

**CITY COUNCIL MEETING
TUESDAY, FEBRUARY 28, 2017**

PRESENTATIONS

Item #2 WS 17-008

**Mission Boulevard Corridor Improvements
Phase 2 and 3 Project Update**



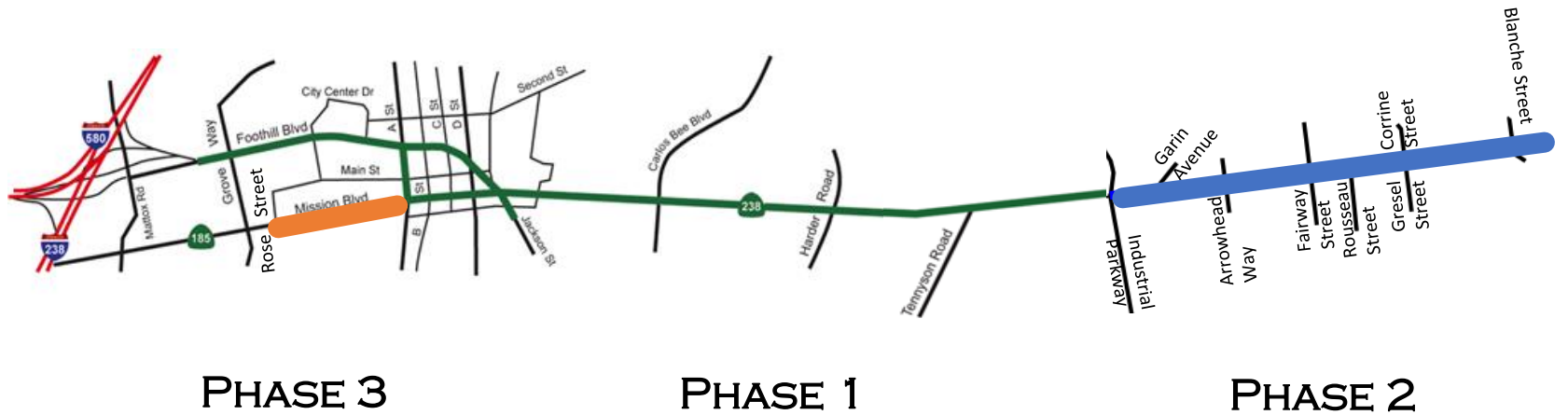
Mission Boulevard Corridor Improvements Phase 2 and 3 Update

Presentation
February 28, 2017

Morad Fakhrai, Director of Public Works



MISSION BOULEVARD CORRIDOR





EXISTING CONDITIONS



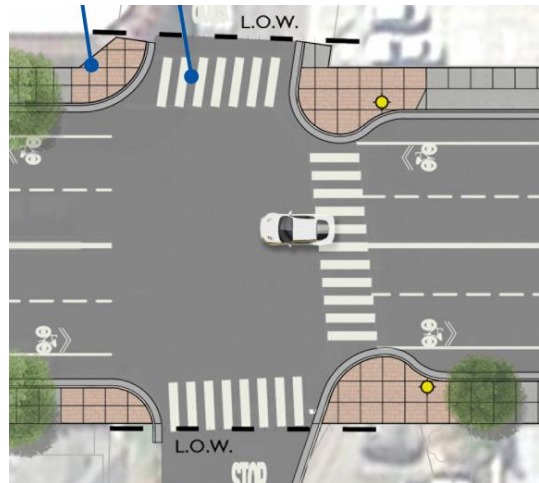
Mission Boulevard Corridor Phase 2 and 3
February 28, 2017



PROJECT FEATURES FOR PEDESTRIANS



NEW SIDEWALK,
CURB RAMPS



SHORTER CROSSING
DISTANCE



PEDESTRIAN
SCALE
LIGHTING



PROJECT FEATURES FOR BICYCLISTS



SMOOTHER PAVEMENT &
BIKE LANE



SHARED
BIKE/VEHICLE LANE



SIGNS



BROKEN GREEN BIKE LANE



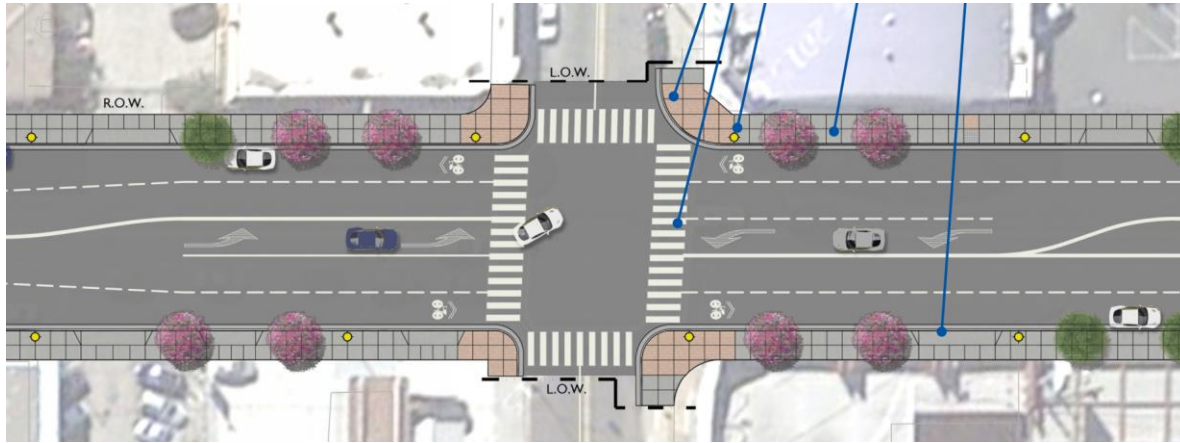
PROJECT FEATURES FOR TRANSIT



- BUS SHELTERS
- BETTER LIGHTING
- NEAR SIDE TO FAR SIDE BUS STOPS



PROJECT FEATURES FOR MOTORISTS



- IMPROVED PAVEMENT
- NEW LEFT TURN POCKETS AT SUNSET BLVD
- LONGER LEFT TURN POCKET STORAGE
- TRAFFIC SIGNAL IMPROVEMENT



