

**CITY COUNCIL  
MEETING**

**OCTOBER 18, 2022**

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# **AGENDA**

## **QUESTIONS AND ANSWERS**

**AGENDA QUESTIONS & ANSWERS**

**MEETING DATE: October 18, 2022**

**Item #5 [PH 22-054](#)**

Allocation of Local Housing Trust Funds: (1) Adopt a Resolution Approving Allocation of the California State Department of Housing and Community Development Local Housing Trust Fund Grant Award to Mission Paradise in the Amount of \$1,150,000; and Authorizing the City Manager to Negotiate and Execute Loan Documents Between the City of Hayward and EAH, Inc. in an Amount Not-to-Exceed \$1,150,000 for the Development of Mission Paradise; and (2) Adopt a Resolution Approving Allocation of the California State Department of Housing and Community Development Local Housing Trust Fund Grant Award to Parcel Group 8 Affordable Housing in the Amount of \$2,645,161; and Authorizing the City Manager to Negotiate and Execute Loan Documents Between the City of Hayward and Resources for Community Development in an Amount Not-to-Exceed \$2,645,161 for the Development of Parcel Group 8 Affordable Housing RECOMMENDATION

1. Will these units add to numbers in the RHNA table or are they already included?
2. Explain the source of the \$181 million in city funds mentioned at the end of page 5 in the staff report.
3. Why is the transfer of funds to the developers called a loan agreement?

1. The units are already included the RHNA table.
2. There appears to be a typo in the sentence that references the \$181 million. The sentence should have read, "In total, these two projects will leverage approximately \$181 million investment of funds in the City of Hayward." This figure represents the non-city resources invested by the developer.
3. The City lends the affordable housing funds to developers so we can recapture the funds through cash flow payments or through refinance and then lend the money again on future projects. We don't recapture all of the dollars from every project but are able to get repayment of some funds.

**ITEM #1 CONS 22-558  
AGREEMENT WITH STAPLES  
CONSTRUCTION &**

**ITEM #2 CONS 22-561  
AGREEMENT WITH NEWTON  
CONSTRUCTION**



**DATE:** October 18, 2022

**TO:** Mayor and City Council

**FROM:** City Manager Kelly McAdoo

**SUBJECT:** Agenda Items 1 and 2 Pulled from Consent Calendar: CONS 22-558 and CONS 22-561

Due to a few questions and amendments that need to be included and addressed in the staff reports, both these items will be continued to the next Council Meeting on 10/25.

A handwritten signature in black ink, appearing to read "Kelly McAdoo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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Kelly McAdoo, City Manager

**ITEM #4 WS 22-033**  
**DENSITY BONUS UPDATE**

**From:** [Glenn Kirby](#)  
**To:** [Miriam Lens](#); [List-Mayor-Council](#)  
**Subject:** Comments on Item 4: Density Bonus Update  
**Date:** Tuesday, October 18, 2022 2:59:40 PM

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City Council Meeting October 18, 1022

Comments on Item 4: Density Bonus Update

In reviewing staff's recommendations for approval on this item, I agree with all, except one which would "require affordable units to be provided on-site." (Attachment III) The staff has recommended that the Council postpone adopting this recommendation until a study is completed in 2023. If you follow staff's recommendation Council members are basically adopting the status quo from the last 8 years only with more carrots to incentivize developers to build inclusionary affordable housing.

How have incentives worked in the past? Although Hayward is noted as a leader in inclusionary housing in this area (per Last Council presentation on Housing Element), the Council needs to know the answers to the following questions to evaluate the merit of this position:

Over the last 8 years,

- a. <!--[endif]-->What is the percentage and number of units of inclusionary affordable housing built or approved in Hayward?
- b. <!--[endif]-->Over this time period how many affordable inclusionary owner-occupied units (Not rental) have been built or approved in the following income categories, very low/low/ moderate? How many affordable inclusionary rental units?

The Council should require NOW that developers build affordable inclusionary on-site housing. Staff can still do their study and determine if the results are aligned with changing the code this year. While developers may or may not respond to the wonderful array of incentives, Council is leaving that decision to the developer. Developers have traditionally rejected choices which involve neighborhood opposition. The Council needs to accept responsibility, make this change, respond to the Housing Crisis, and actively repair the damage done by historic systemic racism.

Please direct staff to restore the recommendation to require affordable housing units to be provided on-site.

Ro Aguilar

Hayward resident

October 18, 2022



Hon. Barbara Halliday and City Council  
City of Hayward  
777 B Street  
Hayward, CA 94541

**Re: Public Comment for October 18, 2022 Work Session Item WS 22-033: City of Hayward Density Bonus Ordinance Update**

Dear Mayor Halliday and Hayward City Council,

AC Transit has reviewed City staff's proposed adjustments to its Density Bonus Ordinance and applauds the City's proposed approach and process used to arrive at the new rules. We believe increasing density and supporting the construction of affordable and senior housing will not only make the Bay Area a better place to live but also lead to a virtuous cycle with more people using public transit for their daily needs.

In the spirit of strengthening the link between land use and mobility, AC Transit recommends the City require any developers who receive any of the density bonuses or incentives to participate in the AC Transit EasyPass program. This institutional pass program for schools, employers, and residential communities provides annual AC Transit passes – good on any AC Transit bus, system-wide – at significant discount. Requiring those who qualify for the density bonus to participate in the program will allow all residents in those developments the freedom to leave their car behind, reduce traffic congestion and emissions, and limit demand for parking in those developments. It also makes these new developments more accessible and welcoming for those who don't own cars.

Linking EasyPass participation to increased density and affordable housing makes for good policy that will reduce Vehicle Miles Traveled (VMT) in the City and facilitate a more equitable, car-free lifestyle for its residents. We hope Hayward serves as a model for how to link increased density with transit mobility for a more livable environment.

Sincerely,

A handwritten signature in black ink that reads "Robert del Rosario".

Robert del Rosario  
Director, Service Development & Planning  
AC Transit