CITY COUNCIL MEETING
TUESDAY, NOVEMBER 15, 2016

DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA

Agenda Questions and Answers

Item #8 CONS 16-701
Item #11 CONS 16-711

AGENDA QUESTIONS & ANSWERS **Requestor:** CM Lamnin

MEETING DATE: November 15, 2016

ITEM 8 : *Resolution Authorizing the City Manager to Negotiate and Execute a New Ground Lease Agreement with Air Plaza, LLC. for Lease of a Parcel of Land at Hayward Executive Airport*	**Response from Public Works - Director Fakhrai:**
Has the leaseholder agreed to a jump from $189 to $30,000 in the first year?	Yes, in addition to all the future rate increases.
ITEM 11: *Mission Boulevard/Blanche Street and Gading Road/Huntwood Way Intersections Safety Improvements: Award of Contract*	**Response from Public Works - Director Fakhrai:**
Is the curb/ADA work paid for by FY2016 Sidewalk Repair Project funds being completed by City Staff of by the contractor?	The Contractor for FY16 Sidewalk Rehabilitation project will complete this work.

Item #14 WS 16-068

Comments on the Downtown Specific Plan

From: Sherman Lewis [
Sent: Sunday, November 13, 2016 12:03 PM
To: David Rizk <David.Rizk@hayward-ca.gov>; Joy Rowan ; Bruce Barrett ; Evelyn Cormier ; Minane Jameson ; Alison ; Dag Forssell
Cc: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: Comments on the Downtown Specific Plan

Comments on the Downtown Specific Plan, Nov. 15, 2016, Work Session, Agenda Item 14.

My extensive comments are in the attached report, which expands on the short comments below.

In your agenda item 14 I find that the Attachment II scope of work is "Draft Scope of Work; Revised – **February 10,** 2016"
In my files I have one dated "Revised – **March 1**, 2016"
There are enough differences between them to be worth clarifying which is being used.
Both scopes have "meet the needs of all users, including pedestrians, bicyclists, transit users, and motorists, with a particular attention to the connections between the BART station and the rest of Downtown."

Downtown includes Maple Main and Lincoln Landing. Pedestrians need safe and attractive crossings of A St. and Mission Blvd., which requires modifications of fast, wide arterials with medians, speed humps, and other traffic calming.

The needs of transit users could be met by an initial rapid shuttle from Lincoln Landing to BART financed by the developers. There is minimal ridership on transit downtown because it is infrequent and very slow. Development could bring about 1,500 people, and with supportive General Plan green mobility policy could have sufficient ridership.

In the Complete Streets" work plan, it is not clear which motorists you mean, those heading downtown or those heading through town. Downtown street capacity is limited, requiring trade offs. The Loop impedes access to downtown with wide pavements, high speeds, and more congestion from circularity and slow travel in reverse directions.

The scope of work is open and permissive but not sufficiently detailed to know if the correct work will be done.

--
Sherman Lewis
Academic Senator for Emeriti
Professor Emeritus, CSU Hayward
President, Hayward Area Planning Association

Ideas for Downtown Hayward

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Revised 11/13/2016. More updates may be forthcoming.

1. Loop Reform

Expressway Scenario vs. Destination Scenario

Downtown should be a destination, not an island in an expressway with wide streets and fast traffic. The Downtown Hayward Specific Plan should study and compare an Expressway Scenario, the Loop, which claims to improve through traffic, and a Destination Scenario with two-way traffic, shorter, safer pedestrian crossings, and more surface diagonal parking.1 The City should prepare a plan showing lanes, direction of traffic, and parking for a two-way system. The Destination Scenario would bring more people downtown and improve service for pedestrians, bicycles, and transit.

Growth under the Destination Scenario requires

- Accepting some congestion, the limited capacity of the downtown street grid and the futility of more auto access
- parking structures and subsidized parking will only make matters worse
- Loop reform will improve access but not alleviate congestion
- more people living downtown
- fast, frequent shuttles to major location like Cal State EB Hayward, the Amador government center, Southland, and Chabot
- Market-based pricing reforms—smart meters used for downtown improvements, unbundling of rents, reduced parking requirements based on the economics of parking demand
- Making alternatives the private car work: safe attractive walking routes to businesses and BART; curb space and support for carshare/rental; curb space and support for taxis and Uber/Lyft; vouchers, more public spaces designed for social interaction
- Purchasing power from non-auto access will be the engine for sustainable growth.

Why the Loop fails

[1] Vikash Gayah, "Two-Way Street Networks: More Efficient than Previously Thought?" *Access*, fall 2012. The author confirmed to me that there is an error in Fig. 3; the key is reversed; the bottom dashed line is two-way network with left turn lanes.

The Hayward City Council had good intentions for 238 Improvements but chose the wrong goal, Intersection Level of Service (LOS) for cars and traffic throughput, and failed to see how the Loop would probably fail at throughput because of incompetent traffic consultants. The goal should have been auto travel times and level of service for all modes, including walking, bicycling, and transit, and getting more people downtown, not through town. The Loop simply rearranged traffic with no increase in capacity, and the slow-downs in the reverse directions have been greater than the speed-ups in the one way directions.

Economic Recovery Hides Lost Growth

Downtown has attracted a number of new businesses, suggesting the Loop has helped growth. However, more and faster traffic and less parking have caused losses to some merchants. The problem is to disentangle the various cause of growth. A long depression of property values for many years caused low rents, combined with recovery from the Great Bush Recession is making new business possible. However, there would be more growth with more inexpensive surface parking on Loop streets, more downtown residential development, market parking charges, a downtown improvement district, rapid shuttles, and other policies for "green mobility" contained in the General Plan.

ACTC cheats on Loop Congestion

The Alameda County Transportation Commission (ACTC) is responsible for reporting new LOS F links but has failed to do its job. Instead of intersection LOS, the state law requires the use of travel speed LOS, that is, what matters is how fast traffic can get from point to point, not delay at intersections. The ACTC measures speeds for a specific network of important roads designated in the Congestion Management Plan (CMP). Every two years the ACTC has drivers and timers measure speeds on all the links in Alameda County.

The Loop has 6 links along Foothill, A St. and Mission. For decades, the ACTC measured speeds on Loop street links and never found congestion—using the definition required by California law. In 2010, the most recent year not affected by Loop construction, 4 segments had LOS C and two were D. There has been so little congestion that the ACTC CMP reports never commented on them.

An example of a point-to-point link is the eastbound link on A St., part of the Loop, but in the reverse direction. Up to 2012, this link was measured on A St. from Western Ave. to Foothill Blvd. Then in 2014 and 2016 ACTC measured it only to Mission, even though people still need to travel to reach A St. at Foothill. By stopping at Mission, ACTA was able to claim that the speed in 2016 was 11.9 miles per hour, but to reach A St. at Foothill the speed in reality was more like 5.3 miles per hour.

ACTA mislead the public by ignoring Mission to Foothill on A St., A St. to Jackson on Foothill, and Jackson to A St. on Mission.

In the real world, travel speeds fell to LOS F in all the reverse directions. Considering the three links in the Loop direction and the three in the reverse direction, the net increase in speed in the one-way directions was 2.7 miles per hour, and the net slow-down in the reverse directions was minus 6.9 miles per hour, for a net slow-down of 4.2 miles per hour. The Loop is failing at its major goal. For more details, go to
https://www.dropbox.com/s/jijs71r8czferc0/ACTC%27s_Missing_Links.pdf?dl=0

Loop: Problems

A study of the Loop would look at:

- **Link speeds.**

The ACTC should do its job and measure link speeds on the three missing links.

- **Circularity and increased distance (Vehicle Miles Traveled, VMT).**

The Loop makes people go the long way around, increasing VMT, pollution, GHG (greenhouse gases), and energy use. This problem affects both through traffic and downtown traffic. Through traffic east bound on A St. has to go four turns and four block off the direct route. South bound on Foothill is detoured two turns and two blocks out of it way. Some drivers instead turn left onto City Center Drive then right onto Second St. to get south bound, longer than the old straight through route. North bound Mission also goes two blocks and two turns out of its way using Foothill, or can use Fletcher to Watkins to A St. Similarly, for reaching Loop streets, any one coming from the wrong side has to go around extra blocks to reach the destination street. Driving east on A St. is especially roundabout, .6 miles via Mission to C St. to Foothill, while going west directly on A St. is .2 mile between the same two points. The increase in speed and distance is costly and accomplishes nothing.

- **Problems navigating errands.**

Going to a single place is usually easy enough, even if the long way around. However, for two or more errands, the route can be complicated. You can't get from Lucky to CVS efficiently, only from CVS to Lucky. If one is at Lucky and wants to go to Salvation Army, the best route seems to be up Mission, right on Hotel, left on Main, right on McKeever, right on Maple Court, right on A St., and hope you can change lanes to get left into Salvation Army. This kind of problem requires planning errands carefully or wasting time driving the long way around.

- **Jack rabbiting, pulse traffic, inefficiency of lane use.**

These three issues are manifestations of the same problem, a street system much bigger than needed. Instead of two lanes facing a red light, the Loop has four to five lanes. Cars spread out on the lanes usually just a few deep, lined up on the white line. Drivers see wide open pavement ahead. When the light turns green, the cars speed forward up to 50 miles per hour, only to stop at the next red light. This jack rabbiting could be a major reason that link speeds have not increased even in the Loop direction. Instead of a stream of cars using a few lanes, there is a pulse of traffic using many lanes, followed by empty pavement.

A St. in just two downhill blocks gets fast traffic. Foothill after D St. gets very fast traffic with a green lights at B St. and A St. High speeds aggravate the problem of lane changing and merges mentioned below. I had a scary experience exiting the parking structure southbound onto Mission and changing four lanes to get eastbound on C St. The cars behind me made it difficult to see what was coming in the lane back to my left, and I had to slow down to a near stop to see. What I could see was fast traffic coming up at me unwilling to slow down even when I was a foot into their lane. I had to pull in front of the least dangerous car coming up at me and do it three more times. I have a hunch that the driver behind me who honked had to brake a bit.

Loop lanes are used inefficiently compared with similar urban arterials. The lane use could be measured in average daily traffic (ADT) per lane per block, as compared to other old downtown arterials in the Bay Area. ADT is the appropriate measure for general use, not peak

hour volumes. The comparable urban arterials include El Camino, East 14th/San Pablo, and Telegraph Ave. One little-used lane on the Loop is the left lane southbound on Mission south of D St. to Foothill.