OTHER DESIGN PROJECT FEATURES



UNDERGROUND OVERHEAD UTILITIES

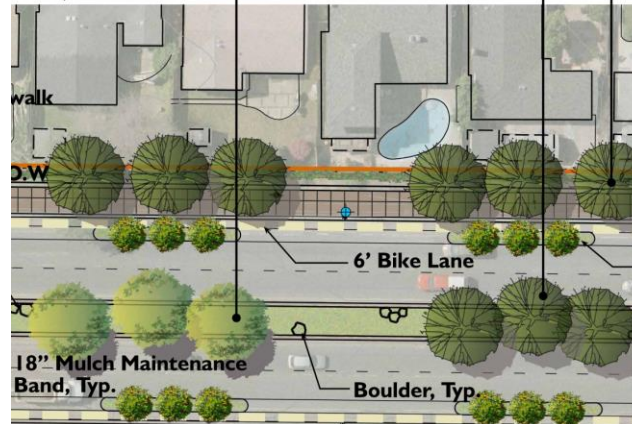
MEDIAN TREE



Quercus lobata
Valley Oak



Quercus agrifolia
Coast Live Oak



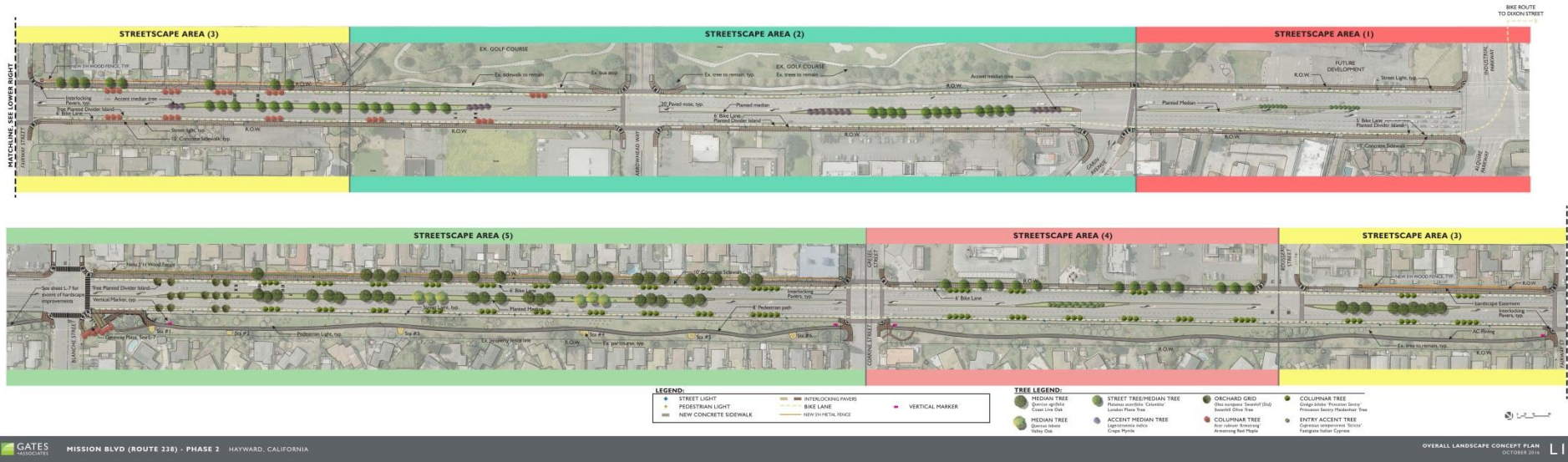
LANDSCAPE



NEW FENCING

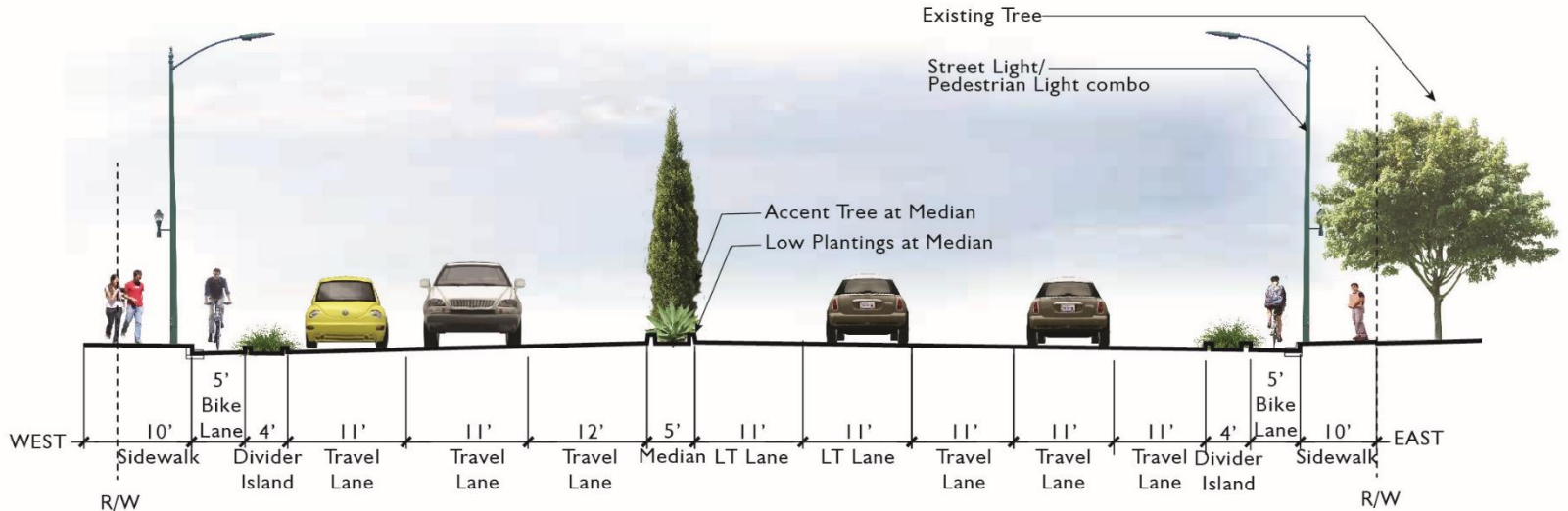


PHASE 2 OVERALL PLANS





INDUSTRIAL PKWY TO GARIN AVE

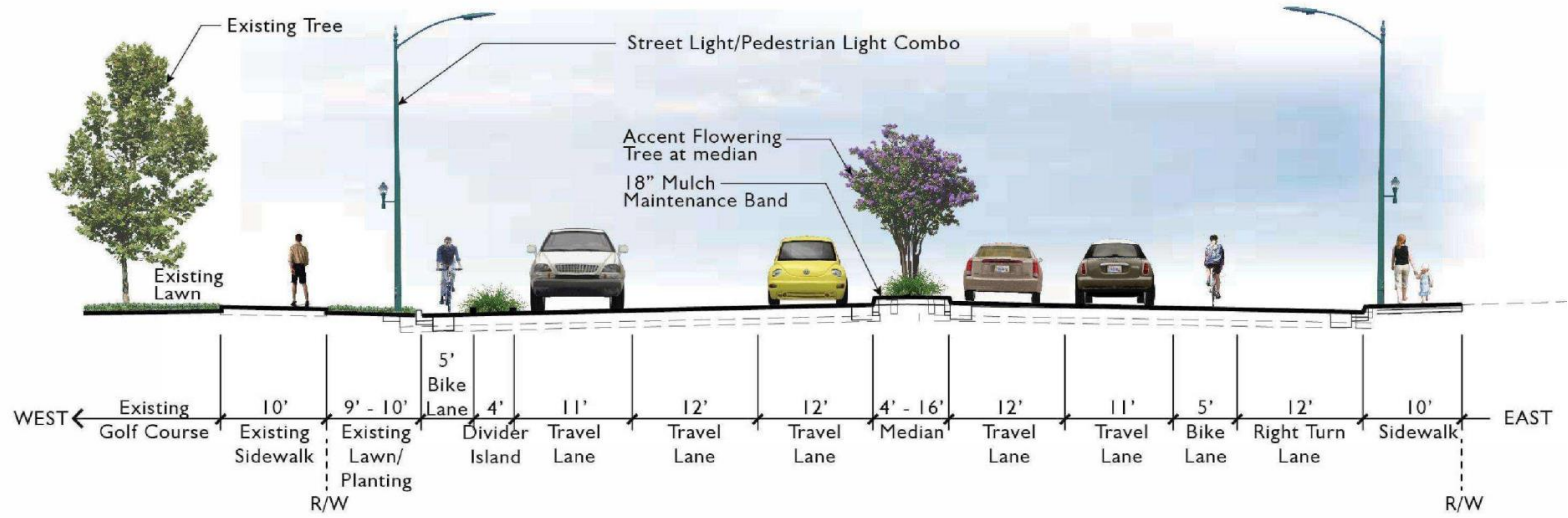


Mission Boulevard Corridor Phase 2 and 3

February 28, 2017



GARIN AVE TO ARROWHEAD WAY

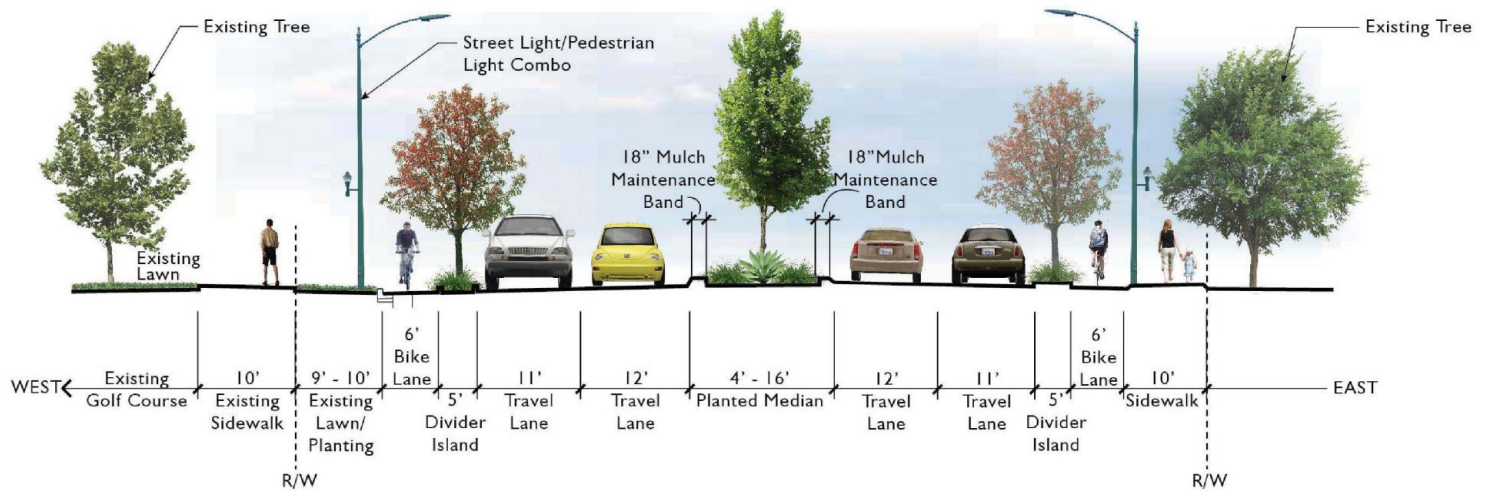


Mission Boulevard Corridor Phase 2 and 3

February 28, 2017



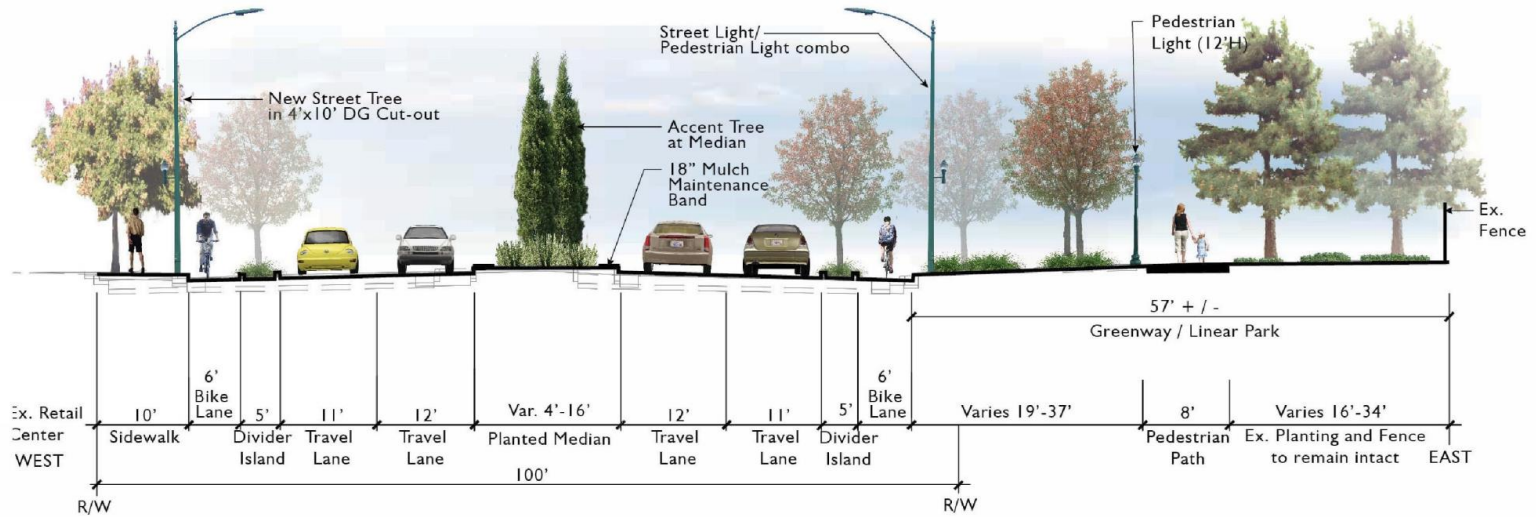
ARROWHEAD WAY TO FAIRWAY STREET



Mission Boulevard Corridor Phase 2 and 3
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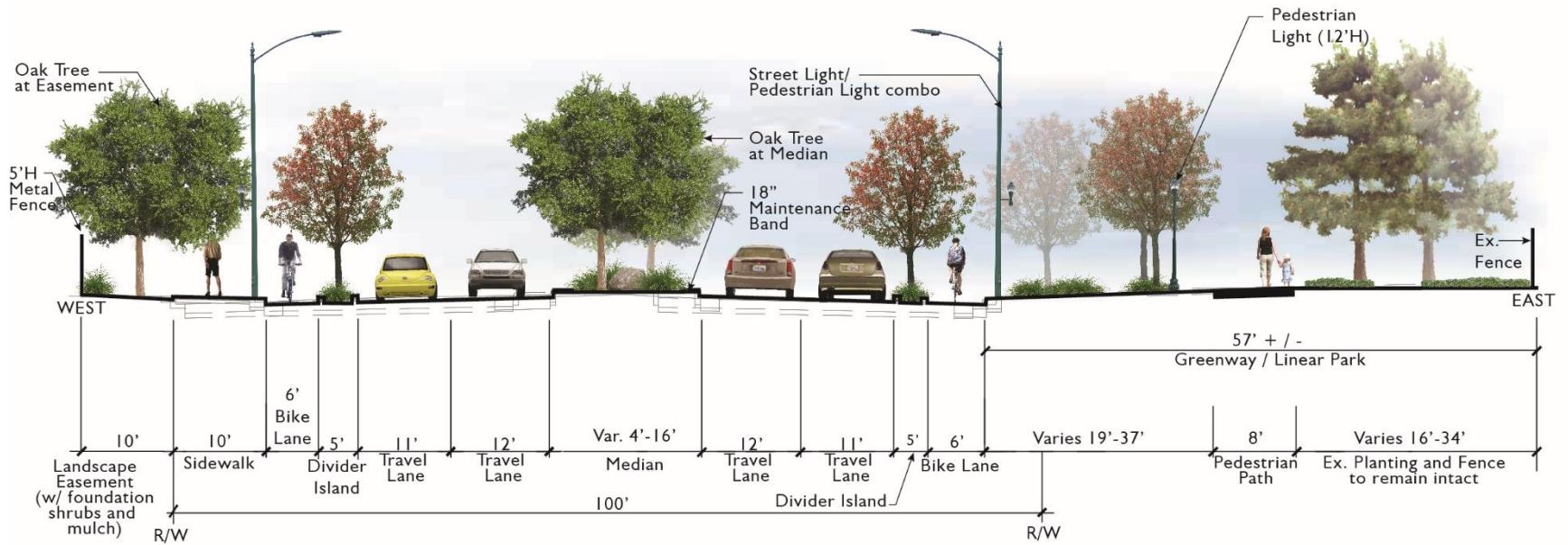


