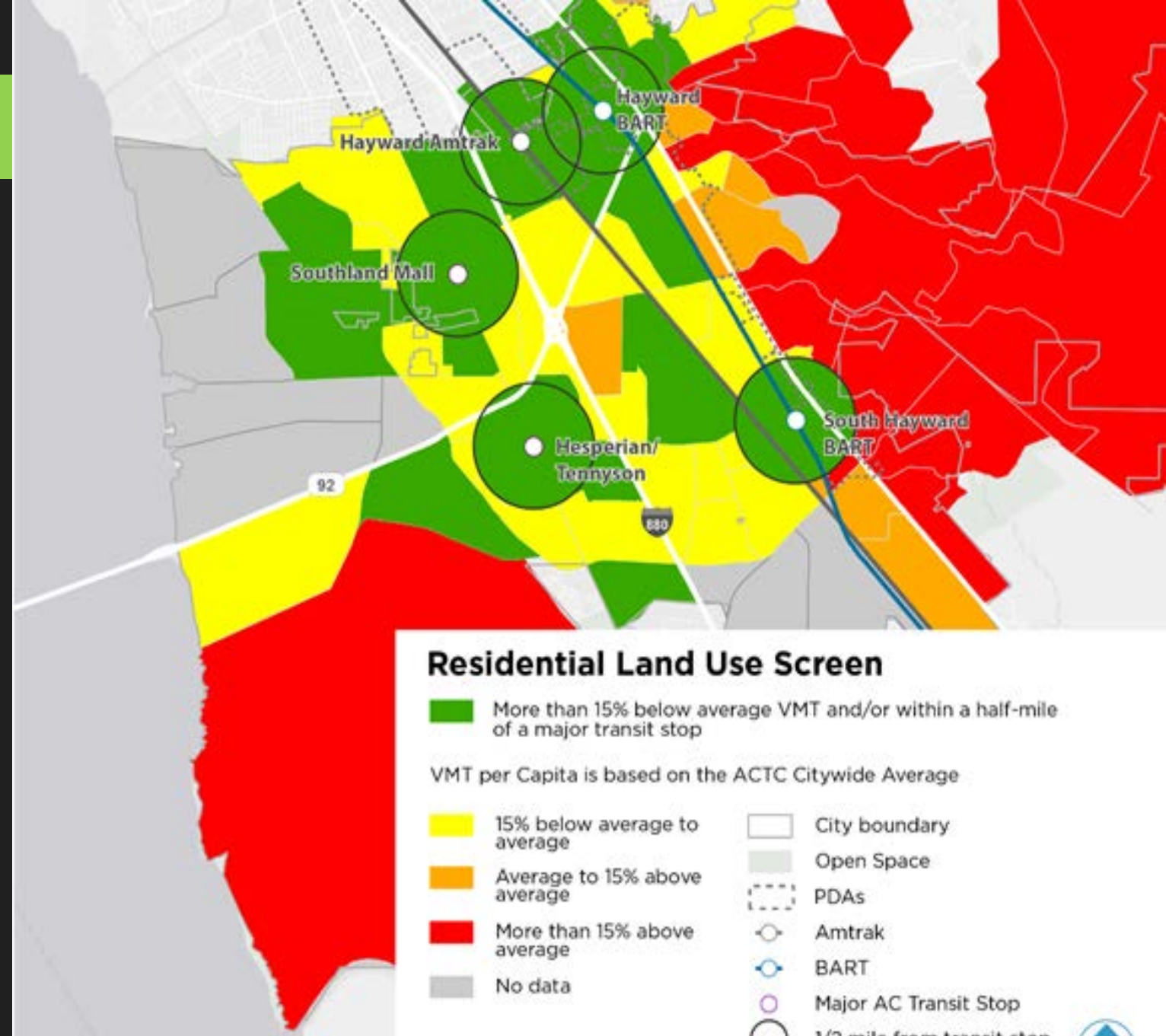
LAND USE	THRESHOLD	PRECEDENT
Residential	15% below existing average VMT per capita	OPR
Residential (Affordable Housing)	Below existing average VMT per capita	OPR
Employment (Office)	15% below existing average VMT per employee	OPR
Employment (Industrial)	Below existing average VMT per employee	San José

LOCATION-BASED

RESIDENTIAL SCREEN MAP

Residential Thresholds (VMT per Capita)

Under 15% below average	< 17.93
Under average	17.94 - 21.09
Average	21.10
Over average	21.11 - 24.26
Over 15% above average	> 24.26