- **Three routes reduced to two.**

Previously, northbound traffic could use three routes; now Mission north traffic is blocked, adding to traffic on Fletcher/Watkins and Foothill. Previously, northeast-bound could use three routes; now Jackson traffic is added to Watkins and Foothill. Previously, eastbound traffic could use three routes, now A St. is blocked and adds traffic to C St. and small neighborhood streets. Previously, southbound traffic could use three routes; now Foothill traffic is blocked and adds to traffic on Mission and Second St. As a result, crossing volumes (e.g., at Fletcher and Jackson) are increased and the red light cycle is longer.

- **Lanes In, Lanes Out.**

The typical numbers of lanes entering and leaving the Loop are the same: two for Mission on the north side, and three for Mission on the south side (to Carlos Bee), three for Jackson on the west side and three for Foothill on the north side. There is one exception; Foothill southbound north of A St. narrows to two lanes, reducing the capacity of the whole system and demonstrating that three lanes are not necessary. The Loop only rearranges the flow within downtown. The Loop reduces intersection conflict, increases distances, increases lane changes, and makes traffic faster. The perception of better performance is only perception, not reality all things considered. .

- **Intersection blocking.**

The result of forcing more traffic on Jackson to go up to Foothill often creates a problem where northbound Watkins crosses Jackson. Drivers on Jackson often misjudge the traffic lights and get caught in the intersection, blocking northbound Watkins, which has a short signal time. Drivers turning right are unable to get out of the way of traffic behind on a short green cycle. Pedestrians have to weave through traffic that could move at any time. All three problems are shown in one picture below. The same problem occurs for traffic on Foothill coming into the D St. intersection, backing up to block southbound traffic on Mission. This happened to me Dec. 21 2015 at night during a rain storm, when I was blocked by a large truck and changing lanes was too dangerous.

- **Cut-throughs.**

Eastbound A St., unable to go straight, often goes left up Mission and then onto neighborhood streets: Hotel Ave. to Main St. to McKeever to City Center Dr. to Foothill. They also go up Montgomery to Simon to Main to Hazel to Foothill. These rat runs are still less convenient for people who need to get east bound on A St.

Another cut-through occurs coming south on Foothill when people don't want to go all the way to A St. to turn right, and turn right on City Center and left on Maple Court, often speeding despite the narrow street.

- **Increased traffic on B St. and C St.**

The owners of the Book Shop on B St. report increases in traffic volumes, speed, and noise, which make backing out of diagonal parking dangerous. At least one elderly customer no longer comes downtown due to traffic and the confusion of one way streets and lane changes created by the Loop. The reason is traffic coming north of Foothill often finds B St. a shorter way to get west, rather than go an extra block up to A St.

C St. gets more traffic from east bound on A St. which can no longer use A St.

- **Pedestrian problems.**

Wide expressways make it difficult, uncomfortable, and hazardous for pedestrians to cross the street, as compared to narrower crossings, pedestrian medians, and bulb-outs. Crossing A St. on the west side of Foothill has four lanes and is especially difficult despite the signs, because drivers don't see pedestrians unless they look left when they need to look right to make the turn. On Foothill, northbound drivers making a left turn on to A St. have no light and only a sign telling them to stop for pedestrians. On Foothill, southbound drivers in the right lane turning onto A St. can make a right on red. The other three lanes are always green, back and forth between westbound on A St. and Foothill southbound to A St. westbound. There is no pedestrian crossing light. Much of Foothill is seven lanes and over 80 feet wide, far too wide for most pedestrians. It is even worse when you look to the left and see a wall of cars ready to head your way.

- **Traffic-pedestrian conflicts.**

Pedestrians crossing Mission at B St. delay cars on B St. trying to turn left onto Mission. The Loop increases the number of cars needing to turn left.

- **Lane changing and merge problems.**

The Loop requires intense lane changing, with many drivers ignoring pavement markings. It may be possible to observe this problem using the signal control cameras or CCTVs at the intersections.

  - From **Mission northbound** onto Foothill merging left to enter the Cinema parking structure.
  - From **Foothill southbound** in right lanes, especially the inner lane which must quickly merge into the lane on the left, to westbound on A St. and then must merge more left to get on Mission southbound. Merging left fast enough to get into the CVS lot can be dangerous or impossible.
  - **Jackson northeast-bound** onto Foothill merging with traffic from D St. on the left and Mission on the right. Getting from Jackson to Foothill to D St. eastbound is so difficult it is prohibited, forcing a longer route and still difficult lane changes to turn right eastbound on C St. If the pattern were changed to a two-way system, then D St. traffic at Foothill is reduced by allowing traffic to go up Mission to A St. Also, merges from Jackson and Mission onto Foothill are reduced by how the traffic lights would pulse traffic between Jackson and Mission.
  - **Exiting the Cinema Parking Structure** onto Foothill it is impossible to cross safely six lanes to get to eastbound on B St., and challenging to eastbound on A St. You can exit the structure onto C St. and try to reach B St. with a few more feet to make it, but it is ill-advised.
  - **Exiting the City Parking Structure** onto Mission it can be difficult or impossible to change lanes fast enough to turn left onto C St.
  - **D St. westbound right onto Foothill and left into Cinema Parking Structure** is difficult, requiring changing five lanes in a short distance.
  - **B St. westbound onto Foothill.** Going to park in front of Copy Pacific requires crossing six lanes almost at right angles to reach the safety of the seventh lane for parking

- **Queuing (lane stacking) and safety problems.**

Excessive queuing in left lanes occurs because the Loop goes in the left direction. I have seen this al the time; it is a systemic problem.

  - Southbound on Mission in the left lane to go eastbound onto C St.;
  - Eastbound on C St. left lane to north on Foothill;
  - Westbound on A St. in the left lane on the east side of Foothill, getting ready for turns into CVS, Salvation Army, Main St. and Mission Blvd. On 6/18/16 I was coming south on Main to use A St, to Mission. When the light turned green two left lanes were fully stacked into the intersection, so I went up Mission, over on Hotel, back across on Main to D St. for the left on Mission
  - Westbound on A St. in the left lanes on the east side of Mission
  - Eastbound on A St. in the left lane to go north on Mission to reach the Hotel Ave. rat run;
  - Northbound on Mission in the left lane to go west on Fletcher, sometimes outside the turn pocket all the way to the Plunge,
  - Northbound on Fletcher at Jackson, where a sometimes very brief light cycle and the blocking

Merge of Foothill and Jackson at the big traffic arch: there is no safe lane. Most of the cars on Foothill are crossing 3+ lanes to the left, and most of the cars on Jackson are crossing 3+ lanes to the right. This is bar none the most terrifyingly dangerous intersection I have ever driven (30 years, all over the country and bay area) INCLUDING driving in Tijuana 40 years ago. –Bonnie Peyton, Hayward resident

problem described above creates an incentive for drivers to use the left turn only land to go straight, or to cut left out of the straight lane, cut around blocked cars in that lane, and swerve back into the intersection to continue on Watkins (I've seen it done and done it myself), and
    - Westbound on B St. to turn left onto Mission.

- **Parking lost to the Loop.**

  The loss of parking on Loop streets and resulting decrease in commerce must be estimated.

- **Land lost to the Loop.**

  The Loop required acquisition of 30 parcels and destruction of 18 buildings.

- **U turns.**

U turns along the route have increased due to overly long medians, compared to efficient block lengths with synchronized lights. One example is increased difficulty driving to the Plunge.

- **Longer lights.**

There seem to be longer lights northbound on Watkins at D St. possibly due to traffic diverted from A St. to D St., and at other places with very wide pedestrian crossings.

Given longer distances from circularity, routes reduced from three to two, intersection blocking, inefficient lane use, and no increase in capacity on either side of downtown, it seems likely that there is no improvement, and slower point-to-point travel time that is hard to perceive because of higher mid-link speeds, but revealed by the Alameda County Transportation Commission Level of Service Monitoring of the Congestion Management Network.

All of these points should be studied relative to a Destination Scenario. There should be a discussion of the trade-offs between more people coming to downtown and commercial growth versus more and faster through traffic.

Opinions: The Battle of the Anecdotes

Some people love it; some people hate it. Lovers are mostly people who can get through downtown faster. Some of the haters have a learning curve problem, which should not be a long-term factor. Many people understand it and still hate it, such as downtown merchants, Prospect homeowners, people who shop downtown.

Anecdotes are not analysis but dominate political thinking of average people and members of the City Council. Political decisions are often made by counting noses rather than analysis. A member of Council sent me two more pro-Loop opinions: "I have yet to have any issues with the loop. Traffic always flows now and if I need to get from point A to B...park and beat feet."- Jason Oliver. "I remember how horrible the traffic was going through Hayward when I was a student at Cal State. The Loop definitely and improvement." -Victoria Anne Krysiak. (Quoted exactly as sent to me.)

At a meeting in City Hall in March to discuss intersections, Barbara Sachs spoke up in favor of the Loop, to which Linda Bennett took sharp exception, leading to a short tiff. Kevin Dowling (5/18/2016) told me he liked the Loop.

Hundreds of people have commented to the Book Shop owners, Carl and Marilyn Baker Madsen, how much they don't like the Loop. Greg Schluntz, retired and when working part time delivering auto parts for Vic Hubbard before it closed, said they drivers had problems with the Loop after they know how it worked. When I asked a friend what he thought of the Loop, his

answer was, “Oh good God!” Casper’s Hotdogs reports that their business collapsed after the Loop started. In January my neighbor Lodema Epperson, the Potter, said it was terrible. I asked if I could write that down; she said, My God, yes! It doesn’t promote business; it promotes freeways! You have to an your route; you can’t go directly from Bank of the West to the library; forget the rest. A St. is so fast no one can see the businesses there.” My student intern from CSUEB Hayward didn’t know what “Loop” meant, so I explained it. His reaction, “I hate the Loop.”

I sent an email in February to downtown merchants. Stu Modifies wrote: “As my numbers have shown, the loop has only damaged my business. My personal opinion is do what must be done for the businesses or the city will lose the appeal that many feel it has. Many simply cannot afford both the high rents and the low walk by traffic that we now have. Many of us blame the loop. Many clients have had to call to get help and others have simply arrived with complaints. When coming into my store, it is very important to be in a positive mental state so that you feel comfortable and excited. Frustration does not provide those feelings. I personally have heard from many people that they simply do not come to downtown anymore because of "what a pain it is". The intent is not to complain and blame the city but rather to express an honest view point of how this project has damaged my business personally.”