FAIRWAY STREET TO GRESEL STREET



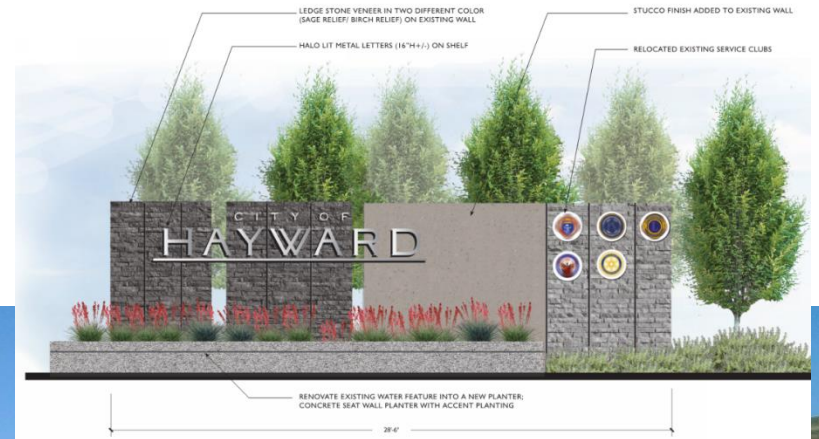


GRESEL STREET TO BLANCHE STREET





GATEWAY MONUMENT PHOTOSIMULATION

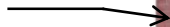


Mission Boulevard Corridor Phase 2 and 3
February 28, 2017

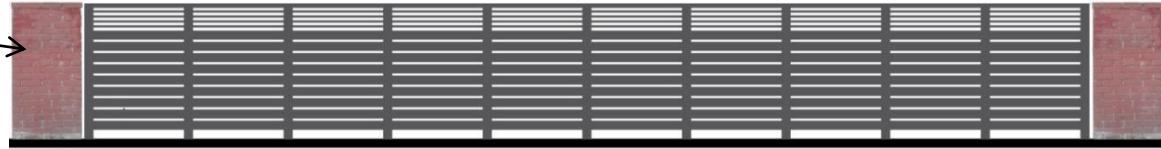


NEW 5' HIGH METAL FENCE

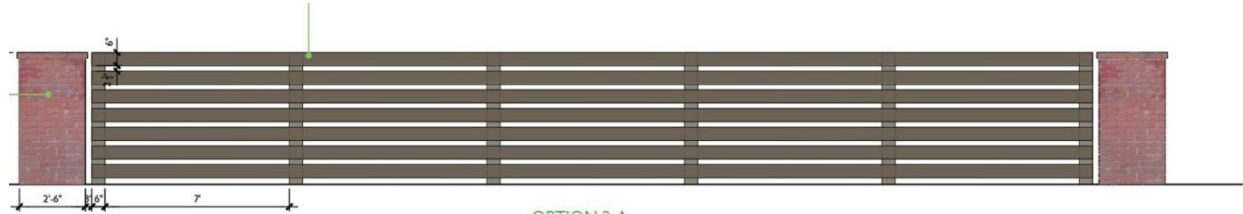
Existing brick to remain



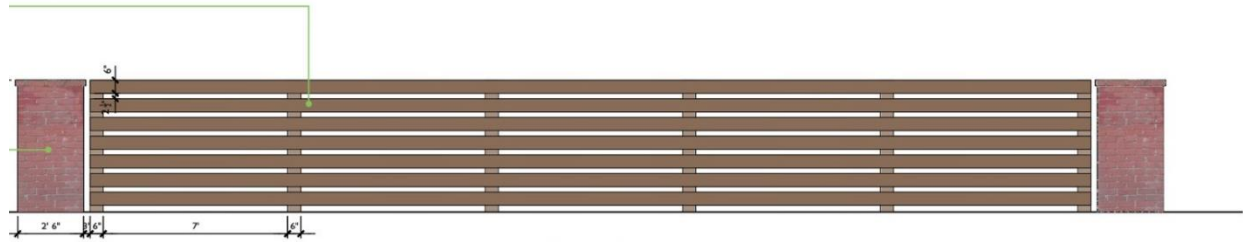
FENCE OPTION (1)



FENCE OPTION (2)



OPTION 2-A



OPTION 2-B



OPTION 2-C



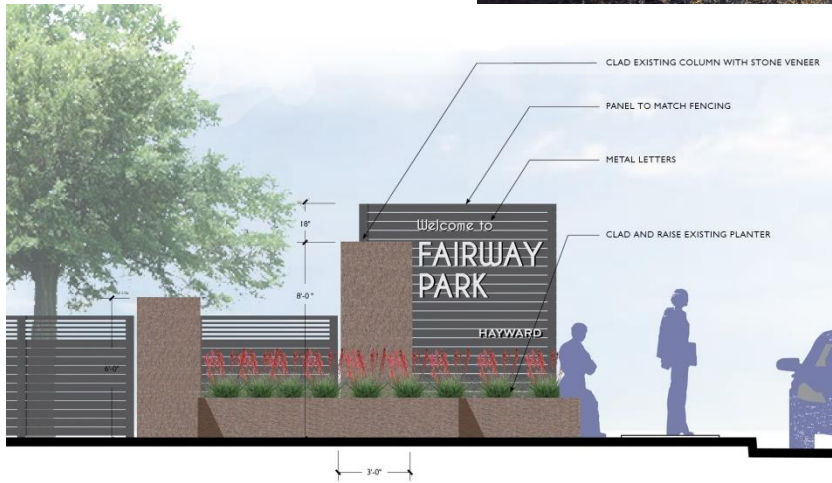
EXISTING GATES



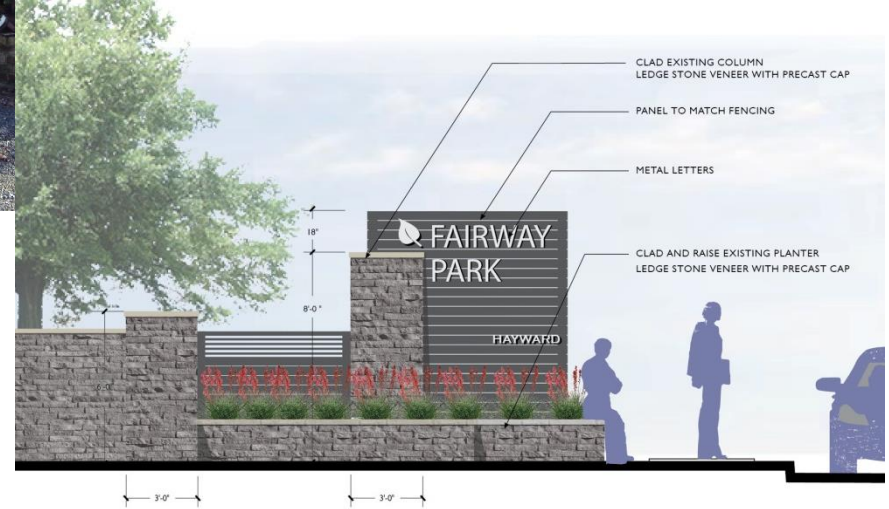
Mission Boulevard Corridor Phase 2 and 3
February 28, 2017



