



DATE: January 15, 2019
TO: Mayor and Council
FROM: Director of Development Services
SUBJECT: Downtown Specific Plan Project Update

RECOMMENDATION

That Council receives and provides comment on this informational report.

SUMMARY

The purpose of the work session is to provide Council with a status update on the Downtown Specific Plan, including critical next steps planned prior to project grant funding ending April 30, 2019. After a short presentation by the project consultant, staff requests Council feedback on the public review draft of the Plan, the overall project, and proposed next steps.

BACKGROUND

On September 13, 2016, Lisa Wise Consulting officially began working on the Downtown Specific Plan project. All work to date has been in conformance with the approved project Scope of Work. This staff report contains background information that serves as context to the project, including outreach efforts to date and planned next steps.

Hayward's Downtown Specific Plan. The current draft of the Downtown Specific Plan and Code (Plan or Specific Plan) lays out a strategy, or guiding purpose, to achieve the community's vision of a resilient, safe, attractive, and vibrant historic Downtown. The implementation plan outlined in the staff report, delineates an inclusive, multi-modal circulation system, integrated public open spaces, and outlines proposed new regulations to establish Downtown Hayward as the heart of the City and a destination for visitors and residents. It is important to note that the Downtown Specific Plan is a critical first step that outlines a "strategy" and "vision," which will eventually be realized through future private development projects that will come before the Council with more specificity. The goals outlined in the Plan are expected to be achieved through conditions of approval on development or future City-initiated Capital Improvement Program (CIP) projects where more detailed plans will be crafted and reviewed by Council.

The Downtown Specific Plan guides initiatives and investments that would capitalize on the City's unique assets, such as its central location in the Bay Area, its proximity to educational institutions, the Downtown Hayward Bay Area Rapid Transit (BART) station, its parks, creeks and public gardens, a compact street grid, historic buildings, and extensive public art. The Plan area encompasses 320 acres bounded loosely to the west by Grand Street, south by E Street, east by 3rd Street, and north by Hazel Avenue.

The City initiated development of the Specific Plan and Code in mid-2016 and the project includes the development of a programmatic environmental impact report (EIR) that is funded primarily by a grant from the Alameda County Transportation Commission (ACTC). Under California law, specific plans enable a community to articulate a vision for a defined area and develop goals, policies, and implementation strategies to achieve desired outcomes in a coordinated manner. The Downtown Specific Plan and Code aims to provide further clarity and implementation steps for the goals and policies put forth in the Hayward 2040 General Plan.

Specific Plans. Specific Plans facilitate implementation of the General Plan within specific geographic areas in cities. Government Code Section 65450-65457 of the California Planning, Zoning and Development Laws say that a Specific Plan shall include the following:

1. *The distribution, location, and extent of land uses within the plan area.*
2. *The proposed distribution, location, and extent and intensity of major components of public and private investment needed to support the land uses described in the plan.*
3. *Development standards and review criteria.*
4. *Implementation measures including regulations, programs, projects, and financing measures.*

Generally speaking, project or program level details associated with Specific Plan and Code implementation are through subsequent actions such as CIP projects or future private development where Plan elements can be carried out through specific conditions of approval for those projects.

Public Outreach. On September 13, 2016, Lisa Wise Consulting officially began work on the Downtown Specific Plan project. Following a project kickoff meeting on September 9, 2016, the first Downtown Specific Plan Task Force meeting took place December 12, 2016 and a second Task Force meeting was held on January 23, 2017. The first Community Workshop was conducted on January 25, 2017 and afforded the public the first interactive opportunity to share ideas about what Downtown could be and the ability for participants to work with other community members to share their priorities and vision for the Plan area. Approximately 85 to 90 community members attended the first Workshop and provided input.

Starting on March 14, 2017 and ending on March 28, 2017, a five-day design charrette was held Downtown at the Masonic Lodge and this afforded yet another key interactive opportunity for residents and other key stakeholders to provide input into helping frame the future vision for Downtown. The charrette was instrumental in creating preferred Plan alternatives, preferred alternative frameworks, and afforded the use of an online comment forum along with Task Force meetings and joint City Council/Planning Commission study sessions to help develop and guide a new vision for Downtown Hayward.