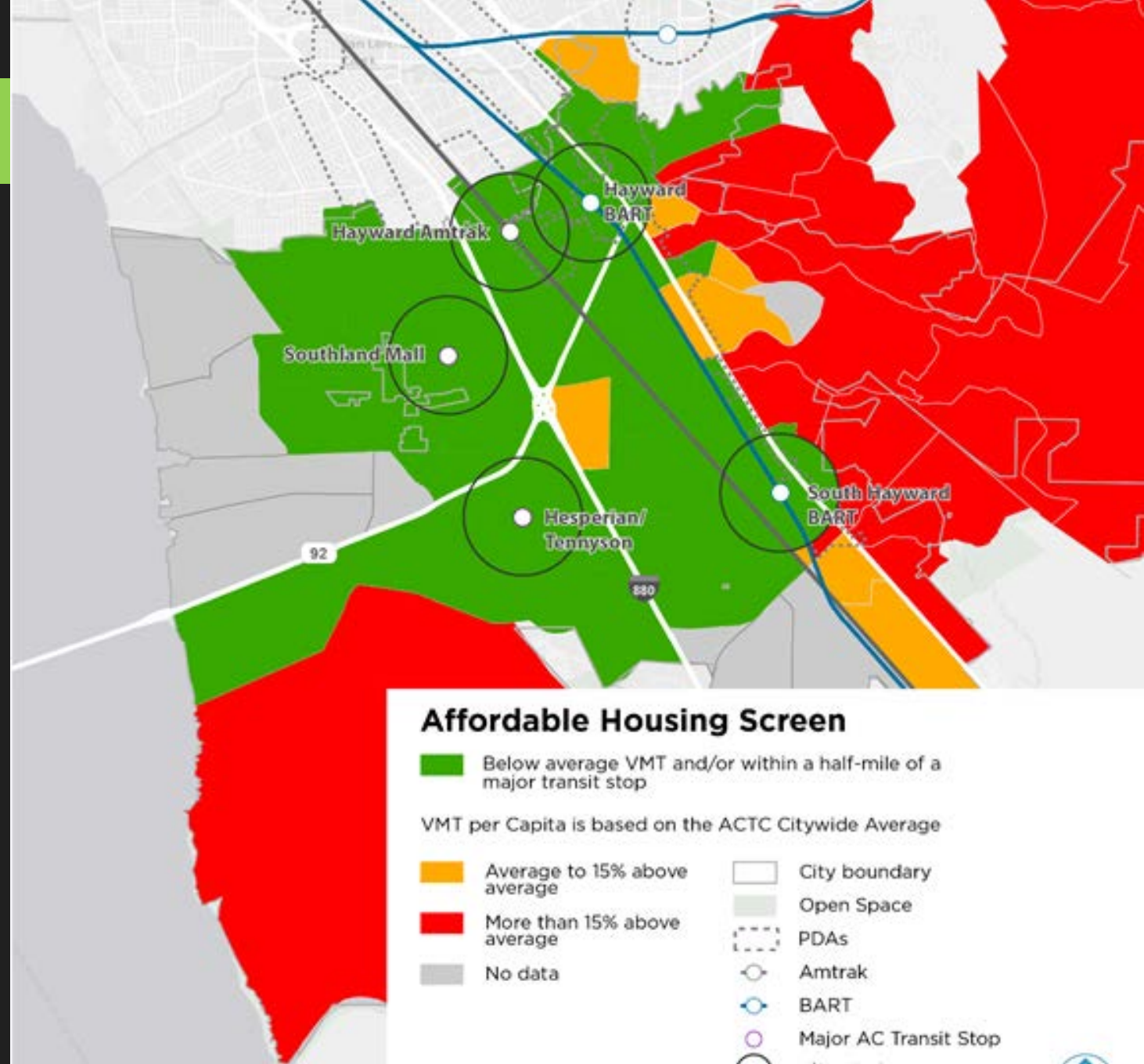


LOCATION-BASED

AFFORDABLE HOUSING SCREEN MAP

Affordable Housing Thresholds (VMT per Capita)

Average	21.10
Over average	21.11 - 24.26
Over 15% above average	> 24.26

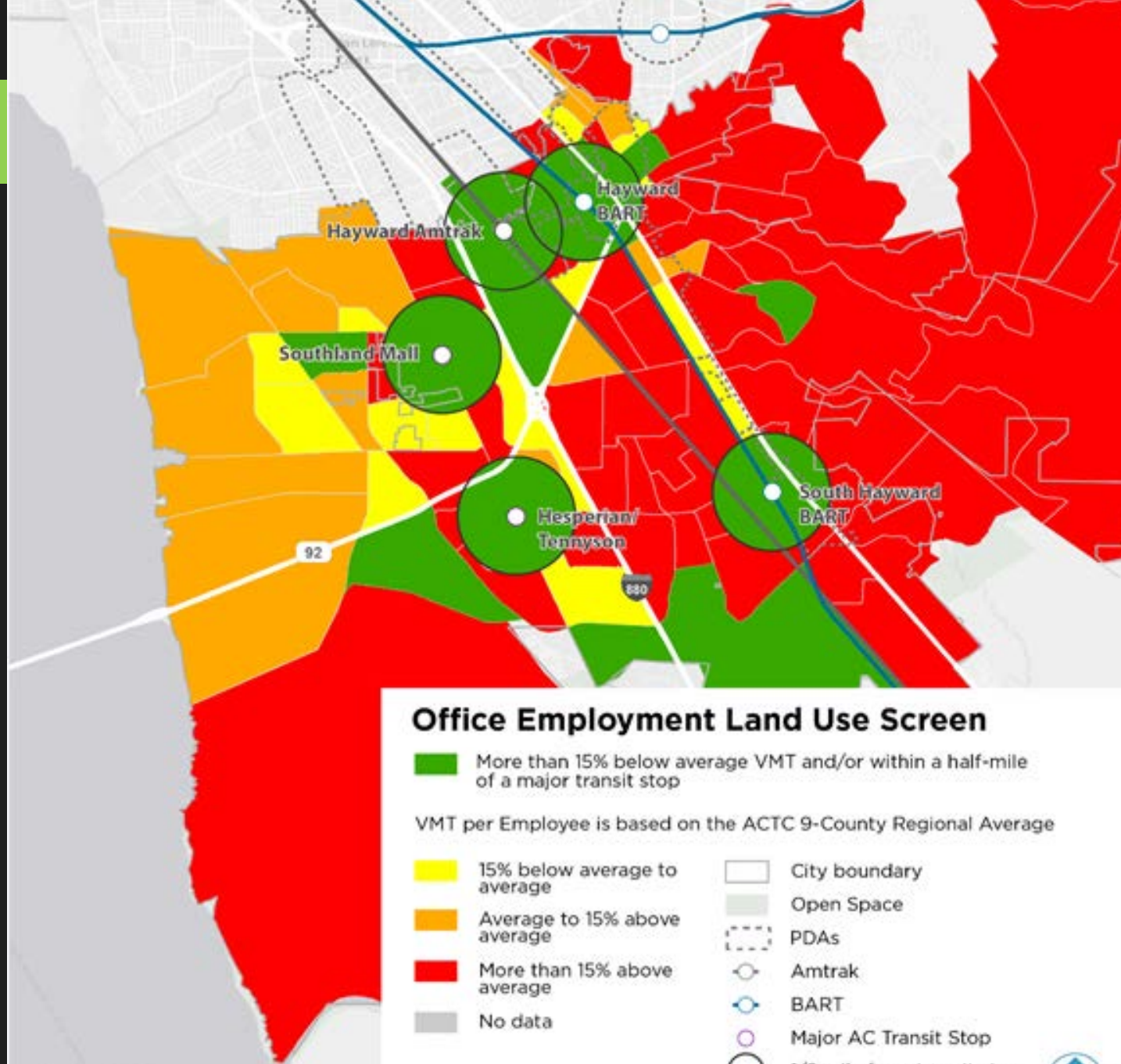


LOCATION-BASED

OFFICE SCREEN MAP

Employment Thresholds (VMT per Employee)

Under 15% below average	< 13.47
Under average	13.47 - 15.84
Average	15.85
Over average	15.86 - 18.23
Over 15% above average	> 18.23