In 2015, the CSUEB Hayward Emeritus and Retired Faculty Association (ERFA) in which I am an officer, searched downtown for a venue for our luncheons. We decided not to use The Ranch because of lack of parking on the south side of Foothill and because of difficulty crossing the Foothill from the north side. From Jack Kilgour: “The Hayward Ranch…has a nice banquet room in which I have eaten many Rotary lunches. To get to the Ranch, one would have to go down Mission Blvd. and turn into and go through the parking lot of a tire company. The Ranch no longer has an overflow parking lot on Watkins Street. If the small parking lot at The Ranch is full, there is a public parking lot not too far away on the far side of Mission Blvd…To get back to The Ranch would involve walking up to the crosswalk, waiting for the light, crossing a very busy street and then walking back down to The Ranch. Needless to say, we are not holding our luncheon at The Ranch. Since the "improvements" were made, I usually avoid downtown Hayward. However, on one occasion I was on Hesperian Blvd. and wanted to go to the Castro Valley Library. Without thinking, I drove up A Street which used to be a direct route to Castro Valley. It no longer is. At some point I was shunted around part of the downtown area to Foothill Blvd. before rejoining A Street. This is crazy! I do not understand the logic or purpose of the "improvements" that have been made to downtown Hayward. For those driving north on Mission Blvd. or coming up Jackson to Foothill Blvd., I guess it speeds things up. Heading in the other direction it is more problematic. Most cities want to encourage people to come to town to shop and do other business. Apparently, Hayward doesn't. -John G. Kilgour, Professor Emeritus, Department of Management, CSUEB.” 9/11/2015 email.

ERFA Board members also made critical comments about the Loop. From my email: “I find the new Hayward traffic loop to be inconvenient at best and, at worst, so baffling that it discourages me from visiting the city. Recently, I met friends for dinner at Bijou. Upon leaving, I could not figure out how to get back to highway 580. Having worked in Hayward for many years, I thought I knew my way around. But not so any more. We co-own a building on A Street (near 2nd), in which my husband has his law office. He, too, is confounded by the loop and his clients have expressed their difficulties in getting to and from that downtown location. The loop should

be considered a failed experiment and the city should move on." "I don't drive through Hayward, but when I do, I find that lane changes are confusing, difficult to manage and often dangerous. I'm surprised that there are not many reports of accidents everywhere on the Loop." "I seldom come to Hayward anymore because the loop is too difficult to navigate and it is particularly hard to maneuver at night. I can buy anything available in Hayward in other cities, can attend movies in other cities, and dine in other cities. So why bother with the hassle of Hayward streets!"

From a neighborhood leader in South Hayward on Jan. 28, 2015: "The loop has been a disaster. It has cut the downtown into two parts with an expressway prohibiting it from ever becoming a vital and thriving downtown. … [Foothill] is one of our main downtown streets. We have the right to develop it for our use and not be required to turn an integral part of our downtown into an expressway for those who don't want to live in our community to race through it. If people want to live and work on opposite sides of Hayward they can take 880, 580 and 680 and not ruin our downtown."

From a friend on Pinedale across from the Plunge: "Merge of Foothill and Jackson at the big traffic arch: there is no safe lane. Most of the cars on Foothill are crossing 3+ lanes to the left, and most of the cars on Jackson are crossing 3+ lanes to the right. This is bar none the most terrifyingly dangerous intersection I have ever driven (30 years, all over the country and bay area) INCLUDING driving in Tijuana 40 years ago. … Talking with a few neighbors, not just on Pinedale, everyone is concerned about the unsafe driving conditions - even though the PD may have produced stats that support the engineering position that the roadway is "safer"."

I just talked to my neighbor, Joe, today (2/29/16) and mentioned I had some issues with the city, like the loop. He immediately said "Oh my God. It sucks. It's the worst idea." Also today I asked Jay at Copy Pacific, who said it didn't seem to have hurt his business (he has some parking on Foothill and behind Buffalo Bill's) but that it had not accomplished its goals for downtown.

Kim-yo "Ky" Hsieh emailed me on 3/22/2016: "Hayward really needs to get off the car-boasting band wagon, and really start focus on pedestrian-friendliness infrastructure. Businesses benefit when there is proper parking and good walking accessibility. Foothill Blvd has so many businesses hampered by the frantic 40 mph (sometimes upwards of 45 - 50mph) speeds, that in actually, is like a mini-freeway. People simply are caught up in the momentum (literally) and don't (or wont) stop. They have more of an incentive to just go faster, than slow down and smell our boutique offerings. Thousands upon thousands use Hayward as a pass-through city ... sad, but true."

A friend talked to Benjamin, owner of Cyclepath on Foothill. He opposes the Loop. He talked to Jake at True Value Hardware next door, who said "The Loop has hurt my business. This side of Foothill is not part of downtown anymore."

On March 31, 2016, Diana Dickerson came to my house for my pledge to my church. I asked her what she thought of the Loop. "I think it's disgusting. I have to go out of my way to get where I'm going….[other comments too fast for me to take notes]..I hate it. I think it's horrible." A number of people have surprised me with the vehemence of their hostility to the Loop.

On May 13 I got a new tire at Wheel Works at the corner of Jackson and Watkins. I was helped by Derek Sanders, visiting the shop as manager of 81 Wheel Works and Firestone stores in Northern California. He's a Castro Valley native and believes the Loop is a failure for various reasons discussed here. The Loop did not have an identifiable impact on his business, but it does

cut off access from westbound on Foothill to Jackson and from northbound on Mission which is forced to go up Foothill.

A few days ago (May 2016) I was talking to Paul Hodges of the HARD Board and I asked him his opinion. He does not like the Loop and mentioned how hard it is to go east on A St.

On September 9, 2016, at 4:40 pm I was driving north on Mission and had to wait through two red lights, service level F.

On Sept. 13, 2016, I talked to Brian Schott, one of Hayward's leading citizens. He told me he did not like the Loop, and suggested bringing Foothill south from A St. to B St., based on the small number of people going north up Foothill and turning left onto A St. westbound. Since few people are using Foothill to get north to A St., the Loop should make it easier to get south to B St. Making A St. two-way would also be acceptable.

On Sept. 14, 2016, I was at Citibank setting up a new account for HAPA with Jonathan Jones. We were chatting casually and I asked in a neutral tone, "What do you think of the Loop?" "Oh, the Loop! I hate the Loop!" I had to laugh because I have heard that reaction from so many people. He added, "I can get a team of people to tell you that."

Concerns

The City is about to spend almost $1 million on studying downtown, but the scope of work is so vague it is hard to know what is meant. For example, it will study "complete streets," which usually entail two-way traffic and more room for bicycles and pedestrians. "Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."[2] The City may, however, ignore complete streets for the Loop for political reasons.

The scope of work may include congestion, a code word for wider streets and bigger intersections. The consultant may ignore how induced demand increases VMT (vehicle miles traveled) and GHG in the Expressway Scenario, or fail to model a good Destination Scenario. Conventional computer modeling under-predicts the amount of congestion because it is unable to consider induced restraint. We need to know the inputs used, a description of the algorithms used, the alternatives considered, and the outputs of the models. The City has informed me that the public will not have access to critical work products of the consultants, Kittleson and Nelson\Nygaard.

Any good analysis is likely to show some congestion with the Destination Scenario, but less congestion than conventional modeling. A good analysis might show improvement concerning most of the points raised above, with benefits for business, pedestrians, and transit. It would show reduced VMT and GHG from induced restraint, reduced circularity, and increased use of other modes. The Destination Scenario could reduce through traffic by about 5 to 10 percent due to restraint, and would increase commercial access from more parking. The study should discuss at least briefly how subsidies and indirect pricing increases demand for car travel outside the City's control, how induced restraint reduces traffic in response to congestion. The EIR on the Specific Plan cannot be complete without this important factual information.

Solutions

[2] From http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals

So far on City Council, only Marvin Piexoto supports Loop reform.

The best solution, part of the Destination Scenario, is to have two lane, two way traffic on Loop Streets with a great increase in diagonal parking (preferably back-in diagonal parking), pedestrian safety islands, and narrower roadway at pedestrian crossings. For example, a senior housing project is being constructed on the north side of A St. cross from Lucky Store. Westbound traffic is fast on the downhill coming out of the Loop, and eastbound traffic back up because it is forced to turn onto Mission. The intersection is difficult because of left turns. The best solution seems to be put in a pedestrian safety median that blocks left turns. Traffic into the shopping area parking is reduced to two directions, from eastbound in and westbound out. The other directions easily use a main entrance to the parking area from Mission. The access is now hindered Mission operating as a wide one way expressway, but becomes functional for parking in a two way system.

The Destination Scenario is likely to be slower and somewhat congested. It will have safer traffic with no loss of point-to-point travel time because the traffic will have shorter distances (less circularity) and more intersections, which spread out turning movements and reduce red light times by having less traffic at each intersection. The efficiency of lane use improves. The ease of lane changes improves. More people come downtown. Fewer people would try to drive through downtown.

Average peak and off-peak speeds should be measured on the 10 blocks of the Loop and compared to pre-Loop speeds and to comparable urban arterials using the CMP methodology. Fast traffic means more air pollution from induced traffic; slow traffic can mean more air pollution unless there are market parking charges, which reduces traffic.

This system is far better than the Loop but also has limits if not combined with other policies to reduce traffic. These policies are circulator and a shuttle to Cal State both using rapid bus concepts, market parking charges, and walking-oriented development projects downtown.

Rebuilding the Loop can easily be financed by reprogramming funds in the Local Agency Transportation Improvement Program (LATIP), which are now dedicated to Mission Blvd. projects ($19.9 million) and freeway expansions on I-880. (See Staff Report by City Manager, Agreement with Caltrans, Jan. 12, 2016, File #: LB 16-007.) Cities frequently reprogram funds as conditions change.

Once the **Expressway and Destination Scenarios** are defined and studied, the City should survey public opinion and downtown merchants on the choices. The solutions will work better than the Loop, but there are no magic answers.

2. Other Access Improvements

The above discussion applies only to Loop reform. Other things need to be done to improve access to downtown. Some of these are discussed here. Others discussed as separate topics below are: Parking Fee Pilot Project, Parking Management and Parking Requirements, A Downtown Circulator, Rails to Trails, and Increased Shuttle Access.

- **Improved surface parking.**

Parking can be improved, for example, on **Main St.,** which has little traffic, with diagonal parking, and in the midblock area of **Foothill-B-Main-A St.** Subsidized parking structures are very

expensive and not needed considering all the other options. More surface parking is easily possible and is a fraction of the cost of structured parking.

- **More residential development.**

Residential development downtown is caught in a tug of war between the city's preference for more commerce and the need for more residents to provide demand for that commerce, yet which also takes up land that could be used for commerce. What is the best balance? Prime ground floor frontages facing the Circulator route (see below) on B and C Streets and on Foothill, plus A St., could be preserved for commerce. Currently rents are low due to lack of demand, indicating too few residents. There is much potential for residential development off the shopping streets and on upper floors.

- **Carshare/rental, taxi vouchers, and guaranteed ride home.**

These policies can be required of new residential construction, in lieu of parking requirements, and tie into Parking Management discussed below. One possible site is the City's property at Main and C St's.