Main Goal of the Project. Completion of the Downtown Specific Plan project is a Council priority so that the Plan can set forth a path to create a safe, comfortable, and enjoyable pedestrian environment in Downtown to encourage walking, sidewalk dining, window shopping, and social interaction. Supporting the overall goal of a better pedestrian experience will be implementation of phased infrastructure improvements to slow vehicular traffic down within the Plan area, specifically on major thoroughfares in Downtown. It is envisioned that the Plan will also revitalize and enhance Downtown to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers, regional transit facilities with a much less vehicle focused development pattern. Lastly, the Plan will encourage private-sector investment in downtown to transform it into a safe, vibrant, and prosperous arts and entertainment district that offers enhanced shopping, dining, recreational, and cultural experiences and events for residents, families, college students, and visitors.

DISCUSSION

Project Scope of Work. The Downtown Specific Plan has been carried out pursuant to an approved scope of work for the project. There are nine (9) "tasks" associated with the project. Attached to this report is the timeframe for project completion for each task (Attachment II). The first four (4) have been completed, for the most part. Those first four tasks are as follows:

- **TASK 1: PROJECT INITIATION & BACKGROUND ANALYSES**
 - TASK 1.1: PROJECT COORDINATION MEETING & SITE TOUR
 - TASK 1.2: BACKGROUND DATA COLLECTION & REVIEW
 - TASK 1.3: COMMUNITY OUTREACH STRATEGY
 - TASK 1.4: TASK FORCE MEETING #1
 - TASK 1.5: MARKET DEMAND ANALYSIS
 - TASK 1.6: COMMUNITY FORM & CHARACTER ANALYSIS
 - TASK 1.7: STAKEHOLDER INTERVIEWS
 - TASK 1.8: TASK FORCE MEETING #2

- **TASK 2: VISIONING AND DIRECTION SETTING**
 - TASK 2.1: PUBLIC WORKSHOP
 - TASK 2.2: STAFF AND AGENCY MEETING
 - TASK 2.3: TASK FORCE MEETING #3

- **TASK 3: DESIGN CHARRETTE & PREFERRED ALTERNATIVE DEVELOPMENT**
 - TASK 3.1: PRE-CHARRETTE LOGISTICS & PREPARATION

- TASK 3.2: FIVE-DAY DESIGN CHARRETTE - DEVELOPING PREFERRED ALTERNATIVE
- TASK 3.3: PREFERRED ALTERNATIVE FRAMEWORK
- TASK 3.4: ONLINE COMMENT FORUM
- TASK 3.5: TASK FORCE MEETING #4
- TASK 3.6: CITY COUNCIL/PLANNING COMMISSION STUDY SESSION
- TASK 4: ADMINISTRATIVE DRAFT SPECIFIC PLAN
 - TASK 4.1: ANNOTATED TABLE OF CONTENTS
 - TASK 4.2: TASK FORCE MEETING #5
 - TASK 4.3: PREPARE ADMINISTRATIVE DRAFT SPECIFIC PLAN
 - TASK 4.4: STAFF REVIEW OF ADMIN DRAFT SPECIFIC PLAN AND SECOND ADMIN DRAFT
 - TASK 4.5: TASK FORCE MEETING #6
 - TASK 4.6: TASK FORCE MEETING #7

The remaining tasks associated with the project are as follows:

- TASK 5: PUBLIC REVIEW DRAFT (PRD) SPECIFIC PLAN
 - TASK 5.1: PREPARE PUBLIC REVIEW DRAFT SPECIFIC PLAN
 - TASK 5.2: OPEN HOUSE MEETINGS ON PRD SPECIFIC PLAN
- TASK 6: ENVIRONMENTAL IMPACT REPORT
 - TASK 6.1: NOTICE OF PREPARATION
 - TASK 6.2: SCOPING MEETING
 - TASK 6.3: ADMINISTRATIVE DRAFT EIR
 - TASK 6.4: PUBLIC REVIEW DRAFT EIR PUBLICATION
 - TASK 6.5: INTERNAL FOCUS GROUP AND STAFF MEETINGS ON EIR SECTIONS
 - TASK 6.6: TASK FORCE MEETING #8
 - TASK 6.7: PLANNING COMMISSION MEETING (DRAFT EIR)
 - TASK 6.8: FINAL EIR AND MITIGATION MONITORING PROGRAM PREPARATION
- TASK 7: HEARING DRAFT SPECIFIC PLAN
 - TASK 7.1: TASK FORCE MEETING #9
 - TASK 7.2: PREPARE HEARING DRAFT SPECIFIC PLAN
- TASK 8: PLANNING COMMISSION MEETING
 - TASK 8.1: PLANNING COMMISSION MEETING
 - TASK 8.2: PREPARE FINAL SPECIFIC PLAN FOR ADOPTION
 - TASK 8.3: PREPARE FINAL EIR FOR ADOPTION
- TASK 9: CITY COUNCIL ADOPTION OF SPECIFIC PLAN & EIR CERTIFICATION
 - TASK 9.1: CITY COUNCIL ADOPTION HEARING
 - TASK 9.2: FINAL ADOPTED SPECIFIC PLAN