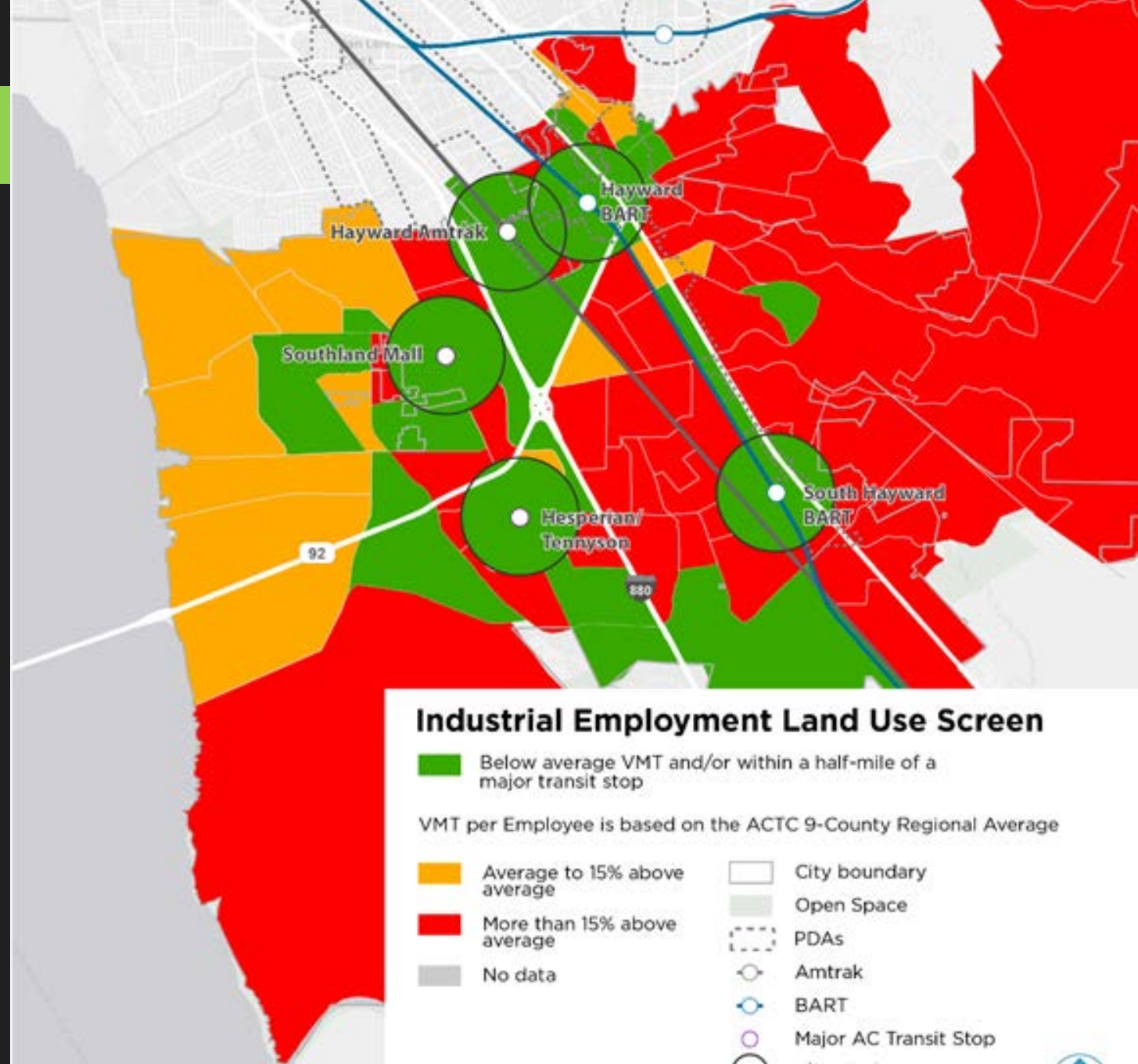


THRESHOLDS

INDUSTRIAL SCREEN MAP

Industrial Thresholds (VMT per Employee)

Average	15.85
Over average	15.86 - 18.23
Over 15% above average	> 18.23



PROJECT-BASED EXEMPTIONS

LAND USE		CRITERIA
Residential	Detached Units	≤ 15 units
	Attached Units	≤ 25 units
Employment	Office	$\leq 10,000$ gross square feet
	Local-Serving Retail	$\leq 50,000$ gross square feet

TRANSPORTATION DEMAND MANAGEMENT (TDM)



Increasing Mix of Uses



Improving Multimodal Network



Transit Passes or other Incentives



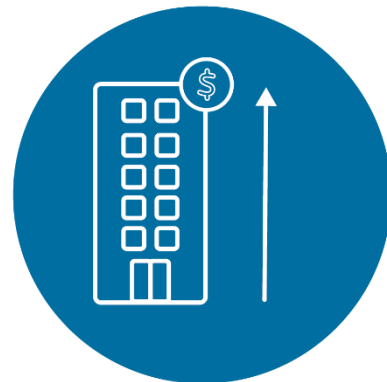
Priced Parking



Last Mile Shuttle



Transit Improvements



Increased Affordable Housing



Commute Trip Reduction Program

GREENHOUSE GAS EMISSION REDUCTION GOALS

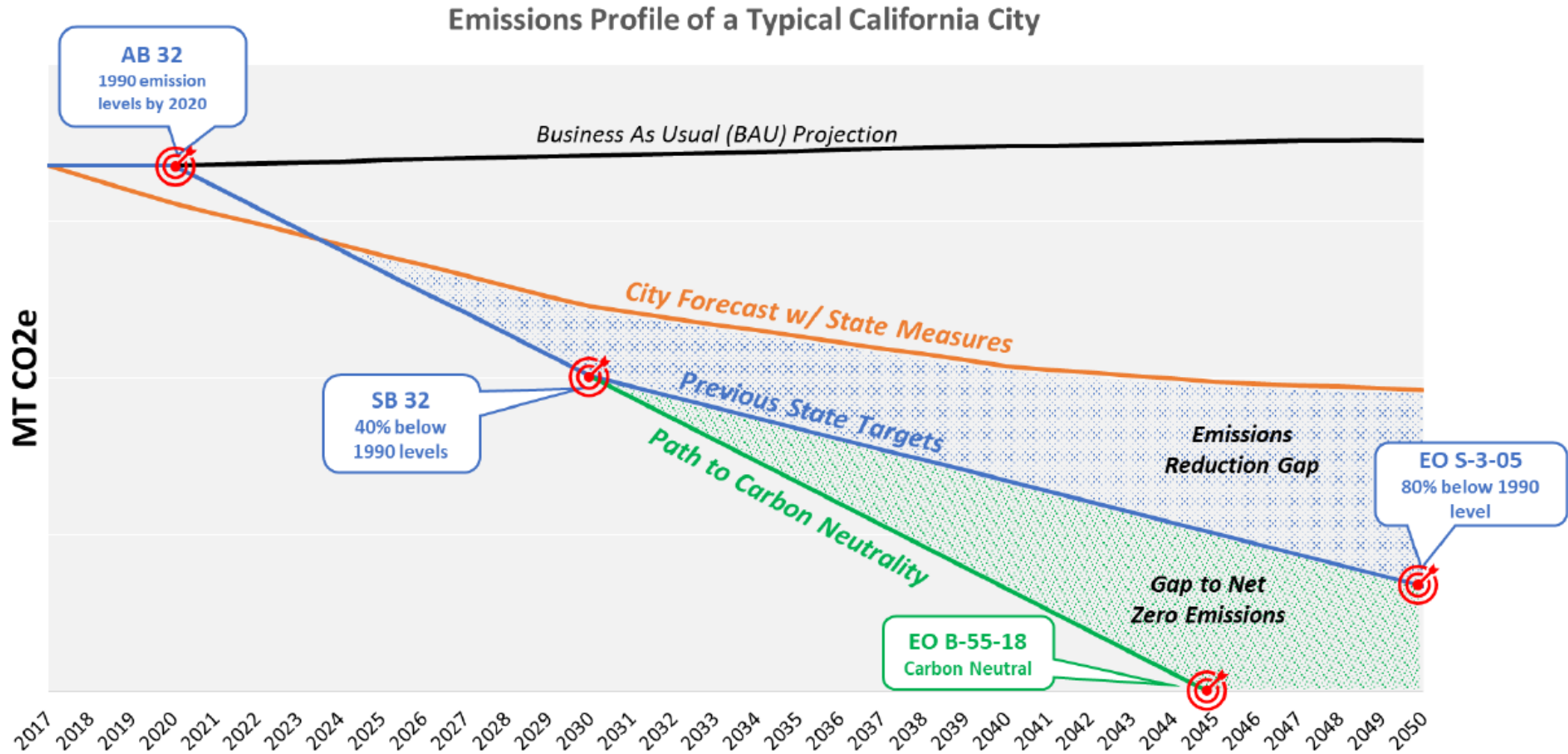
Hayward's Current GHG Emission Reduction Goals