FAIRWAY PARK SIGN OPTIONS



Option 1



Option 2



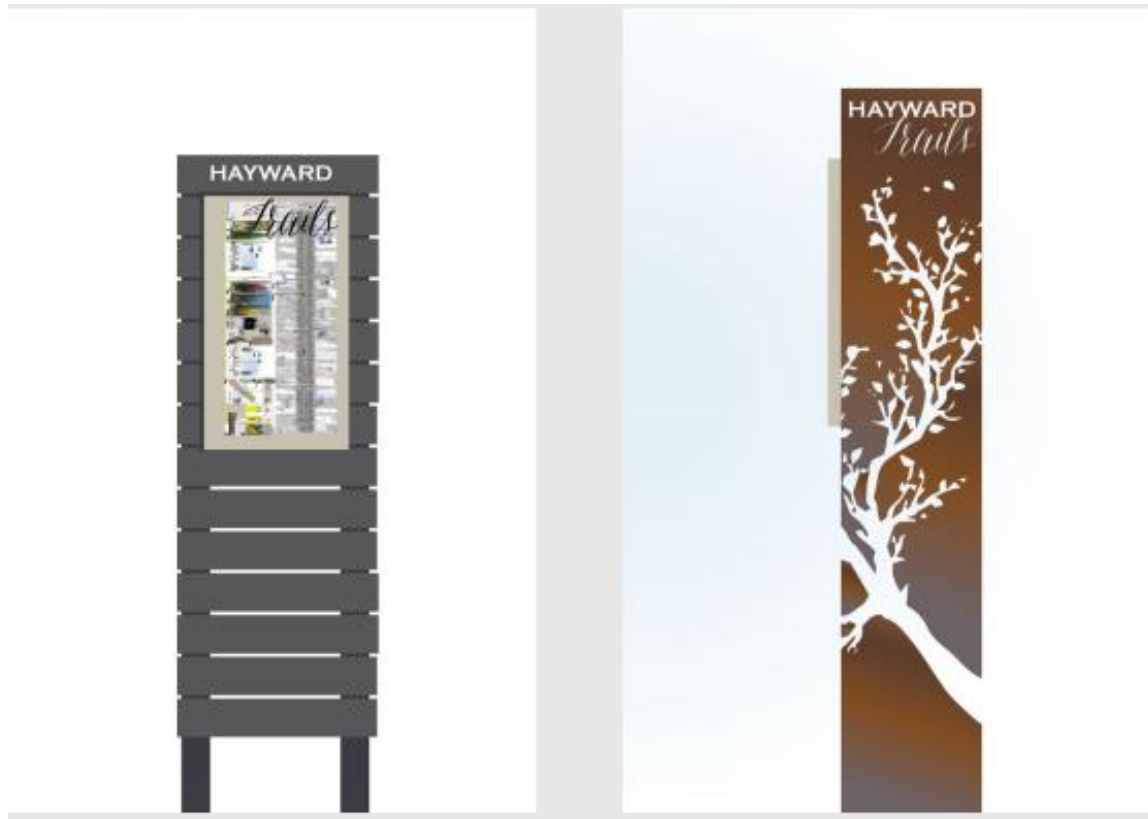
LIGHTING AND SIGNAGE



Mission Boulevard Corridor Phase 2 and 3
February 28, 2017



VERTICAL MARKERS



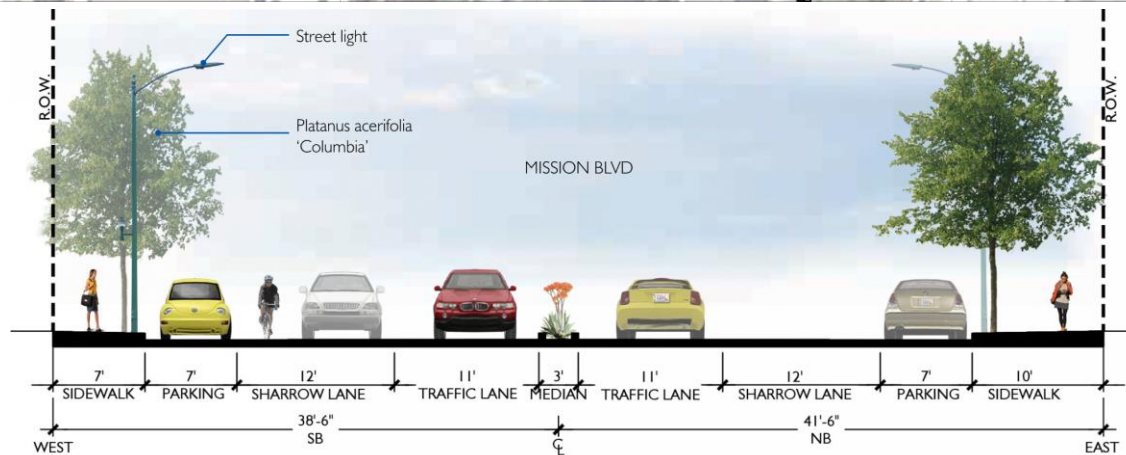
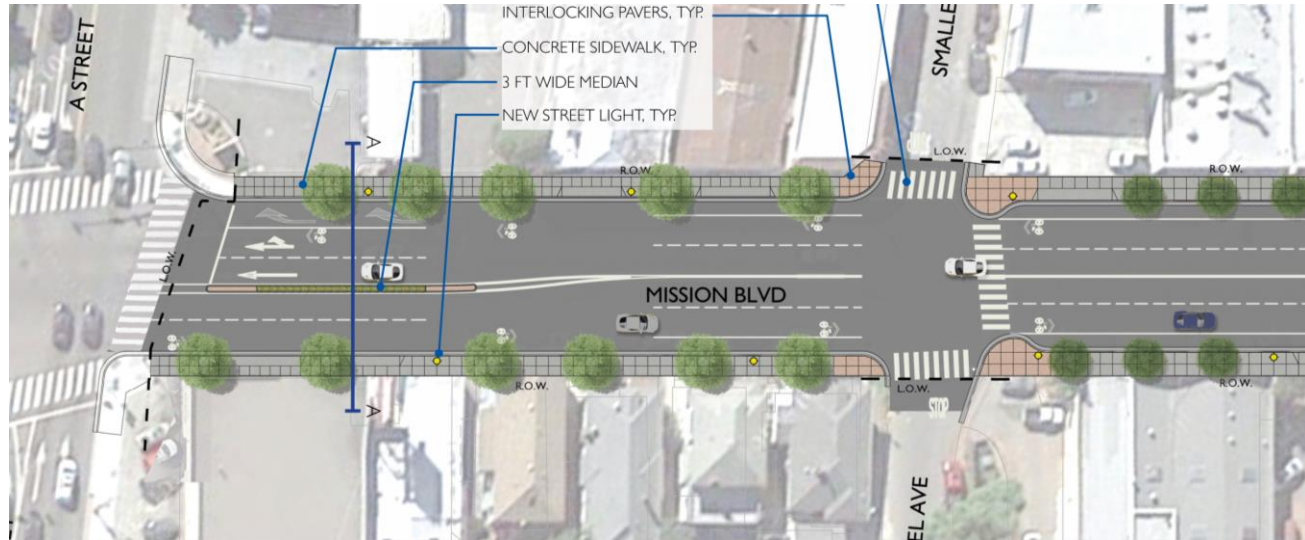


PHASE 3 OVERALL PLANS





ENLARGED AREA 1

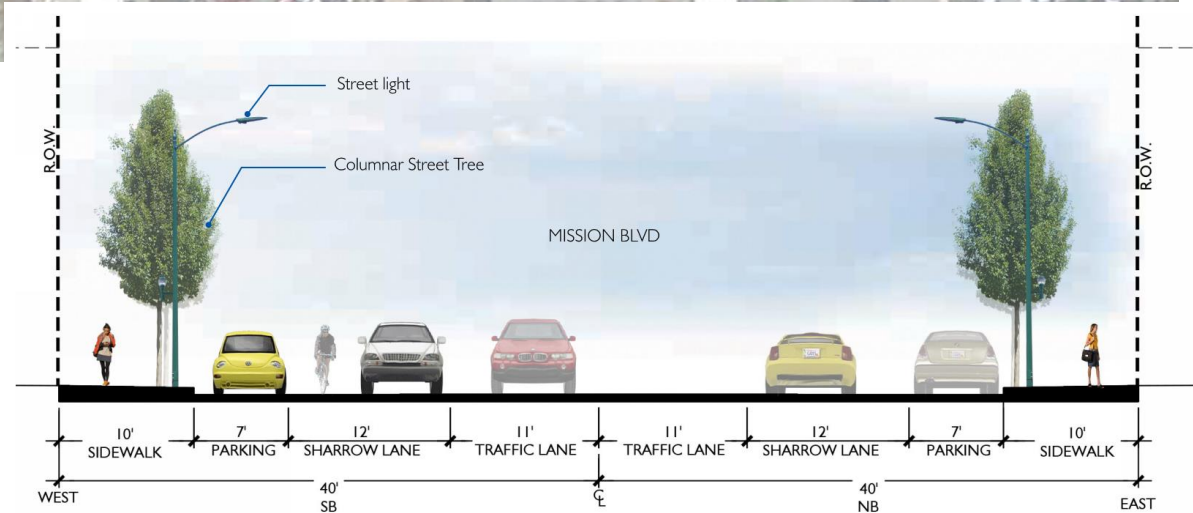


Mission Boulevard Corridor Phase 2 and 3

February 28, 2017



ENLARGED AREA 2

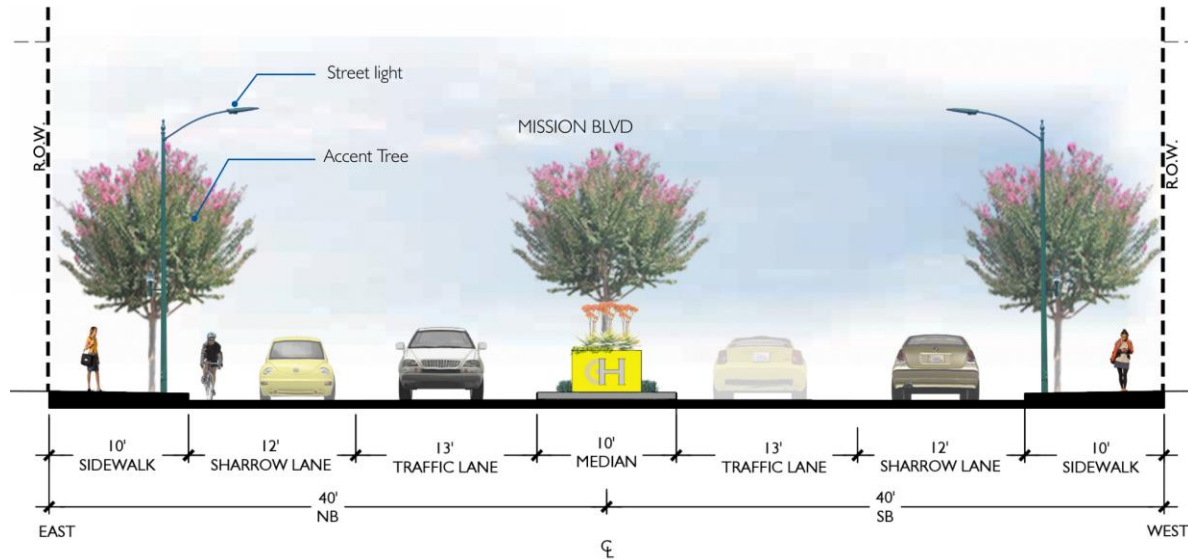


Mission Boulevard Corridor Phase 2 and 3

February 28, 2017



ENLARGED AREA 3





MEDIAN AT ROSE STREET

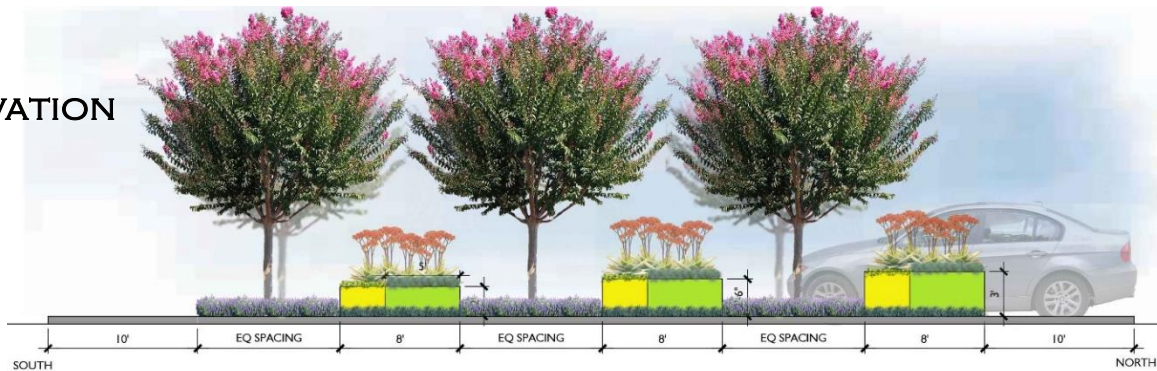
PLAN VIEW



FRONT ELEVATION



SIDE ELEVATION





TREE CUTOUT TREATMENT

ALTERNATIVE STREET TREE PLANTING IN CONFLICT WITH THE UTILITY LINE



Mission Boulevard Corridor Phase 2 and 3
February 28, 2017



ESTIMATED PROJECT COSTS

	Phase 2	Phase 3
Design	\$2,000,000	\$1,000,000
Utility Undergrounding	\$6,000,000	\$5,000,000
Construction	\$22,000,000	\$8,000,000
Construction Administration	\$1,500,000	\$1,000,000
PLA/CWA	\$1,000,000	\$500,000
Project Totals	\$32,500,000	\$15,500,000

\$48,000,000

Funding Source	Amount
LATIP	\$21,900,000
Measure BB	\$21,500,000
Rule 20A	\$2,400,000 (est)
Total	\$45,800,000

Mission Boulevard Corridor Phase 2 and 3

February 28, 2017



TENTATIVE SCHEDULE

PHASE 2

- Complete Design May 2017
- Begin Work August 2017
- Complete Work September 2018

PHASE 3

- Complete Design October 2017
- Begin Work January 2018
- Complete Work November 2018