It should be noted that the zoning code component of the project is under a separate contact with the consulting team and, therefore, allows for a little more flexibility in completing this important aspect of the project.

City staff and the consultant team plan to complete the remaining milestones before the end of April 2019, which is the deadline established by the project grant.

Vision & Plan Goals. Early on with the project, the Plan “vision” was generated through the community engagement efforts conveying the overarching intent for future growth and development in Downtown Hayward. Goals are an expression of the end results to be achieved by the Plan, informed by the community’s values and long-term aspirations for Downtown Hayward. The goals provide the foundation for the Plan’s policies and programs aimed at achieving the Vision, located in Chapter 5 (Implementation) of the draft Plan. Listed below is the Plan “vision” statement and seven (7) Plan “goals” for the project:

Plan Vision Statement: *Downtown Hayward is a regional destination, celebrated for its distinct history, culture, and diversity; providing shopping, entertainment, and housing options for residents and visitors of all ages and backgrounds; that is accessible by bike, foot, car, and public transit.*

- **LAND USE.** Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students. (Goal 1)
- **COMMUNITY DESIGN.** Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages. (Goal 2)
- **HOUSING.** A wide variety of housing types are available to meet the economic and physical needs of a diverse population. (Goal 3)
- **CIRCULATION.** The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at posted speed limits. (Goal 4)
- **TRAVEL DEMAND MANAGEMENT AND PARKING.** Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives. (Goal 5)
- **ECONOMIC DEVELOPMENT.** Downtown capitalizes on its location in the region, leverages its amenities, and captures more sales tax revenue to become a national model for the revitalization of mid-size cities. (Goal 6)

- **INFRASTRUCTURE AND PUBLIC FACILITIES.** Public services, community facilities, and utility systems are well maintained, implement Citywide climate change policies, and meet the needs of current and future Downtown residents, businesses, and visitors. (Goal 7)

City staff and the consultant team believe that the Plan vision and goals set forth early in the project will create a new Bay Area destination for restaurants, new sought-after retail opportunities and new housing stock for all segments of the greater Hayward community.

Public Outreach. Pursuant to the project scope of work, there has been a significant amount of public outreach associated with the project. The consultant team and City staff led a multi-faceted public engagement process that involved multiple and diverse opportunities for input from Hayward’s community. Listed below are some of community engagement efforts that have previously been afforded to those interested in this planning effort.

Stakeholder Interviews:

In January of 2017, the consultant team conducted personal interviews with stakeholders comprised of City staff, Task Force members, special interest groups, community members, and business owners to gather information concerning the long-term vision for the Plan area and to gain insight on opportunities and constraints in achieving that vision. The following top themes emerged from the interviews:

- The Plan Area’s potential is diminished by a negative perception held by many visitors and residents;
- Cars travel through the Plan Area at dangerous speeds, resulting in safety concerns;
- The circulation system (e.g. Route 238 Bypass Alternative) is not conducive to a walkable, business friendly environment;
- The permit process for development and renovations is cumbersome; and
- A greater diversity in businesses, housing, and mixed-use development is needed.

Joint Planning Commission and City Council Work Sessions:

Two joint Planning Commission and City Council work sessions were held over the course of the planning process. The purpose of the first work session, held at the beginning of the planning process, was to provide an opportunity for the consultant team to obtain high-level input regarding key topics, issues, and objectives from elected and appointed officials and the public. The second work session was held later in the process and focused on gaining feedback on the Long-term Vision. Elected and appointed officials and the public had the opportunity to provide valuable input on community priorities articulated in the Long-term Vision, as well as development, design, and mobility concepts.

Project Website:

Plan information was posted to the project [website](#) over the course of the planning process to keep the public informed, including Plan goals, the Long-term Vision, Plan maps, and Task Force meeting presentations and summary notes.