- **20% below 2005 levels by 2020**
- **61.7% below 2005 levels by 2040**
- **82.5% below 2005 levels by 2050**

California's GHG Emission Reduction Goals

- **AB 32:** Reduce GHG emissions to 1990 levels by 2020
- **EO #S-03-05:** 80% reduction by 2050
- **SB 32:** Reduce GHG emissions to 40% below 1990 levels by 2030
- **EO #B-55-18:** Carbon neutrality by 2045

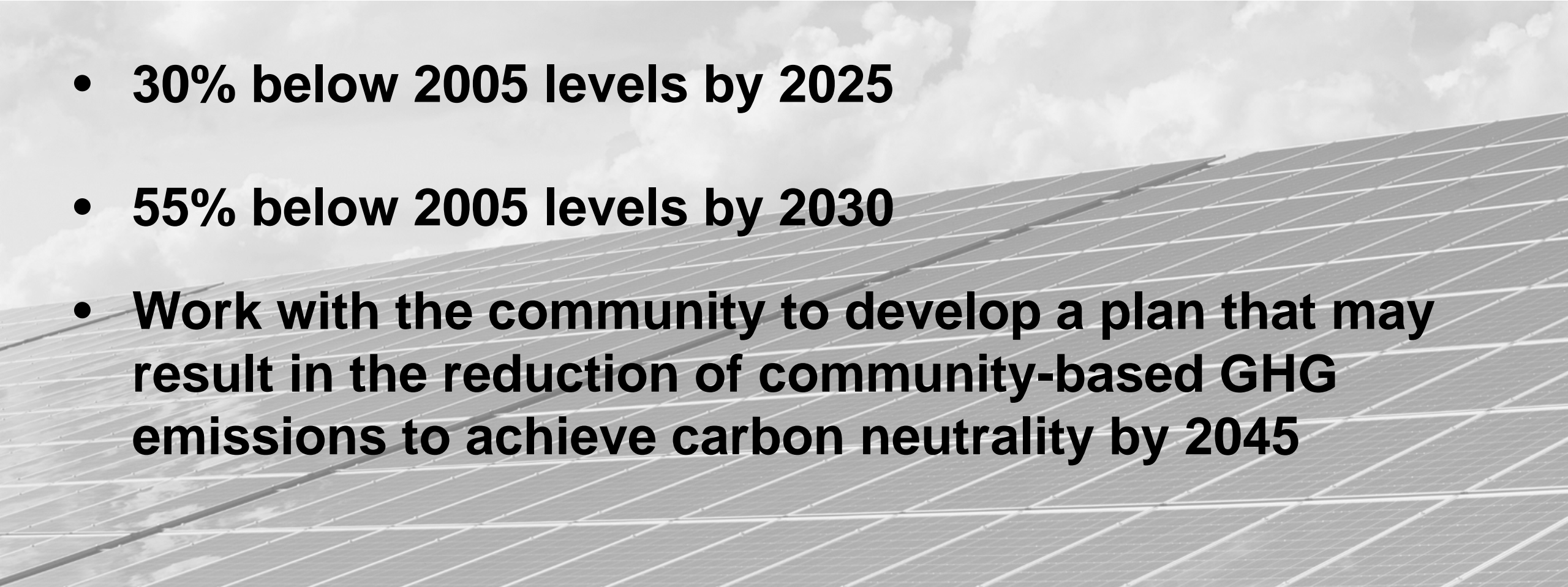
GHG Emission Reduction Pathways



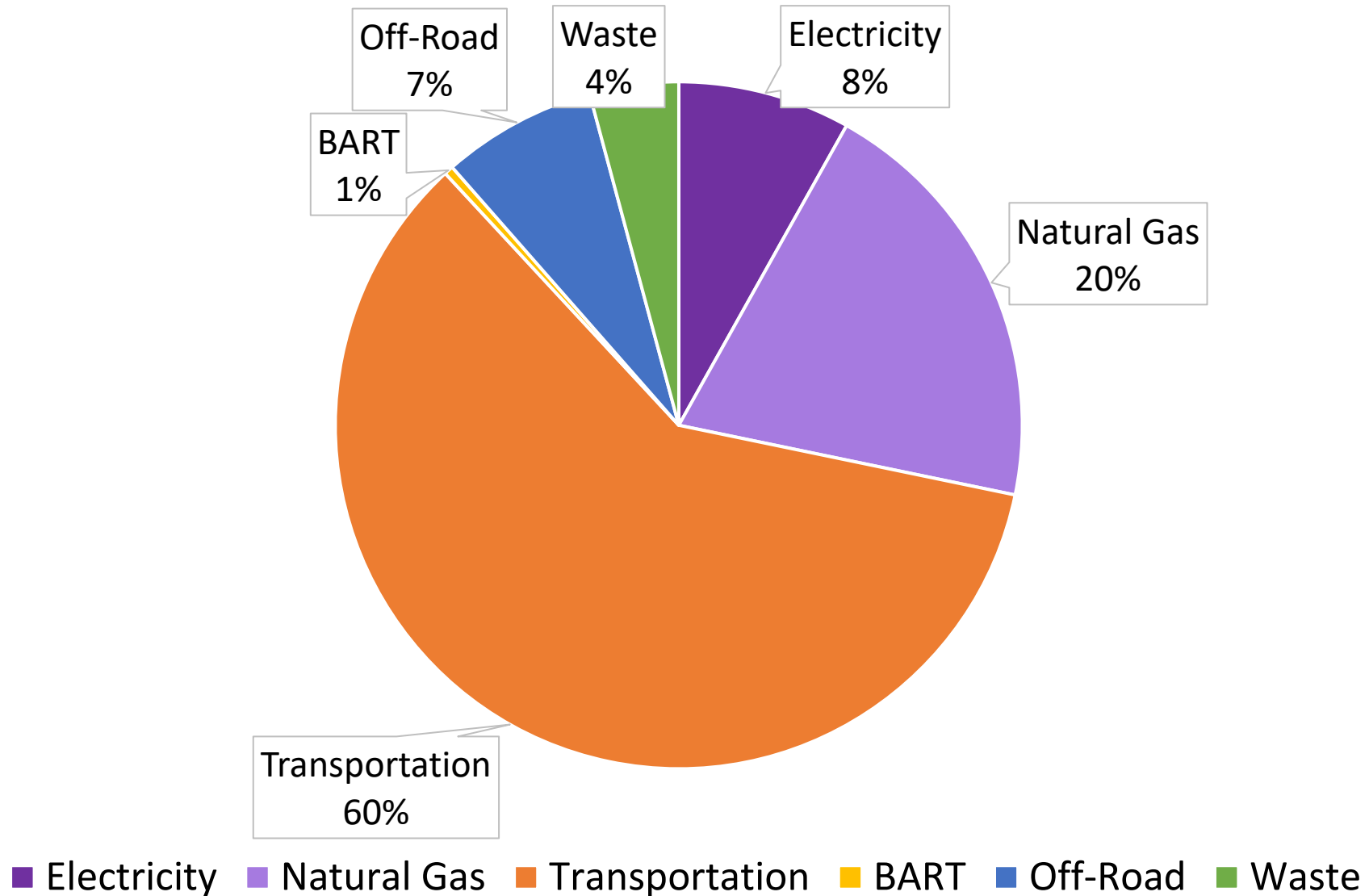
GHG Goals throughout Alameda County

	Baseline Year	2020 Target	2030 Target	2040 Target	2045 Target	2050 Target
Alameda	2005	25%	40%			80%
Albany	2004	25%	60%		100%	
Berkeley	2000	33%				80%
Dublin	2010	15%	40%			80%
Emeryville	2004	25%	40%			100%
Fremont	2005	25%	55%		100%	
Hayward (existing)	2005	20%	-	61.7%	-	82.5%
Hayward (proposed)	2005	20%	55%		100%	
Livermore	2008	15%	60%			
Newark	2005	15%				
Oakland	2005	36%	56%			83%
Piedmont	2005	15%	40%			
Pleasanton	2005	15%	40%			
San Leandro	2005	25%	40%			
Union City	2005	20%				

Recommended GHG Emission Reduction Goals

- **30% below 2005 levels by 2025**
 - **55% below 2005 levels by 2030**
 - **Work with the community to develop a plan that may result in the reduction of community-based GHG emissions to achieve carbon neutrality by 2045**
- 

Hayward's GHG Emissions (2017)



Ways to Achieve New 2030 Goals

Electricity

100% carbon-free electricity

Natural Gas

Retrofit 32,000 existing homes to all-electric

Transportation

Replace 61,700 gasoline vehicles replaced with electric vehicles

Planning - Environmental Review