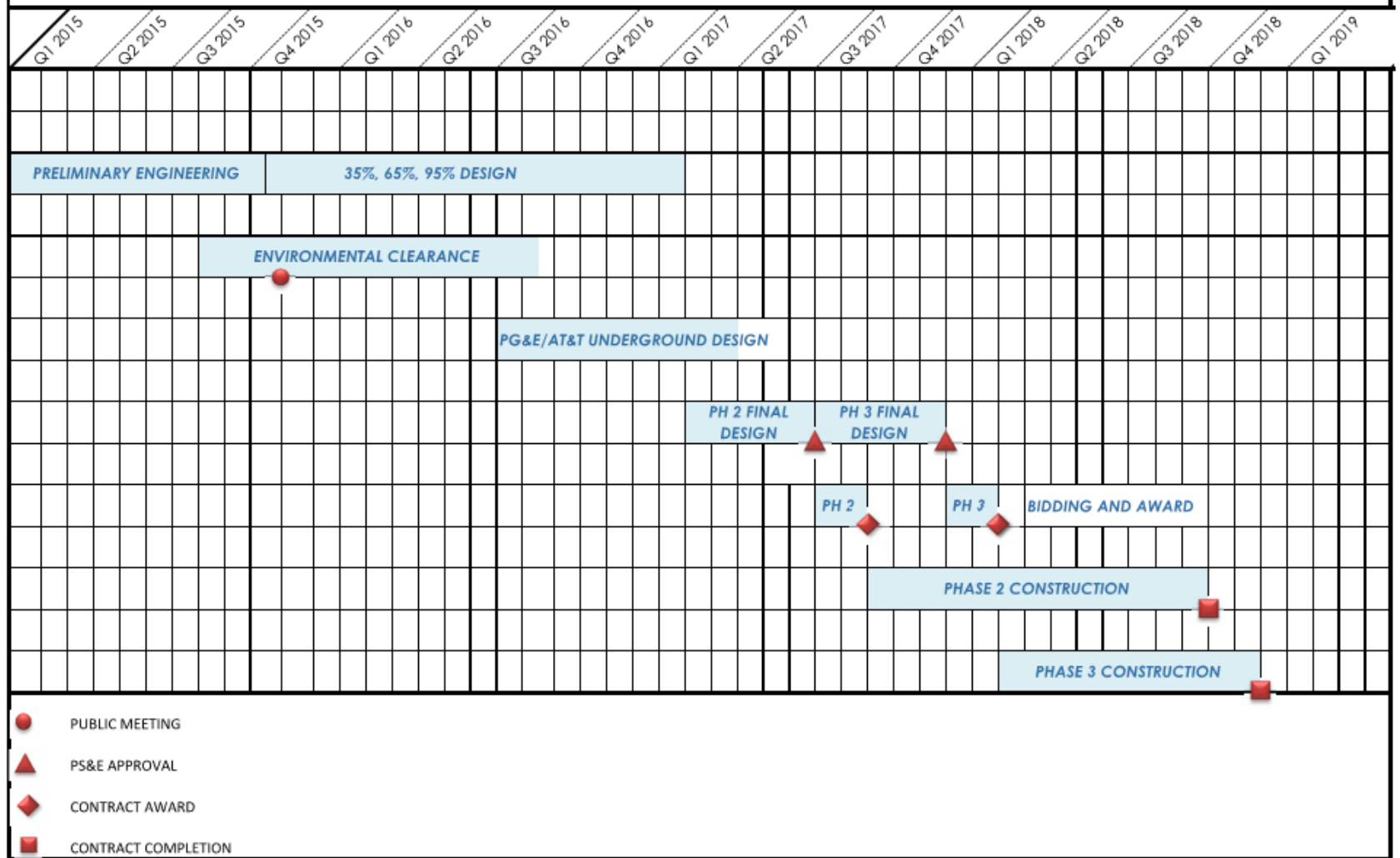


Questions?



SCHEDULE

CITY OF HAYWARD - MISSION BOULEVARD PHASE 2 & 3 IMPROVEMENTS PROJECT SCHEDULE





MISSION BLVD PHASE 2 & 3 COST ESTIMATE

Phase 2 & 3

Construction Contract	\$30,500,000
Consultant Design	\$2,700,000
Staff Design	\$1,400,000
Construction Admin, Inspection, Testing	\$2,400,000
Project Total	\$37,000,000

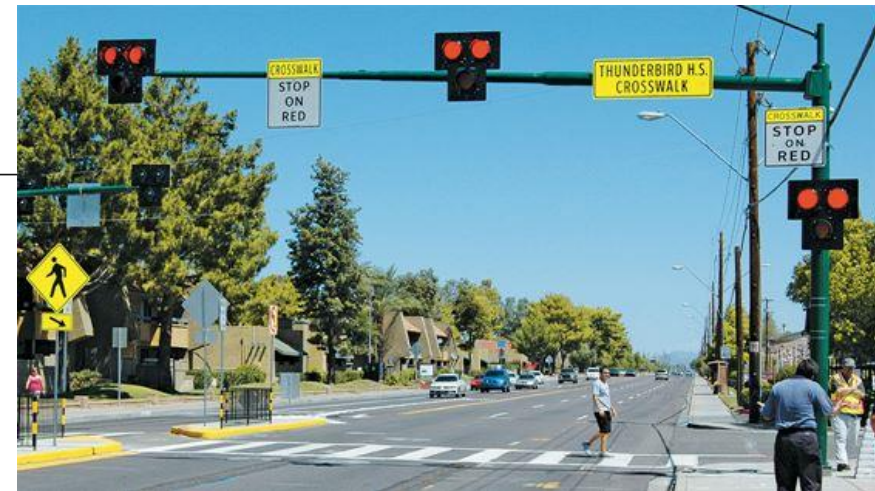
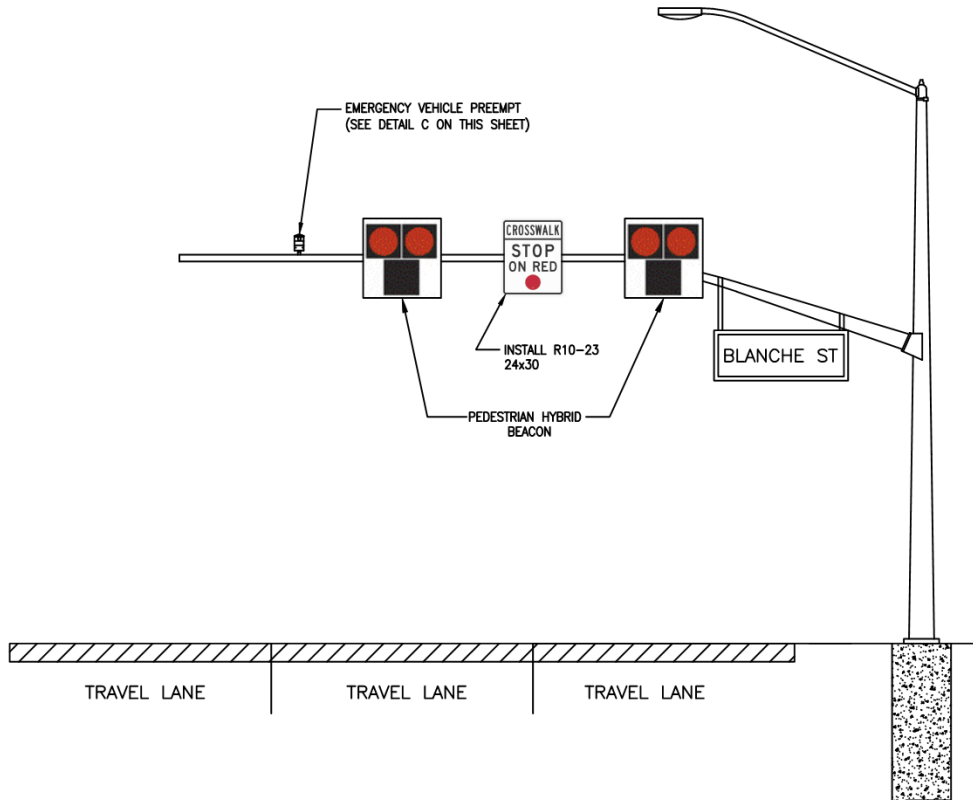
Phase 2 & 3 Utility Undergrounding

PG&E	\$6,600,000
AT&T	\$2,500,000
Comcast	\$400,000
Undergrounding Total	\$9,500,000

Project Total = \$46,500,000



MISSION BLVD AT BLANCHE ST HAWK SIGNAL



Mission Boulevard Corridor Phase 2 and 3
February 28, 2017

Item #3 WS 17-007

Complete Streets

ALAMEDA COUNTY TRANSPORTATION COMMISSION Central County Complete Streets Implementation



A presentation to the Hayward City Council
February 28, 2017

Participating Jurisdictions



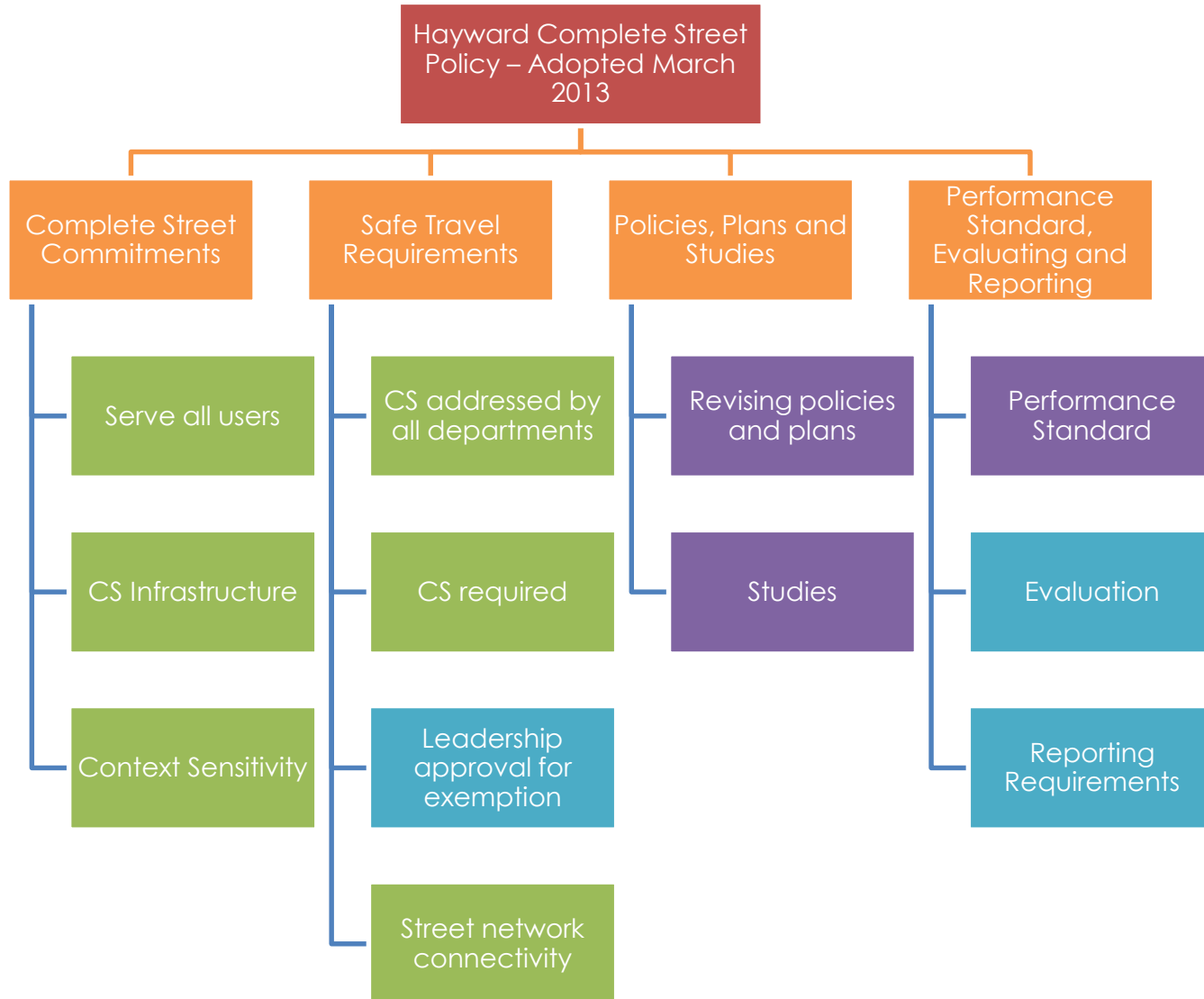
What are Complete Streets?