Public Workshops:

The consultant team has facilitated one community workshop during the planning process and another one is planned for January 2019.

Workshop 1: Vision

On January 25, 2017, 53 community members attended the first public workshop. The workshop attendees participated in group activities aimed at understanding the community perspective on the vision, opportunities, and constraints for Downtown. Key themes that emerged from the workshop included the need for affordable housing, the need for traffic safety, improved access to transit, improved safety and lighting, preservation of historic character, lack of office space, and better connections in the Plan area.

Workshop 2: Public Review Draft Plan

All Public Review Plan documents were released on January 4, 2019 (see Attachment III). The consultant will be providing an overview of the draft plan at this work session. A public workshop to solicit public comment is tentatively scheduled for January 12, 2019, a Saturday morning from 9am – 12pm at Hayward City Hall.

Design Charrette

In March 2017, the Consultant Team held a 5-day design charrette with the primary objective to develop a long-term vision for the Plan Area. The week consisted of a series collaborative community workshops, design events, lunch presentations, and meetings.

Over 90 attendees participated in the charrette, including Task Force members, residents, business owners, and special interest groups, including, but not limited to Bike East Bay, Friends of San Lorenzo Creek, Hayward Chamber of Commerce, and the Bay East Association of Realtors.

At the end of the week, the Consultant Team presented the draft Long-Term Vision, a culmination of work conducted throughout the week.

Long Term Vision (Online Survey)

In May of 2017, the consultant team and the City released an online survey to gather additional feedback on the Long-term Vision. Input from the questionnaire was used to refine the Long-term Vision and was considered during the development of Goals, Policies,

and Programs contained in the draft Plan. Questions focused on a range of topics, including community priorities, land use, architectural design, mobility concepts, and implementation strategies. Notable responses included support for increased mixed-use development, retail spaces, pedestrian and bicycle network improvements, lane reduction, and a desire to improve the creek (San Lorenzo) into a public asset.

Downtown Specific Plan Task Force

The Downtown Hayward Specific Plan Task Force is a 14-member advisory body, acting as a public voice for the community and representing a wide range of stakeholder interests. The Task Force guided the consultant team during key points in the Plan development process by providing valuable feedback on project goals and major deliverables. Summaries of all Task Force meetings were posted on the City website and other online media outlets for community review. All Task Force meetings have been open to the public and afforded interested parties the opportunity to help shape the new vision for the Downtown Plan area.

Public Hearings

During the beginning months of 2019, there will be various public hearings scheduled for the project, specifically so that Council and the Planning Commission can provide a forum for public input on the draft Plan, Code, and Environmental Impact Report for the project. Once remaining public hearing dates have been scheduled, staff will post these upcoming hearing dates and information to the project website with meeting details.

Plan Vision & Community Design. Another important aspect of the Plan effort has been related to the Plan vision and community design. Listed below is the long-term vision for the project as it relates to community design:

Downtown Hayward is a regional destination, celebrated for its distinct history, culture, and diversity; providing shopping, entertainment, and housing options for residents and visitors of all ages and backgrounds; that is accessible by bike, foot, car, and public transit.

This vision promotes transformative change for Downtown Hayward that will magnify the qualities and character that make Downtown unique in the region, while improving and growing to become an even greater Heart of the Bay, pumping excitement, energy, and opportunity into the City and the region. The Plan vision is based on extensive community input and is guided by the following five community-derived Guiding Principles:

Guiding Principle #1: Promote Downtown as safe, lively, and business friendly

Programming and promotional efforts communicate the welcoming, lively character of Downtown that is reinforced by buildings with active frontages and shopfronts, streetscapes that promote safety and window shopping, and local businesses that both support and are supported by the success of Downtown.

Guiding Principle #2: Improve the circulation network to better serve Downtown businesses, residents, and visitors

Thoroughfares in Downtown Hayward range from boulevards to quiet neighborhood streets and sheltered pedestrian paseos. All streets make walking, bicycling, and riding transit safe and comfortable for people of all ages, while a return to a two-way street network emphasizes that Downtown is a destination rather than an area to pass through. (See Chapter 3 of the draft Plan for more information on Circulation improvements)

Guiding Principle #3: Preserve the history, arts, and culture of Downtown

Downtown Hayward provides an authentic, urban experience through the integration of public services, and cultural and historical amenities along with retail, entertainment, employment, and residential uses. This mix of uses differentiates Downtown Hayward from nearby shopping districts by offering more than just retail and services. The history, arts, and culture of Downtown Hayward support a sense of place by expressing the story of its past, the state of its present, and the City's aspirations for its future.