- **Projects subject to CEQA are required to include GHG analysis showing project consistent with SB 32 and General Plan policies**
- **Development projects can streamline their GHG analysis by tiering from an updated CAP**

ENVIRONMENTAL REVIEW

VMT Thresholds

The proposed Amendment is exempt from CEQA because it does not constitute a “project” and because there is no potential that it will result in a direct or reasonably foreseeable indirect physical change in the environment.

GHG Reduction Goals

The proposed Amendment is exempt from CEQA because it is a regulatory action for the protection of the environment.

RECOMMENDATION

That the City Council:

1. Adopts a resolution with amendments to the *Hayward 2040 General Plan* establishing new Vehicle Miles Traveled (VMT) thresholds for CEQA analysis, consistent with SB 743; and
2. Adopts a resolution with amendments to the *Hayward 2040 General Plan* establishing the adoption of new Greenhouse Gas Emission reduction goals for the City; and
3. Introduce an ordinance to amend the *Hayward 2040 General Plan* per the adopted resolutions.

QUESTIONS?

Hayward's GHG Emissions Reductions (2005 - 2017)

Table 1: Hayward's GHG Emissions by Sector (MTC02e)*

	2005	2010	2015	2017	% Change **
Energy	375,885	356,830	318,657	261,228	-30.5%
Transportation	636,581	580,238	571,556	553,298	-13.1%
BART	3,440	3,425	4,276	3,994	16.1%
Off-Road	24,345	37,265	68,251	67,348	176.6%
Waste	42,641	37,357	35,649	38,712	-9.2%
Total	1,082,892	1,015,115	998,387	924,581	-14.6%
Hayward Population	140,530	143,921	154,321	161,455	
Total Emissions/Capita	5.2	4.8	4.4	3.9	-23.1%

* Emissions are displayed in metric tons of carbon dioxide equivalent¹ (MTC02e).