Safe and convenient for all users

- City Council Adopted a comprehensive Complete Streets Policy in March 2013
- Won National Recognition
- Adopted policy addresses
 1. All Users and Modes
 2. All Project and Phases
 3. Context-Sensitive Infrastructure to serve all users
 4. Exceptions
 5. Performance Standards, Evaluating, and Reporting

Complete Streets (CS) Policy



General Plan
Policy Document

GOAL M-3

Provide complete streets that balance the diverse needs of users of the public right-of-way. *[Source: New Goal; Complete Streets Policy]*

- Two primary purposes:
 - Develop tools and processes to implement adopted Complete Streets policy
 - Build internal, external, and cross-jurisdictional stakeholder consensus
- Council indicated Complete Street Implementation as one of the top three priorities in near term

Internal Stakeholders

- Public Works
- Community Development Services
- Maintenance Services
- Police and Fire

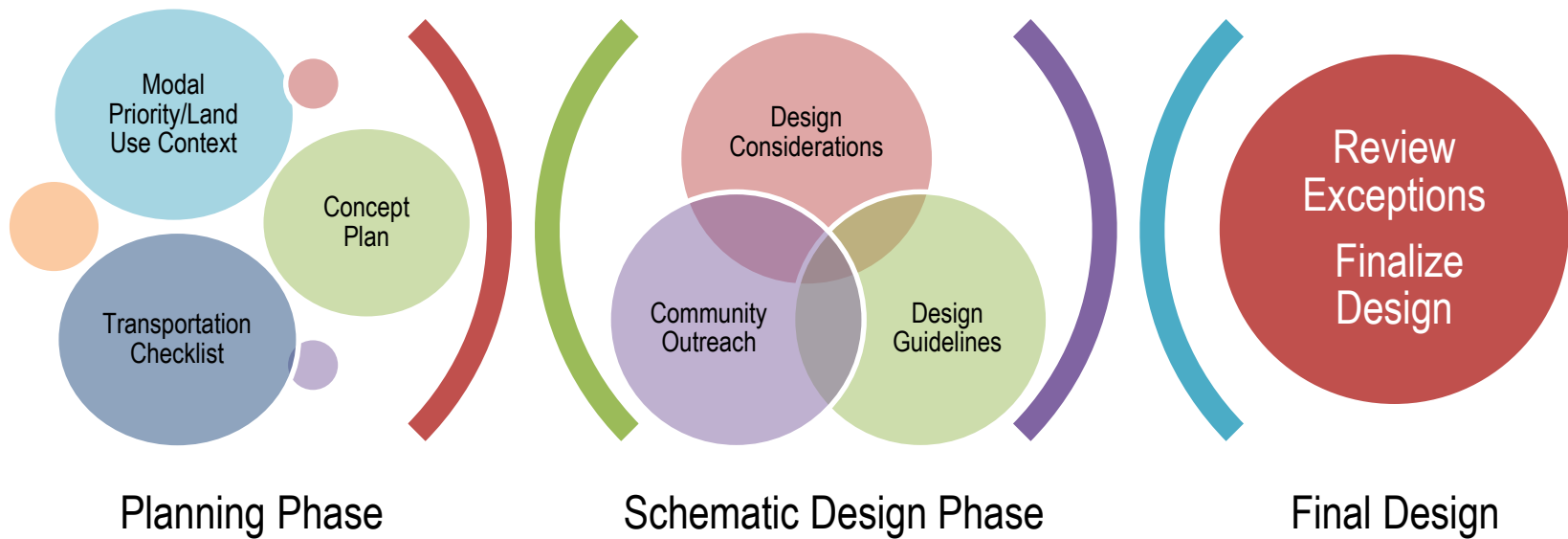
External Stakeholders

- AC Transit
- BART
- Caltrans
- Bike East Bay
- Business Improvement Boards and Chambers of Commerce
- Seniors/disabled advocates
- Safe Routes to School
- Waste Management

Complete Streets Opportunities – Stakeholder Interview Findings

- Address the full range of transportation users (transit, trucks, auto, bike, pedestrians)
- View Complete Streets as routine practice versus as a special project
- Increase staff and stakeholder education opportunities
- Define procedures for coordination between departments
- Provide tools to allow greater design flexibility
- Improve documentation of design considerations, trade-offs and evaluation process
- Establish performance measures and communicate evaluation results to stakeholders

Project Implementation Tools



Transportation Capital Project Checklist

- For use by City staff
- Covers the following project phases:
 - Planning
 - Schematic Design
 - Final Design
 - Construction
- Addresses design tradeoffs for priority modes

Private Development Checklist

- For use by City staff and developer/applicant
- Covers the following development phases:
 - Pre-application
 - Construction
- Addresses potential impacts by mode

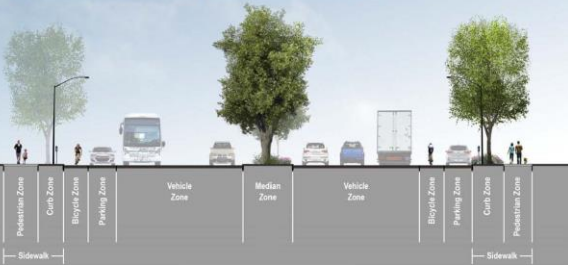
Street Type Illustrative Sections

STREET TYPE ILLUSTRATIVE SECTION ARTERIAL STREET

2 to 8 lanes

The purpose of this street is to convey how zones relate to each other rather than to prescribe design components (e.g., the number of lanes and the presence of on-street parking).

See "Arterial and Collector Street Design Considerations" on the following pages for discussion of the spatial street zones and dimensions indicated below.



MODAL PRIORITY	PEDESTRIAN ZONE		CURB ZONE		BICYCLE ZONE ⁽¹⁾		PARKING ZONE ⁽²⁾		VEHICLE ZONE ⁽³⁾		MEDIAN ZONE	
	MIN.	REC.	MIN.	REC.	MIN.	REC.	MIN.	REC.	MAX.	REC.	MIN.	REC.
Auto	4 ft	5 ft	2 ft	2 ft	5 ft	6 ft	7 ft	8 ft	12 ft	11 ft	6 ft	8 ft
Bicycle	4 ft	5 ft	2.5 ft	4 ft	6 ft	8 ft	7 ft	8 ft	12 ft	10.5 ft	6 ft	8 ft
Pedestrian	4 ft	5 ft	2.5 ft	4 ft	5 ft	6 ft	7 ft	8 ft	11 ft	10.5 ft	6 ft	8 ft
Transit	4 ft	5 ft	4 ft	4 ft	5 ft	6 ft	7 ft	8 ft	12 ft	11 ft	8 ft	12 ft
Trucks	4 ft	5 ft	2 ft	2 ft	5 ft	6 ft	7 ft	8 ft	12 ft	11 ft	8 ft	12 ft

- Notes:
- Reference table on page 3-18 and 3-19 for recommended bike lane and on-street parallel parking lane widths based upon more specific contexts, including (but not limited to) posted speed limit.
 - Parking zone could include angled parking, angled parking or back-in diagonal parking for streets with bicycle facilities. Vehicle lanes adjacent to angled parking should be wider than standard recommended lane widths. See design guidelines for angled parking on pages 3-51 and 3-52.
 - Reference table on page 3-41 for recommended vehicle lane widths based upon more specific contexts, including posted speed limit and the presence of a bike lane.
 - Vehicle lanes adjacent to a median or curb zone should be 11" wide or 1" wider than the minimum lane width.
 - The illustrative street section shows an optional case for cycle track.

Priority Component

The provided minimum, maximum, and recommended zone widths are targets. Due to limitations in existing street right-of-way, some of these target zone widths may not be achievable.

Crossing Zone is not shown in the illustrative section above.

STREET TYPE ILLUSTRATIVE SECTION COLLECTOR STREET

2 to 4 lanes

The purpose of this street is to convey how zones relate to each other rather than to prescribe design components (e.g., the number of lanes and the presence of on-street parking).

See "Arterial and Collector Street Design Considerations" on the following pages for discussion of the spatial street zones and dimensions indicated below.



MODAL PRIORITY	PEDESTRIAN ZONE		CURB ZONE		BICYCLE ZONE ⁽¹⁾		PARKING ZONE ⁽²⁾		VEHICLE ZONE ⁽³⁾		MEDIAN ZONE	
	MIN.	REC.	MIN.	REC.	MIN.	REC.	MIN.	REC.	MAX.	REC.	MIN.	REC.
Auto	4 ft	5 ft	2 ft	2 ft	5 ft	6 ft	7 ft	8 ft	11 ft	10.5 ft	4 ft	8 ft
Bicycle	4 ft	5 ft	2.5 ft	4 ft	6 ft	8 ft	7 ft	8 ft	11 ft	10.5 ft	6 ft	8 ft
Pedestrian	4 ft	5 ft	2.5 ft	4 ft	5 ft	6 ft	7 ft	8 ft	11 ft	10.5 ft	6 ft	8 ft
Transit	4 ft	5 ft	4 ft	4 ft	5 ft	6 ft	7 ft	8 ft	12 ft	11 ft	8 ft	12 ft
Trucks	4 ft	5 ft	2 ft	2 ft	5 ft	6 ft	7 ft	8 ft	12 ft	11 ft	8 ft	12 ft

- Notes:
- Reference table on page 3-18 and 3-19 for recommended bike lane and on-street parallel parking lane widths based upon more specific contexts, including (but not limited to) posted speed limit.
 - Parking zone could include on-street parallel parking, angled parking or back-in diagonal parking for streets with bicycle facilities. Vehicle lanes adjacent to angled parking should be wider than standard recommended lane widths. See design guidelines for angled parking on pages 3-50 and 3-51.
 - Reference table on page 3-41 for recommended vehicle lane widths based upon more specific contexts, including posted speed limit and the presence of a bike lane.
 - Vehicle lanes adjacent to a median should be 11" wide or 1" wider than minimum lane width.

Priority Component

The provided minimum, maximum, and recommended zone widths are targets. Due to limitations in existing street right-of-way, some of these target zone widths may not be achievable.

Crossing Zone is not shown in the illustrative section above.

STREET TYPE ILLUSTRATIVE SECTION LOCAL STREET

2 lanes

The purpose of this street is to convey how zones relate to each other rather than to prescribe design components (e.g., the number of lanes and the presence of on-street parking).

See "Local Street Design Considerations" on the following pages for discussion of the spatial street zones and dimensions indicated below.



LAND USE TYPOLOGY	PEDESTRIAN ZONE		CURB ZONE		PARKING ZONE ⁽¹⁾		SHARED VEHICLE AND BICYCLE ZONE ⁽²⁾	
	MIN.	REC.	MIN.	REC.	MIN.	REC.	MIN.	REC.
Urban	5 ft	6 ft	2.5 ft	4 ft	7.5 ft	8 ft	10.5 ft	11 ft
Suburban	5 ft	6 ft	2.5 ft	4 ft	7.5 ft	8 ft	10.5 ft	12 ft
Rural and Open Space	4 ft	6 ft	0 ft	2 ft	7.5 ft	8 ft	10.5 ft	12 ft
Industrial	4 ft	5 ft	0 ft	2 ft	7.5 ft	8 ft	11 ft	14 ft

- Notes:
- Parking Zone could include on-street angled parking or back-in diagonal parking for streets with bicycle facilities. Design guidelines for angled parking can be found on pages 3-50 and 3-51.
 - Vehicle could also include buses and trucks.