Guiding Principle #4: Build on and enhance natural features and open spaces

Downtown Hayward features diverse outdoor spaces, each connected to the other by pedestrian and cyclist-friendly streetscapes. Natural features and open spaces provide a tangible link to Hayward's cultural and ecological history and make Downtown an intriguing and inviting place by offering a variety of environments and experiences.

Guiding Principle #5: Establish Downtown as a regional destination

A diverse mix of uses, a walkable public realm, and a density of population and activity differentiate Downtown Hayward from surrounding communities and position it as the destination of choice for residents, visitors, and employers throughout the region.

The Vision for Downtown Hayward calls for a distinctive place that is a destination accessible via a diverse array of mobility options. The elements of the built environment that best support this vision are downtown's Streets and Connections, Public Realm and Public Spaces, and Urban Form and Buildings.

Downtown Hayward is a destination, rather than an area to pass through. Transforming the circulation in Downtown to reduce emphasis on automobile traffic moving through the area will reinforce the walkable sense of place that differentiates Downtown Hayward from other population centers in the region. Mobility enhancements will provide for an active, safe, attractive, and convenient environment that promotes walking, biking, and transit as viable alternatives to driving in Downtown.

People visiting Downtown who arrive via car will find it most convenient to “park once” and walk between destinations. Those who arrive via bicycle will feel comfortable riding on the dedicated bike routes and will find numerous secure places to store their bicycles. Visitors and residents who access Downtown using transit will benefit from an improved BART station plaza that better connects the station with the energized hustle-and-bustle of a thriving Downtown Hayward. Downtown Hayward is where the action is, and its public spaces support and promote a variety of activities. The revitalized Heritage Plaza across from the 21st Century Library will become an anchor for events. City Hall plaza will help to connect the vibrancy of B Street with the BART station, while small pocket parks provide a quiet place for relaxation and conversation. Trails along San Lorenzo Creek are improved to create a safe and comfortable connection to nature, while better access to the Japanese Gardens, De Anza Park, and the Douglas Morisson Theatre better connect these iconic civic spaces to Downtown. Each of these places are connected via a high-quality pedestrian realm that makes walking and cycling safe and attractive.

Downtown Hayward is a significantly walkable, urban center not only for the City but also for the region. The connectivity provided by Downtown’s intact street grid is complemented by urban buildings that encourage walkability by activating the sidewalk and defining the public realm. Buildings come up to or near the sidewalk edge and include active frontages such as shopfronts and stoops that bring indoor activity outside. Active building frontages energize the public realm and provide “eyes on the street” to promote safety. Buildings will include a mix of uses to provide activation throughout the day and will be of a size and scale that is complementary to walkable environments and that allows for significant job and population growth in Downtown.

Lastly, the Plan calls for significant infill development in Downtown over the next 20 or more years. While land uses are flexible and may vary according to market demand, the Plan Area may approximately accommodate up to 3,430 new housing units and 1.9 million square feet of non-residential space such as retail, hospitality, office, and education.

Council Infrastructure Committee. On October 24, 2018, the CIC received and commented on a presentation that focused on future sustainable infrastructure improvements suggested within the Downtown Plan area and future phased mobility improvements that could occur on major roadways central to the Plan area.

CIC members requested more information related to the mobility topic and on November 28, 2018, held a special meeting and discussed potential future phased mobility improvements within the Downtown Plan area in more detail. Below are key takeaways from the November 28th meeting:

- Committee does not want to see the conversion of B Street as part of the first five years of potential Mobility improvements in the Plan area. Requested that staff look into the A Street two-way conversion first and evaluate impact of new developments on A Street. Stated that there may be some value in turning C Street into two way;
- Requested that the street projects in the Downtown Plan are reviewed and tracked frequently as time goes on;
- Commented that the traffic merger (weaving) at D and Foothill is unsafe;
- Recommended staff work with Waze App. Staff shared that the City of Hayward is one of two cities in Alameda County that currently cooperates with Waze and discusses with Waze when staff sees something illogical;
- Converting B & C street to 2-way traffic are not a priority; however, converting A Street to 2-way traffic is a higher priority, the sooner this could occur the better;
- Consider implementation of roadway improvements on a temporary basis using paint and plastic barriers, as an example. If temporary roadway improvements work, then staff can plan on making them permanent;
- Liked the use of the Complete Streets concept in the Plan area;
- Recommended that when the City's project for the Main and C Streets property comes up for consideration staff look into a "road diet" as part of any improvements;
- Recommended that protected bike lanes on Foothill and Mission be required in the short-term. Bike lanes on B, C, and Main are okay but recommended any bike lanes on those streets consist of protected bike lanes (striped lanes are sufficient); and
- Requested that any future public presentations clarify that the proposed Mobility improvement are not necessarily a clear commitment by the City but are part of a host of options for Downtown roadway improvements.

ECONOMIC AND FISCAL IMPACT

The Downtown Specific Plan effort is funded through a federally funded grant approved by the ACTC on March 27, 2014. These funds are part of the One Bay Area Grant ("OBAG") program of which a portion of Priority Development Area ("PDA") planning and implementation funds were allocated to ACTC from the Metropolitan Transportation Commission for local PDA planning and implementation projects. A total of \$950,000 will come from ACTC for the Downtown Specific Plan project. On July 11, 2018, ACTC and Lisa Wise Consulting agreed to terms and conditions related to a contract extension to complete Hayward's Downtown Specific Plan project. Under this extension, LWC must "complete . . . the Final Adopted Specific Plan by April 30, 2019 . . ."

On April 5, 2016, Council approved a funding request for an additional \$230,000 (a \$75,000 grant matching fund was previously approved) for the project, which will have a direct impact on the City's General Fund. To offset this General Fund impact, as well as to provide a consistent stream of revenue to support Advance or Long-Range/Policy Planning activities, Council approved an

increase to the General Plan Update Fee (now called the “Community Planning Fee”) from 12% to 16% of permit/inspection fees charged for building permits at Council’s May 2, 2017 meeting.

Ultimately, the City may see the eventual additional return of General Fund monies through implementation of the Downtown Specific Plan by increased construction and accompanying/additional building permit fees, and increased sales tax and property tax revenue.

STRATEGIC INITIATIVES

The Downtown Specific Plan project supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities initiative is to create and support services and amenities that provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This project supports the following goals and objectives:

Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.

Objective 4: Create resilient and sustainable neighborhoods.

Goal 2: Provide a mix of housing stock for all Hayward residents and community members, including the expansion of affordable housing opportunities and resources.

Objective 2: Facilitate the development of diverse housing types that serve the needs of all populations.

The Downtown Specific Plan project also supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets Initiative is to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including pedestrians, bicyclists, public transportation riders and motorists. This project supports the following goal and objective:

Goal 1: Prioritize safety for all modes of travel.

Objective 3: Ensure that roadway construction and retrofit programs and projects include complete streets elements.

It is envisioned that the Plan will also create new housing opportunities near public transit stops and provide a mix of housing in the City. The Plan will require mobility improvements to safety accommodate various modes of transportation in support of new housing in the Plan area.

SUSTAINABILITY FEATURES

Sustainability features are being developed as part of the Plan process, specifically with input from the public and the City's Sustainability Committee. Lisa Wise Consulting subconsultant Sherwood Design Engineers is actively involved with incorporating sustainable infrastructure concepts and design alternatives for the Downtown Plan area. Some of these concepts were discussed in more detail at the October 24th CIC meeting.

PUBLIC CONTACT

A public notice of this work session was published in the East Bay Times newspaper. For other aspects of the Downtown Specific Plan project, there has been extensive public outreach in conjunction with previous joint City Council and Planning Commission work sessions, the project design charrette, multiple Downtown Specific Plan Task Force meetings and other opportunities (public workshops, online survey, etc.) for public input related to the project.

NEXT STEPS

There will be a number of public hearings soon scheduled for the project, specifically related to the draft Specific Plan, Code and project EIR to be released on January 4, 2019. A public workshop on the project draft documents will occur the morning of Saturday January 12, 2019 at Hayward City Hall from 9am – 12pm. Pursuant to the project MOU between the City of Hayward and Alameda County Transportation Commission (the City's key partner in the planning effort), the project (Plan and EIR) is required to be completed by the end of April 2019.

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