- **Pedestrian and bicycle amenities.**

Improved amenities for walking and biking are very nice and not expensive, but not clearly related to more people coming downtown. They should be considered in the mix of many policies fundable by parking fees and decided by downtown merchants along with other priorities. When done right, they can add a lot to ambience and reputation, regardless of measurable results for access.

3. Parking Fee Pilot Project

Some downtown parking is over-parked: B St., the loop behind Buffalo Bill's and Bank of the West, and the area closest to Lucky. Some drivers get a windfall; others drive around looking for parking, wasting gas, causing congestion, polluting the air, and unable to get the parking they are willing to pay for. Shoppers go elsewhere and revenues for local improvements are lost. The parking is paid for by taxpayers instead of the people who park.

The city and merchants are supporting a two hour limit, which is better than nothing but not cost-effective. We need information on what the fine amount is, how much time and cost the city has for enforcement, the revenues relative to the cost, and the success of opening up spaces so as to have one space per block face vacant most of the time on average. I suspect it makes people mad when they get a ticket without solving the problem and costing too much.

Paying to park can be cheaper, quicker, and closer to destination. It saves energy, pollutes less and reduces congestion.[3]

Free parking is not necessary for business. Some of the most successful business areas have expensive, limited parking, and a high level of walk and transit access. Properly implemented, parking charges actually increase local business, as in Old Town Pasadena. Similarly, in Ventura, former mayor Bill Fulton describes its benefits. In Boulder CO, Los Angeles and San Diego, meter revenues support streetscape improvements to attract more retail business.[4]

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[3] "SFPark program a success," SF Chronicle, June 21, 2014

[4] http://fulton4ventura.blogspot.com/2010/09/parking-management-that-actually.html and email from Patrick Siegman of Nelson\Nygaard, Jan 2015). http://www.vtpi.org/tdm/tdm72.htm.

MTC has completed a study of policies to improve parking management, with a significant website at https://parkingpolicy.com/. At a workshop June 2, 2015, several ideas were presented for market charging. A modern system (Advanced Parking Management System) is based on three ideas: existing high parking demand much of the day in a parking area, willingness to pay, and ease of payment. "Willingness to pay" means that if parking is less than about 70 percent occupied, there is no charge. Occupancy of about 85 percent or more would have a charge that depends on people paying: if vacancies go up, the rate comes down; if occupancy goes up, the rate goes up. Employee parking is not a problem; convenient spaces are still available for others. In practice, employees are quickly priced off to cheaper parking.

A modern system

- charges a market rate to park,
- increases business,
- has low cost enforcement using real-time reporting from occupancy sensors,
- makes it easy to pay,
- reduces time and congestion from hunting for parking,
- does not have time limits,
- has free parking where there is too little market demand,
- adjusts rates based on demand using computerized analysis,
- can use Internet and in-vehicle navigation systems to help find a parking space, and
- Produces revenues for streetscape improvements (sidewalks, cleaning, litter, signage, façades, policing, street furniture, pedestrian and bicycle amenities, landscaping, and traffic calming).

Using a two hour limit to get turnover is costly to enforce and inefficient compared with modern systems. Several cities have found that the "time limits and tickets" approach didn't create enough parking availability and have switched to parking meters with variable rate pricing.

Use of the funds is very important. They should not disappear into the general fund but be used for improvements in the local area, as was done very successfully in Old Town Pasadena. Funds could also be used for solar roofs over parking, as Chabot did several years ago.

Where parking in downtown is in high demand, there should be a parking charge, based on willingness to pay. Frequent localized shortages occur in the area behind Bank of the West-Buffalo Bills, along B St., and at the Lucky supermarket. I recommend a pilot project for B St.

A modern system is flexible. Close-in spaces in a parking structure or large parking lot can charge while spaces on the roof or at a distance might be free. Some free parking at a distance helps public acceptance and gives those who do not want to pay a place to park until, over time, demand may rise so much it shows a willingness to pay.

Charges could start low, about 50 cents per use. Signs are essential so people know how much is charged, how to pay, and where the free parking is.

The challenge is to find the most cost-effective charging technology. Payment can use stored value cards like Clipper or BART, a tag read by a computer like FasTrak, credit/debit cards, and cell phones. SFPark is now actually saving drivers money in many spots.[5] Mobile apps guide drivers to affordable spots directly. The FasTrak tag and reader system is especially appealing, as

[5] Examiner 12/16/12, Reisman

it is fully automatic—the driver would do nothing except park and leave while the system keeps track of the time. Enforcement is easy; the occupancy sensor and charge system automatically report violators and where they are located. The FasTrak used on bay area bridges and SFPark in San Francisco shows how successful a modern system can be. Pittsburgh PA and Redwood City also have modern systems.

Galveston TX has free Wi-Fi downtown and a cell phone app that supports an easy-pay system. The City could ask MTC for information about the best technology.

Cash payment has high overhead costs and security problems of handling currency, and should be avoided when non-cash payment reaches a high level, similar to how Caltrans gradually increased use of FasTrak on bridges. Charges should be for time used. Long durations are possible up to 24 hours.[6] No more having to carry change, guessing the time, rushing back, getting a ticket, or leaving time on the meter.

The expensive part of a modern system is the initial equipment and installation, requiring wireless tag readers, card machines, occupancy sensors, and central computerized management and enforcement system. SFPark is probably too expensive for Hayward. Less expensive but less easy to use are pay-by-license plate multi-space meters and smart phone electronic payment, with Pittsburgh PA as a modern example.

The City of Hayward is starting to embrace the pricing model for parking. The Downtown Parking Management Plan in the General Plan could implement the above ideas, and the most recent report suggests a cost-effective way to collect the charge. Council is so afraid of criticism from people who do not understand market parking charges that they rejected staff advice, leaving it now to the merchants to pressure Council to implement charges on B St. to improve their businesses.

While traffic is important, we need to focus on what we want downtown Hayward to be. The City should consider the case of Old Town Pasadena, hemmed in by I-210, I-710, and the Arroyo Parkway, plus local arterials. Pasadena took a blighted area and made it a destination with a strong plan, historic preservation, parking charges, and use of parking revenues for improving the area.

HAPA is now looking for a merchant on B St. who will host a single smart meter. Because there is so little parking on B St. in front of occupied businesses, only 21 merchants have parking in front along the three blocks of downtown.

4. Parking Management

The parking fee pilot program described above is a discrete element within the broader policy of parking management. The City's new Downtown Parking Management Plan should support additional policies, but it is vague. Downtown should have

- No parking requirements in zoning,
- No bundling of parking costs into sales or rents,
- No new structured parking,
- No parking underneath that is part of a dwelling unit,
- No platform parking,

[6] NY Times, 12/22/12, Stross

- Parking open to all users for short periods,
- Management of spillover parking using fees,
- Leases for long term needs like resident parking,
- Redesign of inefficient surface parking on Main St. and in the Foothill-B-Main-A block, and
- More diagonal back in parking, starting with a trail and education on Main St.[7]

The City should test the market for unbundled parking in a phase one of development of the Main and C St. property. See Green Shutter Site discussion below for more details. MTC has good research at https://parkingpolicy.com/reduced-requirements/.

Any subsidy for parking, which includes zoning mandates, goes against sustainability and economic efficiency. Users should pay the life-cycle cost of the parking they use just like they pay for their cars. Such a policy would increase the cost of parking to users, reduce it for the public, reduce rents that now include parking, reduce car trips, increase transit use and walking, increase the amount of transit, and redevelop land now in parking for human use. All of this would significantly improve the urban economy and livability.

Unbundling does not increase the cost of parking; it simply splits one price into two, the rent for the unit and the rent for parking. Initially the two unbundled rents combined could equal the bundled rent. An apartment with parking at $1,600 per month could rent the unit for $1,450 per month and the parking for $150 per month. Then a low income family not owning a car and living close to a grocery store and buses could save $100 month or more. Furthermore, instead of a one size fits all rental system, a family needing more spaces could rent more, and one needing less, rent less.

Bundled parking is uneconomic and socially unjust. Those who want to walk and use transit are discriminated against by being forced to pay for something they don't need. The private economy cannot respond to demand for a more efficient life style. Unbundling supports a market-based transition to a more efficient, sustainable life style.

A common concern is that a renter could avoid the parking charge by parking on the street. If the street is under-parked, such use is efficient. If the parking crosses the 85 percent threshold, the parking can be charged based on willingness to pay and the proceeds used to improve the neighborhood, as discussed above.

Another concern is that an owner of an apartment complex would lose income from unrented surface parking spaces. Vacant spaces, however, reveal that the parking was not economically justified, and the owner should be able to build new units on the vacant land. Currently, bundling is preempting land needed for housing. Downtown living does not require a car; it has all the shopping and transit service people need, and carshare/rental would provide for mobility not met otherwise.

The City now requires bundling: that is, the City requires that developments have parking and that rentals include parking. The City should allow separate rental of building space from parking space. The City could help landlords understand that unbundling can be implemented gradually.

[7] walkBoston, Pedestrian Infrastructure, August 2015, p. 30, Reverse angle parking.

The City should require new construction to provide eco-passes on a per-bedroom basis to owners and renters, funded by a recorded Fixed Charge on the property tax or HOA fee. The City also could facilitate voluntary participation in eco-passes by existing property owners.

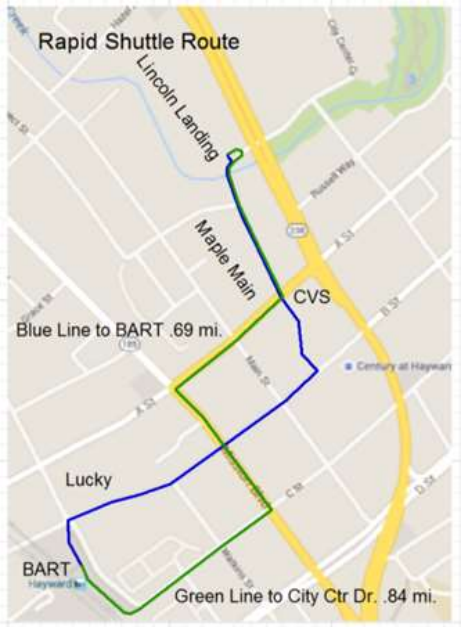
Parking Management means shared parking. Most parking is inefficiently restricted to single purpose use, like only for residents, only for BART riders, or only for one business. Shared parking allows different users regardless of purpose, making more efficient use of the space.