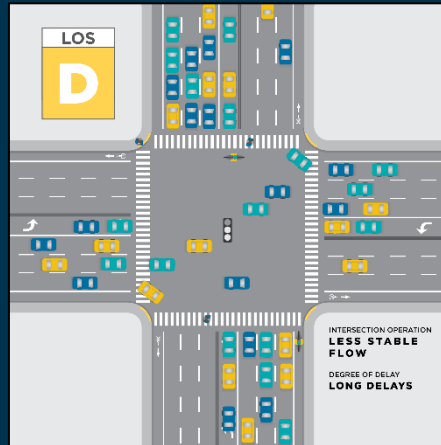
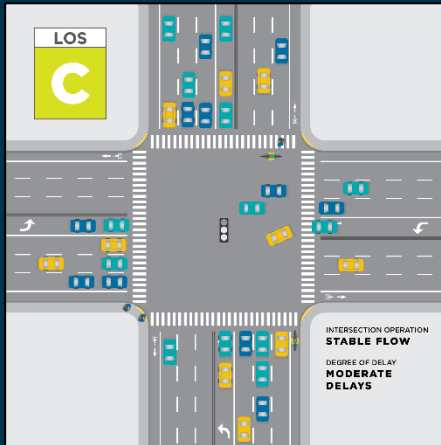
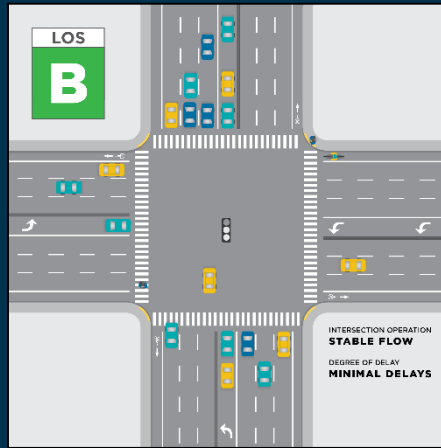
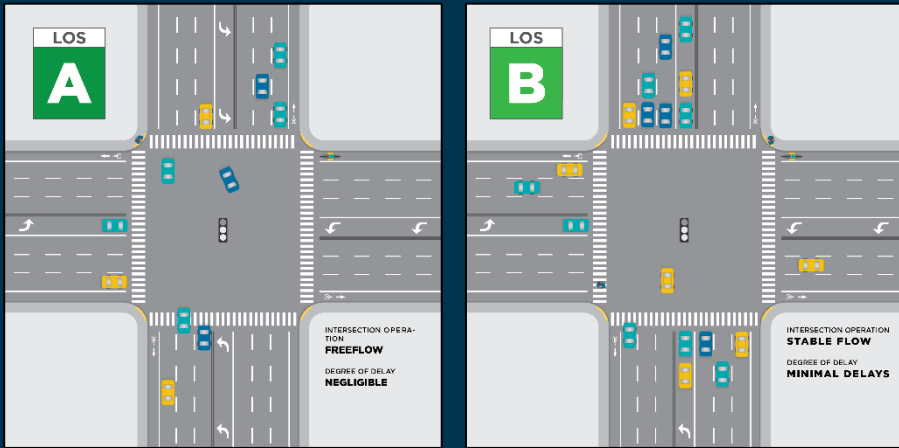
** Percent change is compared to the baseline year of 2005

PROPOSED FINDINGS

Required findings for all text amendments to the General Plan per HMC Section 10-1.3425(a):

- Substantial proof exists that the proposed changes will promote the public health, safety, convenience, and general welfare of the residents of Hayward;
- The proposed changes are conformance with all applicable, officially adopted policies and plans;
- Streets and public facilities existing or proposed are adequate to serve all uses permitted when the property is reclassified; and
- All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing regulations

LOCAL TRANSPORTATION ANALYSIS (LTA)



- City will continue to use its Traffic Study Guidelines posted online for the use of Level of Service (LOS) for Local Transportation Analyses (LTA)

TRAFFIC IMPACT FEE (TIF)

- One-time fees typically paid prior to the issuance of a building permit and imposed on development projects
- Anticipated to be presented to Council in Fall 2020

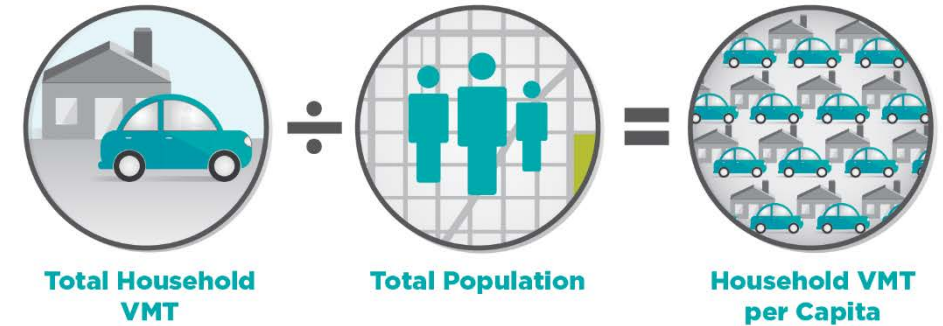
PROCESS REVIEW

TRANSPORTATION STUDIES			
	CEQA	LTA	TIF
WHAT	VMT	LOS	FINANCIAL
WHEN	MAP OR SCREENS	TRIP GENERATION	ALL DEVELOPMENTS
HOW	VMT REDUCTION CALCULATOR	TRAFFIC IMPACT ANALYSIS	FEE TABLE

MEASURING TRANSPORTATION: VEHICLE MILES TRAVELED

- Vehicle miles traveled (VMT): measures the total amount of driving over a given area
- Based on geographic travel patterns, which reflect transportation infrastructure, transit service, and land use
- Better connects environmental impact measurement to State greenhouse gas emissions reduction goals

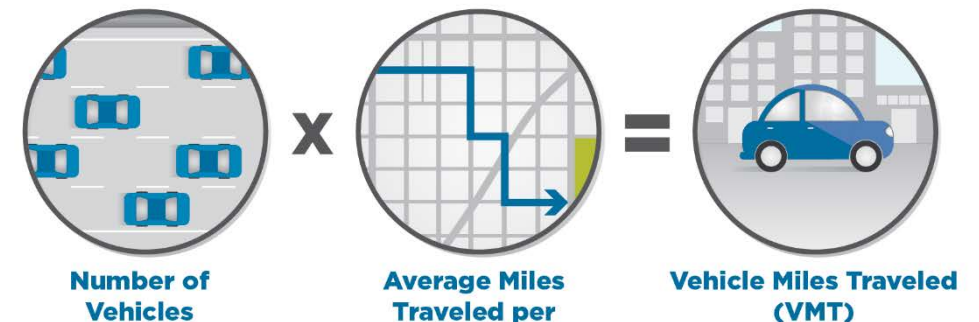
Calculating Household VMT per Capita



Calculating Employment VMT per Capita



Calculating Vehicle Miles Traveled (VMT)



ITEM 8 – WS 20-028

Review of Capital Improvement Program for FY 2021- FY 2030 & FY 2021 Operating Budget Work Session #2 (Report from Finance Director Claussen and Public Works Director Ameri)