The provided minimum, maximum, and recommended zone widths are targets. Due to limitations in existing street right-of-way, some of these target zone widths may not be achievable.

Crossing Zone is not shown in the illustrative section above.

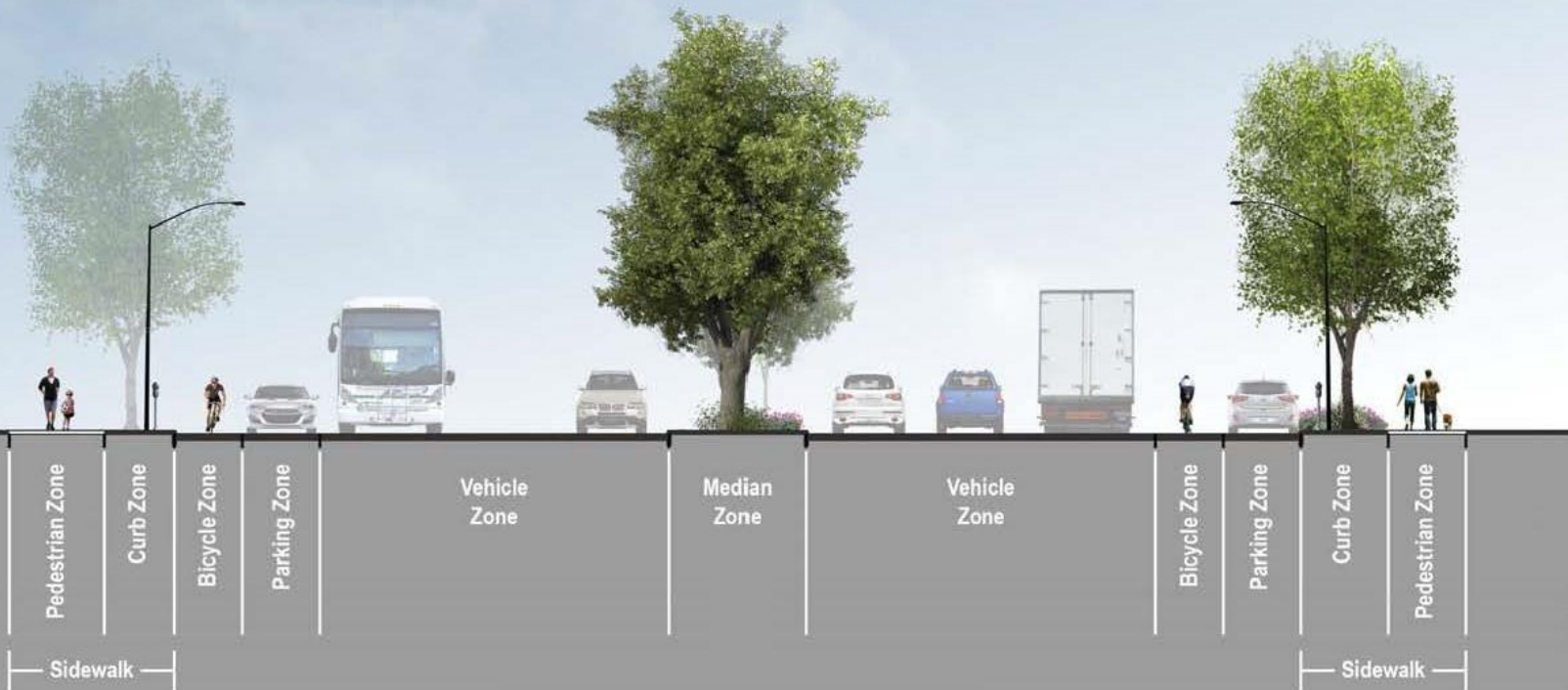
Priority Component

ARTERIAL STREET

2 to 8 lanes

The purpose of this sheet is to convey how zones relate to each other rather than to prescribe design components (e.g., the number of lanes and the presence of on-street parking).

See “Arterial and Collector Street Design Considerations” on the following pages for discussion of the spatial street zones and dimensions indicated below.



MODAL PRIORITY	PEDESTRIAN ZONE		CURB ZONE		BICYCLE ZONE [1]		PARKING ZONE [1,2]		VEHICLE ZONE [3,4]		MEDIAN ZONE	
	MIN.	REC.	MIN.	REC.	MIN.	REC.	MIN.	REC.	MAX.	REC.	MIN.	REC.
Auto	4 ft.	6 ft.	2 ft.	2 ft.	5 ft.	8 ft.	7 ft.	8 ft.	12 ft./lane	11 ft./lane	4 ft.	8 ft.
Bicycle	4 ft.	6 ft.	25 ft.	4 ft.	6 ft.	8 ft.	7 ft.	8 ft.	12 ft./lane	10.5 ft./lane	6 ft.	8 ft.
Pedestrian	4 ft.	8 ft.	25 ft.	4 ft.	5 ft.	8 ft.	7 ft.	8 ft.	11 ft./lane	10.5 ft./lane	6 ft.	8 ft.
Transit	4 ft.	8 ft.	4 ft.	4 ft.	5 ft.	8 ft.	7 ft.	8 ft.	12 ft./lane	11 ft./lane	8 ft.	12 ft.
Trucks	4 ft.	6 ft.	2 ft.	2 ft.	5 ft.	8 ft.	7 ft.	8 ft.	12 ft./lane	11 ft./lane	8 ft.	12 ft.

Street Type Design Considerations

ARTERIAL AND COLLECTOR STREET DESIGN CONSIDERATIONS

Bicycle Modal Priority



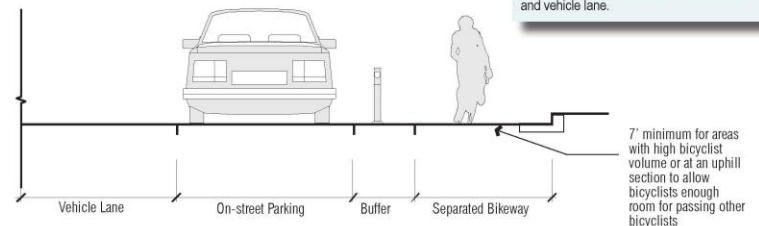
STREET ZONE	DESIGN CONSIDERATIONS
PEDESTRIAN	<ul style="list-style-type: none"> Provide a narrower Pedestrian Zone to allow more right-of-way for the bicycle facility in the Bicycle Zone
CURB	<ul style="list-style-type: none"> Provide a wider Curb Zone to accommodate off-street bike parking with bike racks and/or bike lockers, especially in urban and suburban land use typologies with high activity uses. Curb Zone should still allow adequate space for street trees, parking meters, street furnishings, and pedestrian unloading. Consider incorporating street lighting guidelines to provide visibility and safety for bicyclists
BICYCLE	<ul style="list-style-type: none"> It is acceptable to provide a narrower Bicycle Zone with a Class II Bike Lane with signage on streets with a narrower overall street width It is recommended to provide a wider Bicycle Zone to include a buffer between the Bicycle and Vehicle Zones and/or between the Bicycle and Parking Zones (Class II Enhanced Buffered Bike Lane or Class IV Protected Bike Lane in an urban land use context). Where opportunity coincides with planning, consider providing a Class I Bikeway. It is recommended to provide bicycle facility amenities such as bike boxes and green bike lanes in an urban land use context and high conflict areas
PARKING	<ul style="list-style-type: none"> Where parking is provided, allow more total available width to provide a buffer between the bike lane and on-street parallel or angled parking lane Consider back-in angled parking to also help avoid conflicts with adjacent bike facility
VEHICLE	<ul style="list-style-type: none"> Provide narrower vehicle travel lanes to slow traffic for better bicyclist safety and to allow wider right-of-way for bicycle facilities
MEDIAN	<ul style="list-style-type: none"> Where there is a median, provide a narrower median to allow more right-of-way for bicycle facilities, but still allocating adequate space for trees, maintenance, and irrigation water efficiency
CROSSING	<ul style="list-style-type: none"> Design corner treatments with a smaller curb radius to slow vehicle traffic and create more space for bicycle amenities in the Curb Zone, while still accommodating emergency vehicle access and street maintenance Provide protected intersections at high-conflict intersections of streets with Class IV Protected Bike Lanes It is recommended to provide bike detection, bike boxes, and green bike lanes in high conflict areas

RELEVANT DESIGN STANDARD DETAILS					
Bike Racks and Lockers	p. 3-38	Street Lighting	p. 3-13	Class II and Class II Enhanced Buffered Bike Lanes	pp. 3-20 to 3-27
Class II Bike Lane Signage	p. 3-23	Class IV Protected Bike Lanes	pp. 3-31 to 3-35	Class I Bikeway	p. 3-19
Bike Box	p. 3-36	Green Bike Lane	p. 3-28	Total Available Width	p. 3-21
On-street Parallel Parking	p. 3-40	On-street Angled Parking	p. 3-41	Back-in Angled Parking	p. 3-42
Corner Treatments	p. 3-52	Protected Intersection	p. 3-53	Bike Detection	p. 3-37

- Dimensional standards included on details
- Additional text:
 - Purpose/goal of treatment
 - Appropriate application

DESIGN GUIDELINE
Class IV Protected Bike Lane: On-Street with Parking

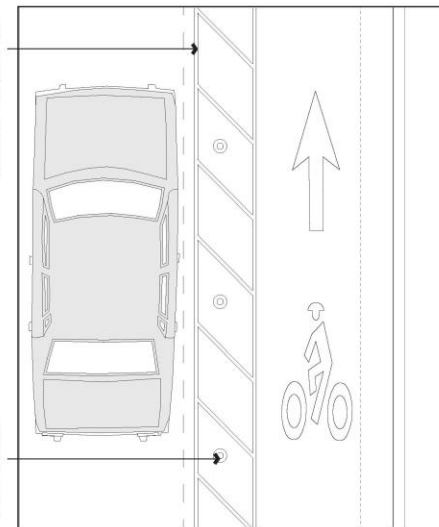
Class IV Protected Bike Lanes provide exclusive use of bicycles, including separation in the form of physical barriers or grade separation, between the bicycle lane and vehicle lane.



Hatching between two solid white lines for buffers 3' or more in width (for buffers with only pavement markings)

Hatching: 4" lines every 10' to 40' at an angle of 30 to 45 degrees

Tubular markers in buffer space are one option for a physical barrier. Other options include planters, bollards, or a raised curb.



Bike lanes protected by on-street parking



No Parking Signage
 Source: Seattle DOT

Notes:

1. It is recommended to provide a wider Bicycle Zone to include a buffer between the Bicycle and Vehicle Zones or between the Bicycle and Parking Zones (Class IV Protected Bike Lane).
2. Source: National Association of City Transportation Officials, 2012 Second Edition, *Urban Bikeway Design Guide*, pages 45 to 47.
3. The above design guideline is a recommendation for complete streets implementation and does not supersede a jurisdiction's existing standards.
4. Refer to Illustrative Section for zone widths.