5. A Downtown Circulator

A downtown circulator cannot be implemented efficiently outside a contest of supporting policies of Sustainable Mobility and walking-oriented land use development. Sustainable Mobility consists also of reduced parking, lower cost surface parking located on the north side of the Lincoln Landing and Maple Main Apartments, a traffic pattern oriented away from downtown, unbundling at a rate that induces mode shift, management of spillover parking, carshare/rental and taxi/ehail with curb spaces provided and arrangements made, and taxi/ehail vouchers in exchange for not leasing a parking space. The vouchers would be limited, for example to trips, e.g., health.

To be efficient, a circulator must be fast, frequent, and free and have low capital and operating costs. To achieve these goals, a circulator needs to use rapid bus concepts:

- Dual mode diesel electric motor for torque, braking energy recovery, renewable fuel potential
- 30 foot bus for maneuverability in traffic
- No fare collection by driver; use proof of purchase and soft enforcement
- Low floor, high sidewalk stops with no step entry and guided docking
- Minimal dwell time
- Shortest possible distance
- Signal preemption and right lane bypass
- Needs road improvements and new signals
- Usually faster than driving



- Runs most of the day
- Free to most users using eco-pass
- Land-based financing
- Contract operator selected by RFP
- Financers of circulator manage it in consultation with riders and operator

A Downtown Circulator would shuttle between BART and a turn-around end-of-the-line stop at Lincoln Landing off City Center Dr. as shown in the picture. The route through the CVS/Bank of the West parking lot to B St. would serve B St. but A St. could also be used on the return to BART. A traffic light would be needed at Maple and A St. as well as two way traffic on A St. The route need to go close to Lucky outbound for shopping on the way home.

The proposed apartments have enough cash flow to support the initial circulator of one bus.

An initial system with one bus could maintain a headway of seven minutes based on a layover of one minute, a distance 1.53 miles, an average speed 15 mph, and a travel time 6 minutes.

The capital cost for one bus and right-of-way improvements, excluding Loop Reform, would be about $1.2 million. Capital costs could be funded by developers, a Community Facilities District, city parking revenues, and state funding from cap and trade. In 2015 the Cap-and-Trade Program committed $25 million each to the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program.

Like Union City and Emeryville, Hayward should own the system and manage it using an RFP, which allows cost-effective management and cost control. The operating cost would be about $60 per bus service hour. Initial operating funds should come from a share of the rents at the new projects. Some revenue could also come in part from a fixed charge on property in the downtown area. Initial capital could come from developers as a public works requirement to mitigate traffic impacts.

Additional points about rapid bus and AC Transit relevant for the circulator are discussed below under The CSU East Bay Hayward to Downtown Corridor.

Ridership should include downtown area residents, people coming downtown on other transit, and even those parking downtown.

6. Lincoln Landing and Maple Main Apartments, Centennial Hall

These three projects and other downtown redevelopment should have walking-oriented development. If rentals are proposed, units must be recorded as condominiums to allow conversion if market supports it.

Walking-oriented development

For a general summary, go to
https://www.dropbox.com/s/6krz5sa5a49j0j9/Walking_Oriented_Development.pdf?dl=0

Lincoln Landing

The Lincoln Landing proposal for the Mervyn's property is a large opportunity site. It has advantages of easy access from freeways via Foothill Blvd., shopping and employment across the street, proximity to downtown amenities like restaurants, shops, and movies, and closeness to BART. Dolinger's Lincoln Landing: 486 rental apartments, bundled; 1,064 parking spaces, 82,000 sq. ft. retail.

Major problems:

1. Unsustainability: huge increase in subsidized parking and auto traffic; suburbia crammed into a smaller space
2. Orientation to north on Foothill and freeways, taking residents out of Hayward
3. Extra costs for those wanting a sustainable lifestyle.
4. Massive buildings, street frontages dominated by garage doors, hostile to pedestrians

Major opportunities:

5. Orientation south to downtown, bringing residents into downtown

6. Riverwalk shopping and restaurants
7. Downtown circulator from BART to Foothill Center
8. Reduced parking, reduced traffic, same unit count
9. Unbundled parking, more sustainability
10. Alternative transportation: build for walking, circulator, car share/rental, taxi/e-hail.
11. Reduce building mass, no garage doors, friendly to pedestrians
12. Staging of development, initial surface parking on north, reduce risk

Orientation: The heart of the project, and the key to its image and identity as a special place, would be the south entrance area off City Center Dr. with a court, porte cochere, and atrium. From left to right: an entry lane to the parking structure, walkway to Riverwalk; porte cochere for circulator, taxis, and shared ride; a big entry atrium with apartments behind, café (semi-covered, landscaped, outside seating area with a floor about 2 or 3 feet above ground level, inside seating, counter for fast food service near high foot traffic), parking for carshare/rental parking, and apartments through to Foothill.

Riverwalk: have a controlled flow of water from San Lorenzo Creek Channel to create a more natural embankment and a landscaped walkway. Water flow would come through near ground level by edge of the channel, landscaped, with abutting walkway and businesses, from City Center to Hazel Ave, as a Riverwalk pedestrian-only walkway. Closed at night when businesses close.

Reduced parking: Surface parking only, only on north side of project, with approved conversion to building if not needed. Project could be up to 7 stories high with unbundling and circulator as per 5 above. Retain and use the existing parking structure, with an exclusive new walkway access for residents into the atrium and big building. Reserve upper level parking for resident use and lease spaces to residents. Use lower levels for access to commercial and the entry to the atrium building. No parking requirements; no new structured parking; no parking underneath integrated into a single unit.

Unbundling: parking charged based on willingness to pay, hourly rates open to all users for short periods and leases for residents. Unbundling requires parking management of nearby parking to prevent spillover and poaching. Design the parking so that market charges would be easy to pay and to adjust with changing demand.

Alternative transportation: The project would have car share, car rental, taxi vouchers, shared ride and guaranteed ride home integrated with the shuttle at the south court.

Building mass: Lower the building by two stories of parking levels creates a more human scale, allows entrances at street level, and a pedestrian friendly design. .

Phasing to reduce risk: Phase one on the south side with limited initial retail would test the market for affordability, unbundling, and alternative mobility. It would use existing parking in structure and north side for retail and residential parking. Successive phases would depend on the success of reduced demand for private surface parking on the north, which would be converted to housing based on lower demand for private on-site parking. Reduced demand for parking would also increase patronage for on-site the retail.

Marketing would include a special effort to reach those not wanting to park on site for environmental, life-style and economic reasons. They may park someplace else, use car share or car rental, or not have a car. The marketing could include a roundtrip BART ticket and pick up at the BART station, showing attractions along the way (library, post office, banks, cinema, eating places, hardware, antiques, book shop, CVS, Lucky), and a meal at a local eatery, so a BART user would see how it would work for them. Documentation would show savings relative to owning a car and overall travel time to jobs in Oakland and San Francisco.

Performance criteria would determine if an outstanding project could continue or would revert to an auto-based system.

Other: Build solar panels on the top floor of the parking structure as a roof for rain.

Foothill Blvd. would not have enough parking for supporting retail and the proposed parking lot off Foothill is just one more strip commercial car-oriented development like the Foothill Center across the street. Foothill Blvd. is too wide to have walking on both sides and easy crossing. The alternative is putting the retail on Riverwalk and use the existing structure and north side surface parking for parking in the first phases. Diametrically opposed to walking-oriented development.

City politics: Integral's proposal was denied by City Council, not a good way to treat developers. Any project requires greater clarity of policy as to what the City wants and an iterative process towards approval. Such a process has a discussion of the basic idea of the project, Council approval, low cost applications with sketches and outlines of a proposal, approval by the Council, and then a more detailed, expensive application.

Maple Main

The developers propose a five story parking structure surrounded by five story rental apartments, 20 percent affordable. The project has site sustainability but unsustainable mobility caused by subsidizing parking and is too large, and unnecessarily large, for the neighborhood it is in. A German bank is imposing the high parking requirements, something that would never be allowed in Germany itself. The parking structure 65 feet high for 501 cars with access from Main St. 332 spaces are for 235 rental units (16 studios, 80 one bed, 114 two bed, 25 three bedroom), with 60 units per net acre which is a walking density. 24 spaces are for retail and 145 spaces are for the Medical Office Building (MOB). Over one third of site is the parking structure: 182,820 SF of 492,720 SF = 37 percent, diametrically opposed to walking-oriented development. The retail and MOB could use parking by the existing MOB building and in an under-parking city-owned lot across Maple Court.

Maple Main is discussed in more detail in a PowerPoint file in a Dropbox at https://www.dropbox.com/s/3tj2kriyz2cqnxf/Maple%20Main.pptx?dl=0. Note: You need PowerPoint on your computer to make this work. The link uses PowerPoint to go directly to the presentation.

Lincoln Landing and Maple Main total 670 units. With about 2,000 people, unbundling, and other green mobility, the projects could finance capital and operating costs for a shuttle to BART.

Centennial Hall

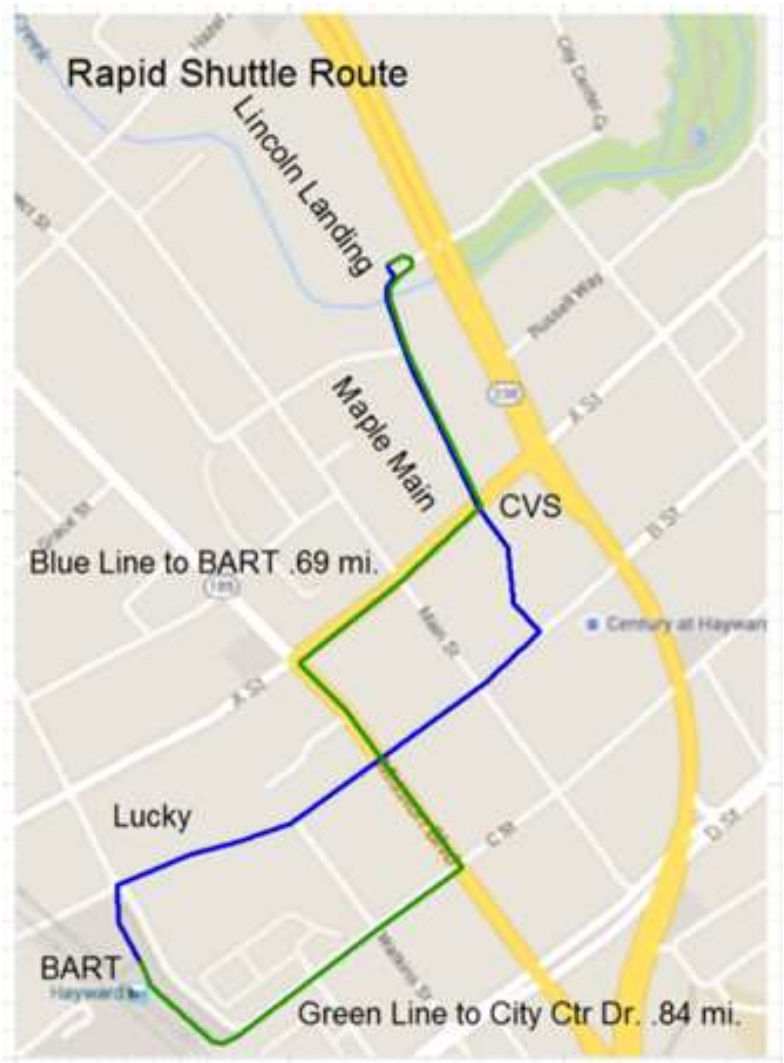
250 single family houses are proposed for this site next to a Safeway and retail center and is diametrically opposed to walking-oriented development. It is hard to imagine a worse blunder:

wiping out purchasing power and sustainability by downzoning an area that needs mid-density. This area already has high density next to it to the north and east.