FISCAL YEARS 2021 -2030 RECOMMENDED CAPITAL IMPROVEMENT PROGRAM

City Council Work Session
June 16, 2020

Alex Ameri, Director of Public Works



COVID-19 Response

Recommended Deferment = **\$6.842M**

Fund	Project Description	Recommended FY21 Deferment (in 1,000's)
Projects funded by General Fund		
405	South Hayward Youth and Family Center	(2,000)
405	Cardiac Monitor Replacement	(92)
405	Breathing Apparatus Replacement	(108)
405	Lucas Device Replacement	(70)
405	Fire Radio Replacement	(165)
405	Integrated Fleet Cameras	(150)
726	Roof Repair/Replacement	(40)
726	Exterior Painting of City Facilities	(115)
726	City Facility Update	(100)
726	Facility Security Infrastructure	(75)
726	Workplace Reconfiguration /Remodel	(50)
731	Public Safety Mobile Replacement Project	(50)
731	GIS Improvements	(25)
731	Rotunda AV	(75)
731	City Video Monitoring System	(50)
731	Inventory / Asset Management (NEW)	(65)
736	Fire Fleet Replacement	(990)
736	GF/ISF Fleet Replacement	(460)
736	Police Fleet Replacement	(780)
General Fund Projects Subtotal		\$5.46M

+ additional **\$1.382M** in recommended deferments to reduce impact to Enterprise and other funds

FY21 Recommended CIP Budget: \$59M

Ten-Year CIP Total: \$457M

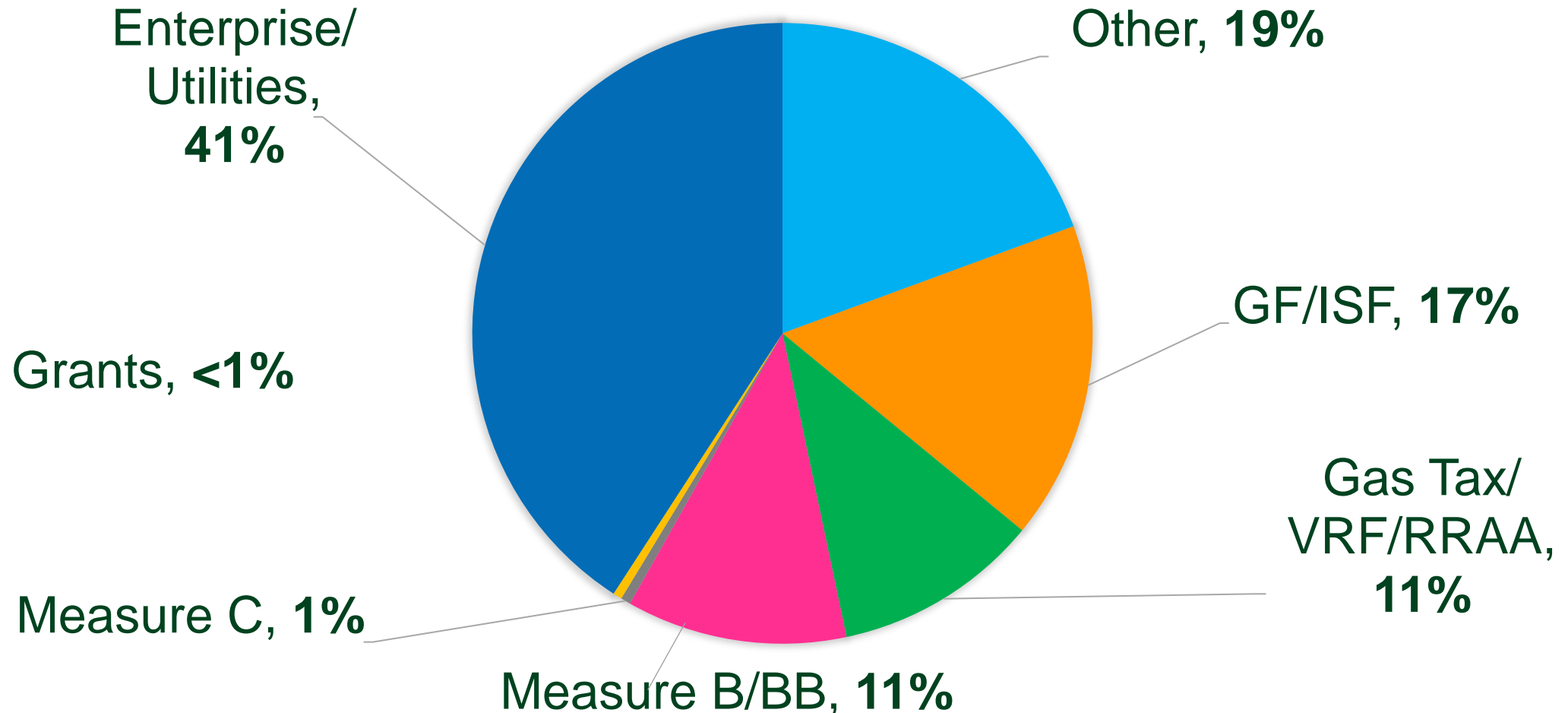
GF Transfers

CIP Fund	FY 2020 GF Transfer	FY 2021 GF Transfer	Increase/(Decrease) from FY 2020 CIP
405/Capital Projects	\$640,000	\$15,000	(\$625,000)
460/Transportation System Improvement	\$350,000	\$400,000	\$50,000
726/Facilities Management Capital	\$360,000	---	(\$360,000)
731/Information Technology Capital	\$700,000	\$435,000	(\$265,000)
736/Fleet Management Capital	\$35,000	---	(\$35,000)
Total Cost to General Fund	\$2,085,000	\$850,000	(\$1,235,000)