- ❖ Streamline internal processes
- ❖ Identify Complete Streets project opportunities earlier in the process
- ❖ Track projects through construction and maintenance
- ❖ Bring transparency to implementation process

Complete Street
Policy -
Adopted



Implementation
Process -
Developed

Complete Streets Strategic Action Plan

• Policy/Guidelines/Planning Documents

- Bicycle Masterplan Update
- Pedestrian Masterplan
- Multimodal Level of Service Policy
- Performance Measures
- Citywide Intersection Imp. Study

• Education

- Training for Staff
- Community Outreach

• Funding

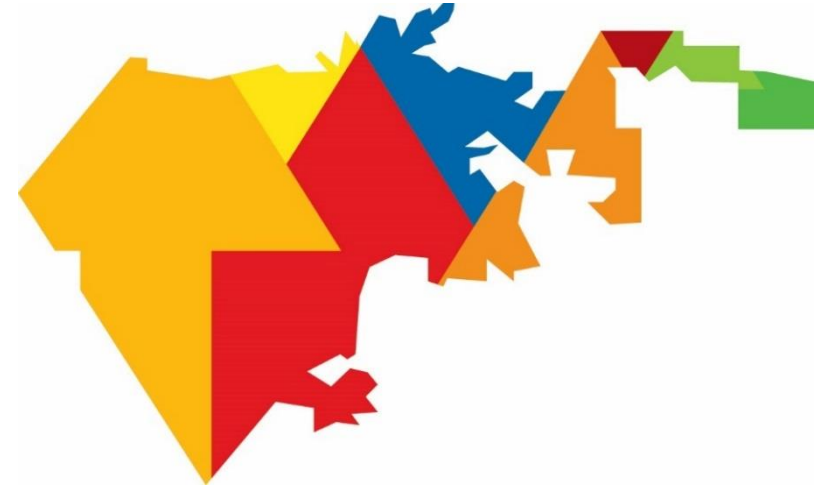
- Capital cost
- Identifying funding sources

❖ Questions/Feedback from Council

- Is the overall process for identifying and incorporating complete streets projects adequate?
- Does Council want to see additional elements included in strategic action plan?
- Any other questions/suggestions from Council?

Item #4 WS 17-006

Complete Communities



Complete Communities

City of Hayward, Development Services Department
City Council Work Session
February 28, 2017

What is a “Complete Community”?

From our General Plan Land Use Chapter:

“Complete neighborhoods meet the daily needs of residents and provide a mix of amenities, including pedestrian- and bicycle-friendly streets, parks, community centers, day care centers, community gardens, affordable housing, libraries, and neighborhood commercial and service uses.”

From the Hayward 2040 General Plan Vision Statement

- “Hayward will be **a *distinct and desirable community*** known for its central Bay Area location, vibrant Downtown, sustainable neighborhoods, excellent schools, robust economy and growing reputation as a college town”
 - “It will be **a *destination*** for life-long learning, entertainment, arts and culture, recreation, and commerce”
 - “It will be **a *community*** that values diversity, social equity, transparent and responsive governance, civic engagement and volunteerism”
-

General Plan Chapters

Supporting Complete Communities

- Land Use



Source: Hayward General Plan 2040

High Priority Land Use Chapter Implementation Programs

- **LU-1: Comprehensive Zoning Code Update** (*Not started*)
 - **LU-2: Comprehensive Subdivision Ordinance Update** (*Not started*)
 - **LU-15: State Historic Building Code** (*Complete*)

 - **LU-4: Downtown City Center Specific Plan** (*Funding and in progress*)
 - **LU-10: Sign Ordinance Update** (*Re-Prioritized and completed*)
 - **LU-11: Industrial Technology and Innovation Corridor Plan**
(*Re-Prioritized and in progress – Industrial District Zoning Regulations Update*)
 - **LU-16: Mills Act Program** (*Re-Prioritized and completed*)
-

General Plan Chapters

Supporting Complete Communities

- Land Use
- Mobility



Source: Hayward General Plan 2040

High Priority Mobility Chapter Implementation Programs

- **M-1: Multimodal LOS and Design Standards** (*In Process*)
 - **M-2: Multimodal LOS Guidelines** (*In Process*)

 - **M-6: Complete Streets Assessment** (*Re-Prioritized and in progress*)
 - **M-8: Complete Streets Evaluation** (*Re-Prioritized and in progress*)
 - **M-10: Traffic Calming Measures** (*Funding/Re-Prioritized and in progress*)
 - **M-11: Pedestrian Master Plan** (*As part of the Downtown Specific Plan - Re-Prioritized and in progress*)
 - **M-12: Shuttle Service Study** (*Funding/Re-Prioritized and in progress*)
 - **M-21: Downtown Parking Management Plan** (*Funding/Re-Prioritized and in progress*)
-

General Plan Chapters

Supporting Complete Communities

- Land Use
- Mobility
- Economic Development



Source: Hayward General Plan 2040

High Priority Economic Development Chapter Implementation Programs

- **ED-2: Branding and Marketing Program** (*Completed; ongoing*)
 - **ED-4: Business Resource Center and Website** (*In process*)
 - ED-7 Local Hire Incentives (*Not started*)
 - **ED-9: Business Attraction, Expansion, and Retention Program** (*Complete*)
 - **ED-10: Town-Gown Partnership** (*In Process*)
 - ED-12: Customer Service Survey (*Not started*)
 - **ED-13: Permit Processing Software** (*In Process*)
 - **ED-14: Ombudsperson Service** (*Completed*)
-

General Plan Chapters

Supporting Complete Communities

- Land Use
- Mobility
- Economic Development
- Education and Life-Long Learning



Source: Hayward General Plan 2040

High Priority Education and Life Long Learning Chapter Implementation Programs

- **EDL-2: Education Partnership** (*In Process*)
 - **EDL-5: Public School Marketing Campaign** (*In Process*)
 - **EDL-7: Library Bond** (*Complete*)
-

Elements Supporting Complete Communities

- Land Use
- Mobility
- Economic Development
- Education and Life-Long Learning
- **Community Health and Quality of Life**



Source: Hayward General Plan 2040

High Priority Community Health and Quality of Life Chapter Implementation Programs

- **HQL-8: Park Dedication Requirements and In-Lieu Fees** (*In Process*)
-

General Plan Chapters

Supporting Complete Communities

- Land Use
- Mobility
- Economic Development
- Education and Life-Long Learning
- Community Health and Quality of Life
- **Housing**



Source: Hayward General Plan 2040

High Priority Housing Chapter Implementation Programs

- **H-8: Affordable Housing Development** (*Ongoing*)
 - **H-9: Density Bonus** (*Ongoing*)
 - **H-11: Affordable Housing on Large Sites** (*Ongoing*)
 - **H-12: Inclusionary Housing Ordinance** (*Ongoing*)
 - **H-14: Child Care Services and Facilities** (*Not started*)
 - **H-16: Universal Design Principles** (*Not started*)
 - **H-18: Boomerang Funds** (*Not started*)
 - **H-21: Outreach to Developmentally Disabled** (*Ongoing*)
-



Questions To Consider

Complete Communities Policy Discussion

Questions:

- Does the General Plan set out to achieve the concept of a Complete Community?
 - Does Council agree with the prioritization of implementation programs?
 - Any other programs/projects that Council wishes to prioritize earlier than originally envisioned with the General Plan?
 - Any new programs/projects that Council believes would help the City become a Complete Community?
-

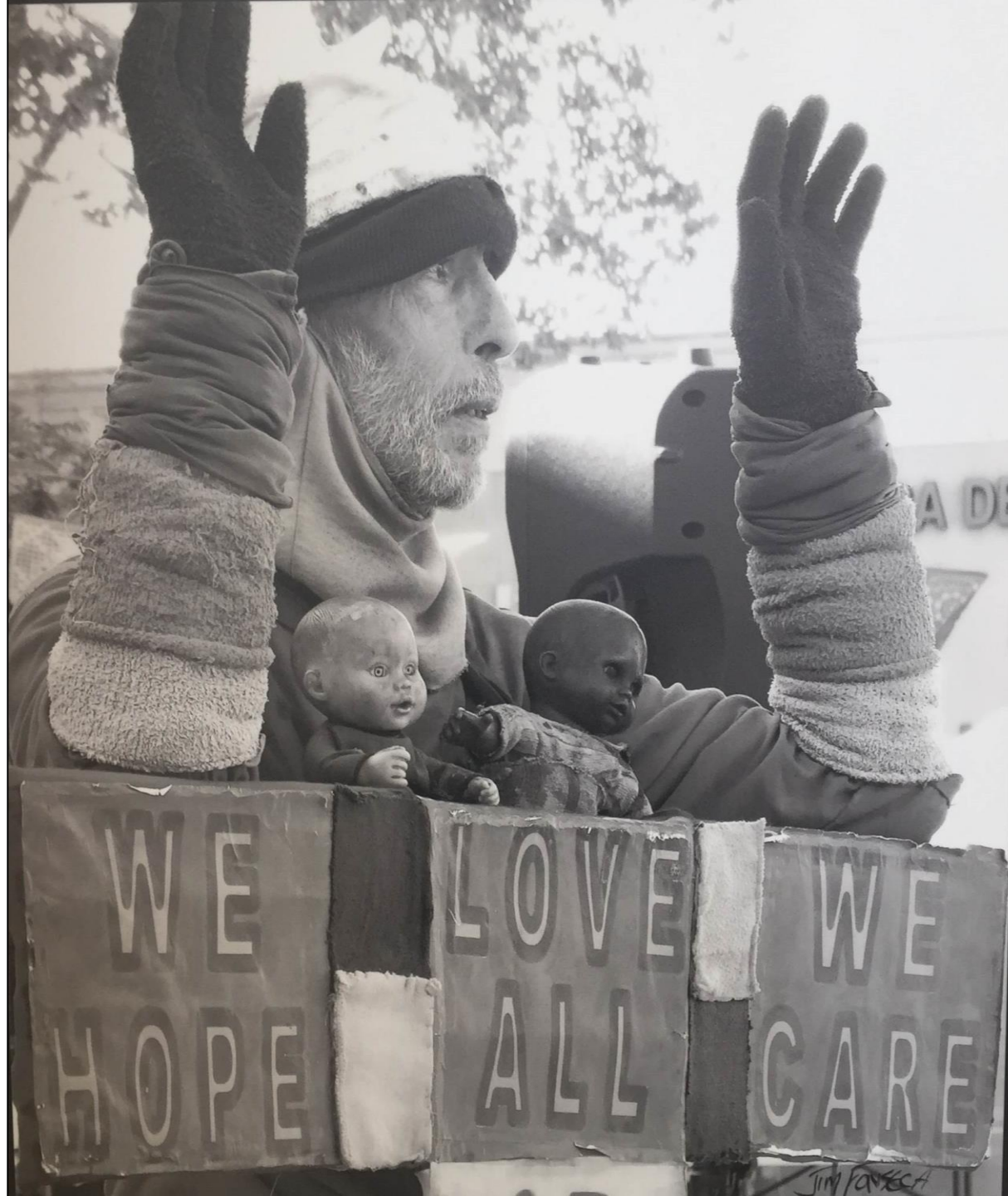


Discussion and Feedback

Complete Communities Work Session

Dan Henriquez

Dan Henriquez



Jim Fonseca
Street Performer Photography