Downtown Circulator

A downtown circulator is a major component of sustainable mobility. It should use the shortest possible route with the fastest possible speed and a headway most of the day of under 10 minutes. These goals can be achieved with one bus connecting BART to Lincoln Landing at City Center Drive, and going past Maple Main Apartments on Maple Court. These two big projects have the cash flow to pay for a bus and right-of-way improvements simply form savings on reduced structured parking.

The best initial route from BART seems to be up C St., left on Main St., right on A St., left on Maple Court to a turn-around loop at Lincoln Landing on City Center Dr. The best return route seems to be back on Maple Court, crossing A St. at a new signalized intersection straight across to a new busway through the parking lots in the middle of the block , right on B St., and left into BART. This route allows one bus to go every seven minutes. The route avoids the distance and slow turns of using Foothill Blvd.



The best route requires reforming the Loop, also needed for better circulation generally, to revive commerce on Loop streets, to reduce the width of the pedestrian crossings, and to have safety medians for pedestrians—all necessary to have pedestrians able to walk between downtown and Lincoln Landing and for the circulator to work on A St. The A St. remodel also would help the crossing from the senior center being built on the north side of A St. over to Lucky.

The capital cost for one bus and way improvements would be about $1.3 million, mainly for one high tech bus, traffic lights, and signal changing equipment. It would be funded in part by developers, but they should be able to seek reimbursement from other sources based on serving more than their residents. However, the cost could be only $4,100 per unit. Funding sources could be Community Facilities District revenues, city parking revenues, and fixed charges on the property tax (Community Benefit District), which could partially replace AC Transit's $96 per year property tax fee. This project would also score well for AHSC and TCAC funding.

Operating costs would come to some extent from rent and HOA fees. All residents would ride for free (eco-pass).

The operator would be managed though an RFP for cost-effective management and cost control, and run about $50 per bus revenue hour.

The planning should include all properties along the route with financial support as redevelopment occurs.

The Circulator is discussed in more detail in a PowerPoint file in a Dropbox at

Note: You need PowerPoint on your computer to make this work. The link uses PowerPoint to go directly to the presentation.

7. The BART Site

BART owns a major opportunity site, the vacant lot bounded by A St., BART and railroad tracks, Montgomery St., and B St. It is 2.18 acres. The Westin St. Francis Hotel on Union Square in San Francisco is on 1.77 acres, a smaller lot. OK, it boggles the mind to imagine a 14 story building with a 31 story building behind it in Hayward, but the fact remains: this property is plenty big enough for a **medium-sized hotel and convention center.** Most access should be by BART, not car. This is the ideal site for a hotel from a sustainability perspective. A special access could be built on the north side of the station, direct from the train into the building. This kind of transit-oriented growth would reduce auto dependency and increase walking downtown. The BART parcel should be held for this or a similar special purpose using BART access.

8. Downtown Hayward Community Benefit District (CBD)

It is clear that downtown property owners would have to pay more taxes. It is not clear what the money would be used for, specifically. The Methodist Church is facing a bill of $3,200 per year. It is cut off from downtown by Foothill. According to a church leader, the Boy Scouts no longer event try to cross Foothill because of the width and the number of youth trying to cross all at once.

There should be no CBD until the City has better information. The City needs to do a study of a series of steps discussed in this report. First would be a traffic study of reverting to a two-way system that optimizes parking on existing street width with diagonal parking and estimates the

time it takes to reach downtown destinations, not the time it takes to speed through downtown. Second would be a traffic study of walking oriented development with a downtown circulator for the three large sites on the north side of downtown; this study would estimate the decrease in car traffic and the increase in non-auto access to downtown. Third would be a study of using walking oriented development to other sites in the downtown area such as C and Main and B and Montgomery that would include a reasonable (not politically forced) amount of retail redevelopment. Fourth would be a study of the Beeline Bus to link downtown to the campus, estimating the increase in access from a bus bridge. Fifth would be an economic study of the increase in the downtown economy from each policy step listed above.

9. Greyhound Bus Station

There is a mysterious prefab structure inside a strange small building at the entrance to the Hayward BART Station from B St. There is a Greyhound sign involved. It all looks like some forgotten relic now devoid of function. The City could talk to the Greyhound people about some improvement where people could wait for a bus out of the weather, with glass walls to prevent misuse, with better signage and, well, just spiffier.

10. Rails to Trails

A "rail trail" would improve bicycle access to downtown and BART. The Union Pacific railroad right of way through Hayward, including sections next to Western Avenue and Whitman St. is much wider than it needs to be for rail use. It could easily become a trail for walking and bicycling that would bring people right to the BART station and downtown at B St. The trail would need a safety fence.

11. Study Hayward's Existing Smart Growth

Hayward is a regional leader in smart growth but has no information on how well it is performing, which could provide a basis for improved management and growth. Hayward has had substantial smart growth at Atherton Place, City Centre, City Walk, and more, but has no information on **how well they are performing**. Do the residents shop downtown? How much have they reduced car use and increased walk or transit? Is their on-site parking working as planned, or is there spillover parking and use of garages for other purposes? What do residents see as important for improving the neighborhood? How many are Section 8 rentals? Are there any social problems associated with the residents?

The City should require green housing downtown—energy efficient, PV and thermal solar, zero net, Energy Star lighting and appliances, energy management software controls, water conserving fixtures, and low water landscaping.

12. General Comment

I have lost confidence in the ability of the City to make good decisions on major issues. Three important City decisions push me in this direction: denying a public path to benefit my neighborhood, ignoring the value of the library building for alternative uses, and two over-sized projects downtown featuring huge amounts of subsidized, structured parking.

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www.bayviewvillage.us
http://www.bayviewvillage.us/database/resources/bayview_village_ebook.pdf

Discussion moved to Ideas for Downtown Surplus:
Do street cause traffic?, Traffic psychology; traffic modeling
Taxis
The Green Shutter Site
The Downtown Community Center
The CSU East Bay Hayward to Downtown Corridor

Item #17 LB 16-106

Opposition Letter to the Proposed Community Workforce Agreement

Associated Builders and Contractors, Inc.
Northern California Chapter

October 10, 2016

Barbara Halliday, Mayor
Hayward City Hall
777 B Street
Hayward, CA 94541

Re: 17 Oppose: Approval of Citywide Community Workforce Agreement

Dear Mayor Halliday:

Associated Builders and Contractors (ABC NorCal) Northern California Chapter is a construction trade association of nearly 500 members who perform commercial, industrial and public works construction. Many of our contractor members are located in Alameda County and have performed work for the City of Hayward. ABC NorCal also operates state and federally approved apprenticeship programs in several trades. We believe in increasing opportunities for all workers regardless of their affiliation and are training tomorrow's future skilled workforce.

Community Workforce Agreements (CWAs) create barriers for local, minority and women-owned construction employers and their employees from participating in building their community because they contain provisions that do not allow for the utilization of their own workforces.

Furthermore, studies show these types of agreements increase project costs and city costs – anywhere from 10-30% above prevailing wage because they restrict competition and $175,000 for a new position to administer the CWA. Open competition is healthy and increases quality. It levels the playing field and local money is invested into the community.

- Example: Alameda County Hall of Justice project delayed and over budget
  - Local business participation under PLA. 60% goal, 2.58% achievement
  - $111,966,000 contract is now $122,384,711
  - Change in substantial completion date by 61 calendar days from 2/15/17 – 4/17/17

And finally, CWAs exclude the men, women, and veterans who have chosen to enter into state approved, unilateral apprenticeship training programs in pursuit of a construction career from the opportunity to work and gain the invaluable on-the-job training experience that provides stability for them, their family and their community.

We recommend the following amendments to the proposed CWA. We believe these changes will remove barriers and provide a more inviting environment for veterans and small businesses in the City of Hayward – including minority and women-owned businesses – to bid public work in your city.

Apprentices: Remove the word "joint" in order to allow for apprentices from all state-approved apprenticeship programs to be eligible to work on City of Alameda projects.

Project Scope: Increase the threshold to $10M.

Union Recognition and Representation: Inclusion of language requiring the waiver of initiation dues for core workers who did not wish to join the union and request a waiver.

Referral: Employment of City Residents.

(a) In recognition of the City's mission to provide opportunities for City residents, the Unions and Contractors agree that, to the extent allowed by law, and as long as they possess the requisite skills and qualifications, residents of Hayward shall be first referred for Project Work, including journeyperson, apprentice, or other positions which may be established under a Schedule A and covered by the applicable prevailing wage for utilization on Project Work. In the event a Union exhausts individuals in its job referral system who are residents of the City, the Union shall next dispatch residents of Alameda County or **any Veteran with a verified DD 214 Form regardless of residence** prior to the dispatch of any other applicant. Only in the event the Union has no one in its job referral system who are residents of Hayward, Alameda County or a Veteran, may the Union refer for employment a worker who lives outside these geographic areas.

Core Employees: The City and Council recognize that Contractors who are not signatory to an applicable Schedule A must follow the dispatch procedures of the applicable Schedule A except as modified by this PLA. The Parties agree to allow the use of "core employees" by non-signatory Contractors under this PLA as provided for herein. Except for Contractors who are signatory to separate collective bargaining agreement(s) with a signatory Union,

(a) All Contractors, including subcontractors, may employ, as needed, **first a member of his core workforce, then an employee through a referral from the appropriate Union hiring hall or a veteran with a verified DD 214, then a second core employee, and a second employee through the referral system or a veteran with a verified DD 214, and so on until up to five (5) members of Contractor's core workforce are employed on Project Work. Once a maximum of five (5) core employees are employed, all further employees shall be employed pursuant to the dispatch provisions of this Article.** In laying off, the number of core employees shall not exceed one-half plus one of the workforce of a Contractor with ten (10) or fewer employees, assuming the remaining employees are qualified to undertake the work available.