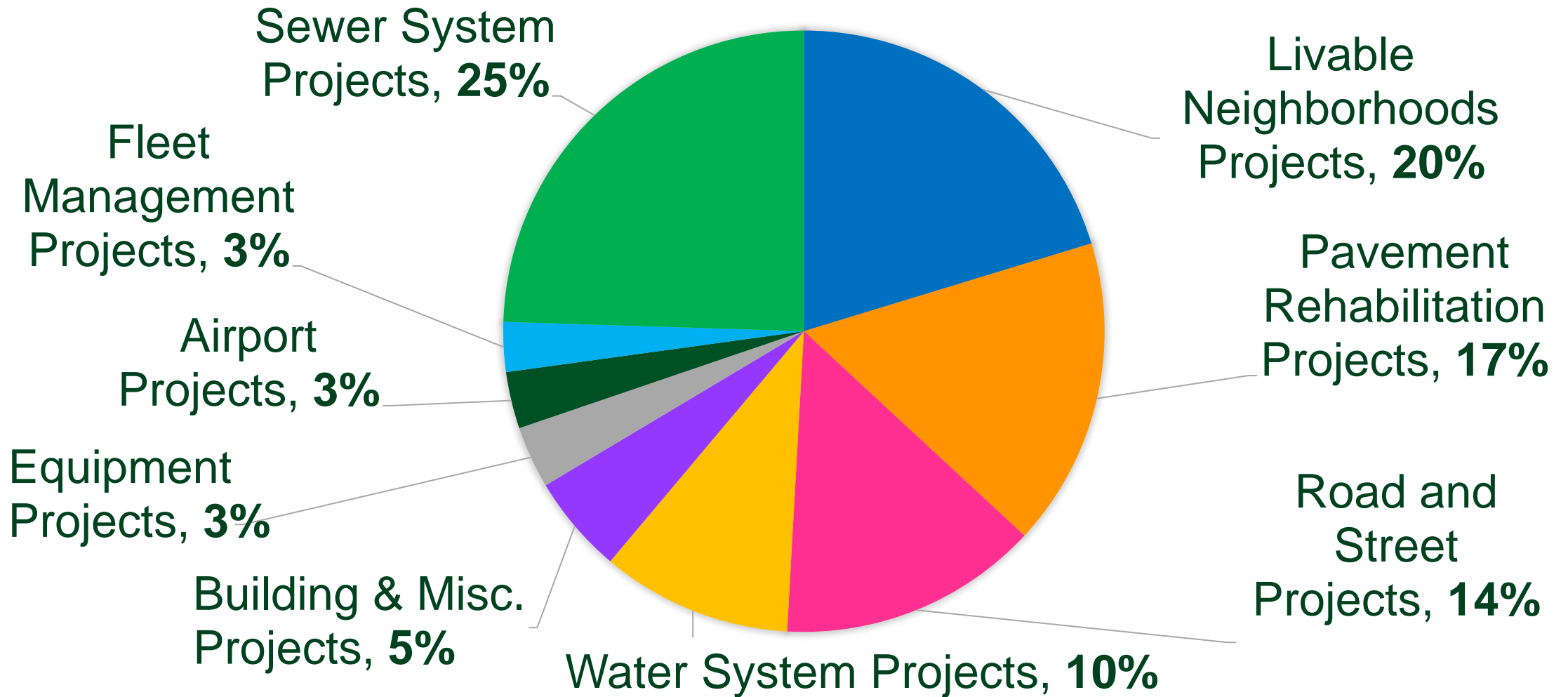
ISF Transfers

CIP Fund	FY 2020 ISF	FY 2021 ISF	Increase/(Decrease) from FY 2020 CIP
726/Facilities Management Capital	\$225,000	\$300,000	\$75,000
731/Information Technology Capital	\$756,000	\$756,000	---
736/Fleet Management Capital	\$2,325,000	\$500,000	(\$1,825,000)
Total ISF	\$3,306,000	\$1,556,000	(\$1,750,000)

FY 2021 CIP Project Cost by Funding Source



FY 2021 CIP Expenditures by Category



Livable Neighborhoods

- La Vista Park
- Hayward Blvd Traffic Calming Feasibility Study
- FY21 New Sidewalk Program



Road & Streets

- Mission Blvd Phase 2
- Mission Blvd Phase 3
- Main Street Complete Street Project



Pavement Rehabilitation

- FY21 Pavement Rehabilitation Program
- Related Strategic Roadmap Project
 - *OHHA Pavement Program*



Buildings & Miscellaneous

- Fire Station No. 6 & Training Center
- Trash Capture Device installation



Sewer System

- FY21 Sewer Line Replacement
- WPCF Headworks Bar Screens
- WPCF Facilities Plan Phase II (& Nutrient Management Plan)
- Recycled Water Project Phase 1





Water System

- Cast Iron Water Pipeline Replacement
- FY21 Water Line Replacement Project



Fleet Management

- Fleet replacement across various divisions
- Related Strategic Roadmap Projects
 - *Transition 15% of Fleet to EV/Hybrid Models*
 - *Expand EV Charging Infrastructure*





Equipment

- Fiber Optic Line Maintenance/Repair
- Network Server Replacement Project
- Other misc. equipment implementations across various Departments



Airport

- Sulphur Creek Mitigation Project
- Airplane Hangar Improvements
- Skywest Property Facilities Plan*
**Not yet in CIP*





Identified & Unfunded Capital Needs

Technology Services:	\$0
Fleet:	\$600,000
Miscellaneous:	\$850,000
Airport:	\$16,500,000
Facilities and Equipment:	\$189,450,000
Street and Transportation:	<u>\$201,502,000</u>
Total:	\$408,902,000

**HAYWARD
STRATEGIC
PRIORITIES**

Preserve, Protect &
Produce Housing

Grow the
Economy

Support Quality
of Life

Improve
Organizational Health

Combat
Climate Change

Improve
Infrastructure

Project 2
GATEWAY & CORRIDOR
LANDSCAPE PROJECTS

Project 5
RTE 238 DISPOSITION
& DEVELOPMENT

Project 12
LA VISTA PARK

Project 7
TRANSITION 15% OF
CITY FLEET TO
EV/HYBRID

Project 17
MODERNIZE TECH
& SYSTEMS

Project 18
TRANSITION TO
WEB-BASED PLATFORMS

Project 18
RECYCLED WATER
PROJECT

Project 1
DOWNTOWN PARKING PLAN

Project 17.A
TRASH CAPTURE DEVICES

Project 2.A
HAYWARD BLVD FEASIBILITY STUDY

Project 12
FIRE ST. NO. 6 & TRAINING CTR

Project 5.B
OHHA PROGRAM

Project 7
MISSION BLVD IMPROVEMENTS

Project 9
EXPAND EV INFRASTRUCTURE

Project 11.B
SULPHUR CREEK PROJECT

Proposed changes to the Published Recommended FY 2021 – FY 2030 CIP

Route 238 Corridor Improvement Fund 410 –

Revise Mission Blvd Phase 3 total to \$16M, restoring fund to \$174K balance

Water Improvement Fund 604 –

Revise annual SCADA* upgrade project budget to \$60,000

Enterprise Fleet Replacement Fund 737 –

Reduce Stormwater Fleet spending by \$350,000 and transfer \$180,000 citation revenue to General Fund

*Supervisory Control and Data Acquisition

Funding Shortfalls

Capital Projects Fund 405 –

- Construction tax and planning fee revenue transfers increased by \$125,000 to fund required expenditures

Measure C Fund 406 –

- Fire Station No. 6 & Fire Training Center's revised cost estimate of \$76M has shown a \$15.1M shortfall to the fund
- However, the bids are significantly below the Engineer's Estimate
- Staff is reviewing the bids and presenting a report to Council in early July

Recommendation

That Council review and provide comments on the Recommended
FY 2021 – 2030 CIP