Wages and Benefits: Any non-signatory Contractor/Employer employing a core worker shall compensate the core worker for benefits in excess of the basic hourly wage rate in accordance with the applicable prevailing wage determination established by the Department of Industrial Relations pursuant to the California Labor Code. Contractor/Employer may: (1) directly compensate the core worker, or (2) contribute to Contractor/Employer's benefit plans on behalf of the core worker, or (3) contribute to the Union's established employee benefit plans on behalf of the core worker.

Additional amendments for consideration:

- Inclusion of language from PCC 2500 permitting all qualified union and non-union subcontractors to bid on and be awarded work
- Add an alternate bid approach where the PLA provides the lowest bid, or an enhanced value or community benefit with a dollar value less than or equal to 2% of the lowest bid to be determined on the project.
- When you have three bidders or less on a project, rebid the project without a PLA.
- If the project comes in over the engineer's estimate, rebid the project without a PLA.
- Establish metrics for proper PLA compliance, accountability and transparency.

Unless amended to include the above provisions, we strongly and respectfully oppose the proposed Community Workforce Agreement for the City of Hayward. Please include this correspondence in your November 15, 2016 meeting agenda packet.

Sincerely,

Nicole Goehring
Government Affairs Director

CC: Council Member Sara Lamnin
Council Member Francisco Zermeno
Council Member Marvin Peixoto
Council Member Al Mendall
Council Member Elisa Márquez
Council Member Mark Salinas

Item #18 LB 16-105

Supplemental Information Regarding East Bay Community Energy

CITY OF
HAYWARD
HEART OF THE BAY

DATE: November 15, 2016

TO: Mayor and City Council

FROM: Director of Utilities & Environmental Services

SUBJECT

Item 18 – Supplemental Information Regarding East Bay Community Energy

As noted in the staff report, the City of Pleasanton hired ESA Community Development to complete a peer review of the County's Technical (Feasibility) Study for East Bay Community Energy (EBCE). ESA's memo (Attachment V to the staff report) questions some of the conclusions reached by MRW, the authors of the Technical Study.

Attached is a memo from MRW dated October 11, 2016. While acknowledging some aspects of the ESA's analysis and comments, the memo asserts that the risks associated with rates and competitiveness with PG&E were adequately addressed in the Technical Study. The memo also notes that a detailed bill analysis was not part of the scope of work and was not necessary to determine the feasibility of EBCE. The response memo further notes that Marin Clean Energy did not experience significant opt-outs during periods when rates were higher than PG&E's.

Prepared by: Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Utilities and Environmental Services

Approved by:

Kelly McAdoo, City Manager

ATTACHMENTS

Attachment I Memo from Mark Fulmer dated October 11, 2016

MRW & ASSOCIATES

MEMORANDUM

To: Bruce Jensen
Alameda County Planning Department

From: Mark Fulmer

Subject: **Response to Pleasanton Peer Review**

Date: October 11, 2016

Per your request, I have reviewed the June 13, 2016 Memorandum prepared by Jeff Caton of ESA Community Development entitled, "Review of the *Draft Technical Study for a Community Choice Aggregation Program in Alameda County* (Feasibility Study). Overall, most of Mr. Caton's suggestions and recommendations are worth consideration by the Joint Power Authority (JPA) or CCA management (if the CCA moves forward), but none require revision or expansion of the final Feasibility Study.

In the remainder of this memo, I respond to Mr. Caton's Findings and Recommendations in the same framework in which he presents them.

Findings

Risk assessment: Mr. Caton suggests that the Feasibility Study should have explored lower PG&E rates, higher renewable prices and costs and greater PCIA risk. While I agree that these are key variables, between the internally-consistent assumption sets used to forecast all three of these variables and the sensitivity cases, I believe that the Feasibility Study is sufficiently robust. With respect to some specific comments, I first note that while PG&E is larger, any "economies of scale of purchasing" are not pronounced. Most of PG&E's forecasted generation costs are for projects that are in operation and/or under contact and whose costs are known. Thus, even if PG&E can get better deals on wholesale power, the impact would be marginal. Second, the assumed CCA renewable costs are consistent with published sources for contracts of similar sized agencies. Third, we modeled the PCIA from the bottoms-up so as to be consistent with the other elements of the forecast. While the PCIA will likely be more volatile than our forecast (which is accounted for in the sensitivity runs), given how it is calculated, past values and simple extrapolation do not provide meaningful insight into future PCIA trends.

Loads and forecasts: Mr. Caton found that the forecasted load might be on the low side, particularly if there is rapid increase in electrified transportation. If the Alameda CCA comes to fruition, CCA management should monitor transportation electrification trends and account for it in their ongoing procurement and business plans.

Power Supply and Rate Forecasting. First, Mr. Caton notes that Feasibility Study did not include a rates and bills analysis. I believe that the scope of work was correct in omitting this analysis, as it would be too detailed for a

feasibility study. Second, Mr. Caton discussed the three scenarios,[1] recommending that additional sensitivity analysis be conducted with respect to lower PG&E generation rates, higher renewable prices, higher PCIA charges, and hydro variability. Between the four scenarios analyzed, which were requested and specified by the Steering Committee, and the explicit sensitivity modeling conducted around PG&E rates, renewable prices, and PCIA, I believe that additional sensitivity runs are not needed. In addition, while Mr. Caton's observations that hydro output (and prices) could be volatile is true, the Feasibility Study concentrated on long-run averages rather than year-to-year detail. The Feasibility Study notes that even though a scenario shows CCA costs below PG&E's rates on average, there will likely be isolated years (such as during droughts) when this is not the case, and that the CCA management must be prepared for such occasions by (for example) maintain a cash reserve.

Alignment of the CCA with the City's Energy and Climate Goals. No comments.

Recommendations

Mr. Caton makes a number of recommendations for further study. In general, I concur with his recommendations and suggest that they be integrated into the CCA's procurement, implementation, and/or business plans.

Benchmark against other CCAs. I concur that it is wise to learn from, and collaborate with, other CCAs. Such action should be considered by the JPA when formed.

Rate Design Strategy. Mr. Caton notes that that well-designed rates are important for the success of the Alameda CCA. This is true. I note that in the Feasibility Study, we implicitly assume that the rates charged by the CCA would mirror PG&E's generation rates but for an equal percentage decrement. Details beyond that should be included in any implementation and/or business plan(s).

Assess Value and Risks of Hydro. Mr. Caton notes that there are certain risks associated with the acquisition of hydropower. There are risks, of course, with any particular generation resource, including hydropower. I concur that it is a good idea to address them when the CCA's procurement plan is developed. Still, I believe that the higher-level price sensitivity analyses conducted in the Feasibility Study is sufficiently robust to encompass hydropower price risk.

Opt-out/retention. Mr. Caton accurately notes that opt-out and retention can be impacted by CCA Rates relative to those of PG&E: if prices are higher than PG&E's, then greater opt-out could be expected. While this is of course reasonable, I note that there wasn't wholesale opt-out in MCE territory during periods that MCE's prices were greater than PG&E. My point being, that with an opt-out structure (rather than opt-in), it would take more than an isolated period of higher prices to markedly decrease the CCA participation. In addition, CCA rates that exceed PG&E's rates is a cost-management issue, which as noted in the Feasibility Study can be dealt with using good customer communications, a rate reserve fund, and sound procurement practices.

One point of clarification: The Feasibility Study assumes that current direct access (DA) customers remain on DA service. None are assumed to take power from the CCA.

Overall, most of Mr. Caton's recommendations valuable and are worth consideration by CCA management (if the CCA moves forward), but none require revision or expansion of the final Feasibility Study.

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[1] As he was reviewing a Draft Feasibility Study that did not include the Scenario 4 Addendum, he did not comment upon Scenario 4.

PUBLIC COMMENTS

Eloisa G. Correa

Hayward, Ca., Noviembre 15 de 2016.

Al Concilio Ciudadano:

Por medio del presente documento quiero expresarles a ustedes, mi ENOJO Y FRUSTRACION al aumento desmedido en la renta. Y pedirles que nos ayuden a hacer de Hayward una ciudad que tenga CONTROL DE RENTA, y así PARAR a los manejadores o dueños inhumanos que nos AUMENTAN la RENTA sin ninguna consideración. No toman en cuenta los años que tenemos viviendo en la vivienda; Ni el sueldo monetario que recibimos; Ni tampoco les importa si tenemos menores de edad viviendo con nosotros y mucho menos si somos personas mayores de edad. Nos hemos vuelto ciudadanos "bien acomodados", tenemos que acomodarnos unos en los cuartos y otros en la sala.

Por favor ayúdennos a tener CONTROL DE RENTA, YA BASTA!, Basta de tanto abuso de parte de los manejadores o dueños de las propiedades en las que vivimos, las cuales muchas veces ni reparan lo que uno les está pidiendo que reparen y, si nos atrevemos a reclamar algún reparo o compostura en la propiedad, ellos se ensañan con nosotros subiéndonos la renta y, si nos atrevemos a poner una queja en la ciudad para que hagan una inspección, ellos se ENFURECEN y nos suben más de lo debido la renta.

Por favor hagamos de Hayward una ciudad con CONTROL DE RENTA!!

Gracias.

Atentamente,

Eloisa G. Correa

Apartamento no # 3			
1997 marzo 19		$775.00	
2001 febrero 1	$175.00	$950.00	
Apartamento no. 1			
2005 febrero 1		$1,000.00	
2007 Julio 1	$25.00	$1,025.00	
2009 julio 1	$30.00	$1,055.00	
Comenzo mas la pesadilla			
2011 septiembre 1	$50.00	$1,105.00	
2013 febrero 1	$75.00	$1,180.00	
2014 febrero 1	$270.00	$1,450.00	
2014 septeimbre 1	$75.00	$1,525.00	por un estacionamiento Viejo
2015 septiembre 1	$150.00	$1,675.00	
2016 diciembre 1	$100.00	$1,775.00	

EDIFICIO CONSTRUIDO ALREDEDOR DE 1969 O ANTES.

Hayward, Ca., November 15, 2016

To the City Council,

By means of this document I want to express to you, my ANGER and FRUSTRATION to the excessive increase in rent. And to ask you to help us make Hayward a city that has RENT CONTROL, and so STOP the inhuman managers or owners that have INCREASED our RENT without any consideration. They do not take into account the years that we have lived in these houses; nor the paychecks that we receive; nor do they care if you have minors living with us, much less if we are of legal age. We have had to become "well-accommodating citizens", we have had to accommodate more people in our rooms and also in our living rooms.

Please help us have RENT CONTROL, ENOUGH ALREADY! Enough of so much abuse on the part of the managers and owners of the properties where we live, those which many times have not made repairs when we ask for repairs, and if we dare to object or complain about the property they become angry with us and raise our rent, and if we dare to make a complaint to the city in order to have an inspection, they become infuriated and ask for more rent than what was due.

Please make Hayward a city with RENT CONTROL!!

Thank you.

Sincerely,

Eloisa G. Correa

Apartment No. 3

	Increase from last month	Rent
1997 March 19		$775.00
2001 February 1	$175.00	$950.00

Apartment No. 1

	Increase from last month	Rent
2005 February 1		$1,000.00
2007 July 1	$25.00	$1,025.00
2009 July 1	$20.00	$1,055.00

The nightmare started...

	Increase from last month	Rent
2011 September 1	$50.00	$1,105.00
2013 February 1	$75.00	$1,180.00
2014 February 1	$270.00	$1,450.00
2014 September 1	$75.00	$1,525.00
2015 September 1	$150.00	$1,675.00
2016 December 1	$100.00	$1,775.00

BUILDING CONSTRUCTED AROUND 1969 OR BEFORE

PUBLIC COMMENTS

Renee Rettig

$1 $1 $1 $1 $1 $1 $1 $1 $2 $2

$2 $2 $2 $2 $5 $5 $5 $5 $5 $5

Player's Information

_____

Name

_____

Phone Number

_____

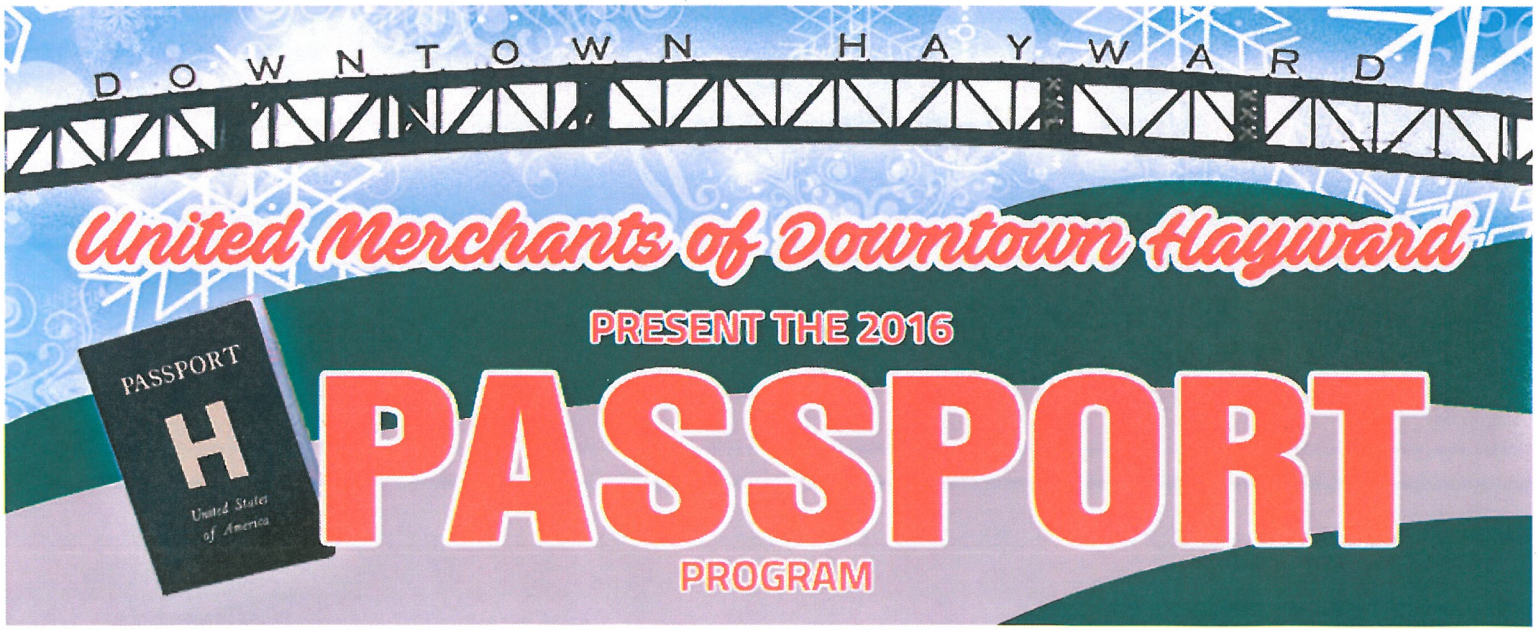
Email

$10 $5 $5 $10

$10 $10

How To Play

- Pick up a passport, starting November 14th, at any of our participating merchants.
- From Friday, November 25th to 5pm Saturday, December 3rd, make a purchase of any amount at a participating merchant, and have your passport stamped with its dollar value.
- Visit as many participating merchants as needed, to reach a total of $100.00, to complete your passport.
- Fill in your contact information, and turn in to a participating merchant during the eight days of the game.
- Repeat as necessary!!!
- Four winners will receive a $25 gift certificate each! Third Prize winner will receive four gift certificates from participating merchants! Second Prize will receive six gift certificates!! First Prize will receive TEN gift certificates!!!
- Winners will be drawn at random on Monday, December 5th, at high noon, at Eko Coffee Bar & Tea House. Attend if you can; winners not present will be contacted immediately thereafter. Thanks for playing!
- Visit getngive.deals for more downtown offers this holiday season.



1	2525 Vintage & Modern	22600 Foothill Blvd	733-6396
2	Acqua e Farina	22622 Main Street	888-1568
3	Atomic Living	22606 Foothill Blvd	728-2111
4	The Book Shop	1007 B Street	538-3943
5	Brews & Brats	1061 B Street	733-2739
6	Charlotte's	1049 B Street	461-4448
7	The Cobblers	22443 Foothill Blvd	582-7761
8	Doc's Wine Shop	22570 Foothill Blvd	733-9463
9	Eko Coffee Bar & Tea House	1075 B Street	247-8806
10	The Golden Tea Garden	22630 Main Street	538-4832
11	Hayward Ace Hardware	808 B Street	581-5010
12	High Score Arcades	1051 B Street	(609) 468-3083
13	Joe's Honey	Saturday Farmers' Market	9 am -1 pm
14	Kraski's Nutrition	22475 Foothill Blvd	581-2608
15	Los Compadres	944 C Street	582-1937
16	Lucky Dog Hot Sauce	Saturday Farmers' Market	9 am -1 pm
17	Minuteman Press	22523 2nd Street	581-8113
18	Music Depot	944 B Street	278-9695
19	Siam Palace	22545 Foothill Blvd	581-6706
20	Sivan's Cafe	766 A Street	538-5911
21	Snappy's Cafe	978 A Street	886-8500
22	Valley Antiques	828 B Street	247-3391
23	Vintage Alley	1037 B Street	537-6105
24	Wakamatsu	22724 Foothill Blvd	886-6972
25	Yuki Hana Sushi	920 C Street	889-8432

November 25th to December 3rd, 2016

#PassportToHayward • Visit getngive.deals for more local shopping deals!

PUBLIC COMMENTS

Kim Hugget

DOWNTOWN HAYWARD

LIGHT UP the Season!

Tree Lighting · Family Fun
Ice Skating & Entertainment

Saturday
December 3, 2016
3:30 - 6:30pm

Join the fun!
on B Street
& Watkins Street
Look For Other Downtown Holiday Activities

BRING A NEW UNWRAPPED TOY FOR THE TOYS FOR KIDS DRIVE SPONSORED BY THE HAYWARD FIRE DEPARTMENT AND RECEIVE A RAFFLE TICKET TO WIN A FAMILY FUN BASKET!

Brought to you by:

St. Rose HOSPITAL
HAYWARD
HAYWARD CHAMBER of COMMERCE
Made in Hayward
DBIA Downtown Business Improvement Area

PUBLIC COMMENTS

Al Parso

5th Annual SantaCon Hayward!

Saturday December 3, 2016 • 5:00 p.m. til ??

www.SantaConHayward.com

Santa Stops

5:00 - Eko Coffee Bar
1075 "B" St.

6:00 - World Famous Turf Club
22519 Main St.

7:00 - Metro Taquero and Brews & Brats
1063 and 1061 "B" St

8:00 - The Hayward Ranch
22877 Mission Blvd

9:00 - The Bistro
1001 "B" Street

10:00 - World Famous Turf Club
22519 Main St.

How it works:
Dress Like Santa or Ms. Santa.
Show Up and Have FUN!

HAYWARD ANIMAL SHELTER

Prizes! Enter Santa / Ms. Santa Suit Contests at Each Venue!

A Benefit for the Hayward Animal Shelter
Supported by:

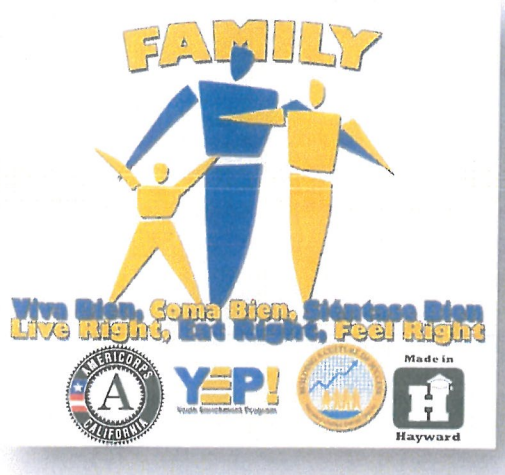
Mayor Barbara Halliday/Richard Imsdahl

Bill & Charlene May

Anna May & Greg Jones

PUBLIC COMMENTS

Debra Israel



NOW RECRUITING AmeriCorps Members

→ $650.00 a Month Living Stipend

→ $2,887.50 Education Award

→ 144 hours of professional development and training

→ Help make a healthy change in the Hayward community by providing after-school physical fitness and nutrition classes to students in grades K-6.

- Must have high school diploma or GED
- Must be available Monday - Friday from 2:00 - 6:00 and Friday Morning form 9:00 - 12:00

QUESTIONS?
PLEASE CALL
510-723-3857 EXT. 34192
Or 510-935-1092
Email:
tromano-pugh@husd.us

HOW DO I APPLY?
Print an application at:
www.husd.us/AmeriCorps
Or pick up and drop off applications at
Parent Resource Center HUB—Rm. 15
24823 Soto Road, Hayward CA 94544

INFORMATION NIGHTS: ATTEND ONE! 5:30PM-6:30PM

10/18/16—Room 14, 10/20/16—Room 25, 10/25/16—Room 14, 10/27/16—Room 25

Location: 24823 Soto Road, Hayward CA 94544

CaliforniaVolunteers

Administered by CaliforniaVolunteers and sponsored by the Corporation for National and Community Service