

CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Tuesday, March 22, 2016

7:00 PM

Council Chambers

City Council

Mayor Barbara Halliday
Mayor Pro Tempore Al Mendall
Council Member Francisco Zermeno
Council Member Marvin Peixoto
Council Member Greg Jones
Council Member Sara Lamnin
Council Member Elisa Márquez

SPECIAL JOINT CITY COUNCIL/HAYWARD HOUSING AUTHORITY MEETING**CALL TO ORDER Pledge of Allegiance: Council Member Peixoto****ROLL CALL****CLOSED SESSION ANNOUNCEMENT****PUBLIC COMMENTS**

The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Work Session or Information Items. The Council welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Council is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.

ACTION ITEMS

The Council will permit comment as each item is called for the Consent Calendar, Public Hearings, and Legislative Business. In the case of the Consent Calendar, a specific item will need to be pulled by a Council Member in order for the Council to discuss the item or to permit public comment on the item. Please notify the City Clerk any time before the Consent Calendar is voted on by Council if you wish to speak on a Consent Item.

CONSENT

1. [CONS 16-126](#) Adoption of Resolution Approving an Amendment to the City of Hayward Salary Plan for Fiscal Year 2016

Attachments: [Attachment I Resolution](#)
 [Attachment II FY 2016 Salary Plan](#)

2. [CONS 16-139](#) Adoption of Ordinance Amending Chapter 10, Article 1 of the Hayward Municipal Code by Rezoning Certain Property in Connection with Zone Change Application No. 201400648 Relating to a Residential Development at the Southwestern Corner of 2nd Street and Walpert Street

Attachments: [Attachment I Summary of Ordinance Published on 03/19/16](#)

3. [CONS 16-140](#) Downtown Parking Management Pilot Program- Authorization to Accept MTC Parking Management Grant, Authorizing the City Manager to Execute the Agreement and Appropriation of Funds

Attachments: [Attachment I Resolution](#)

4. [CONS 16-146](#) Recycled Water Storage and Distribution Project: Authorization for the City Manager to Execute a Professional Services Agreement

Attachments: [Attachment I Resolution](#)

WORK SESSION

Work Session items are non-action items. Although the Council may discuss or direct staff to follow up on these items, no formal action will be taken. Any formal action will be placed on the agenda at a subsequent meeting in the action sections of the agenda.

5. [WS 16-017](#) Review of Second Quarter Progress for Police Department (Report from Police Chief Urban)

Attachments: [Attach I UCR Part I Crimes Q2 FY2016](#)
 [Attach II Tennyson Pilot Data Q2 FY2016](#)
 [Attach III Hot Spots Q2 FY2016](#)
 [Attach IV Collision Intersections Q2 FY2016](#)
 [Attach V Traffic Collision Trend Data 2013-15](#)
 [Attach VI Hayward Traffic Comparison Similar-Size Cities](#)

6. [WS 16-023](#) Addressing Sustainability Features in Staff Reports (Report from Director of Utilities & Environmental Services Ameri)

Attachments: [Attachment I](#)

LEGISLATIVE BUSINESS

7. [LB 16-027](#) Review of Affordable Housing Strategies in Hayward Including the Hayward Housing Authority; Housing-Related Strategies to Prevent Homelessness and Assist Homeless Individuals; and Authorization to Implement a First-Time Homebuyer Down Payment Assistance Pilot Program (Report from Library and Community Services Director Reinhart)

Attachments: [Attachment I - Resolution.docx](#)

CITY MANAGER'S COMMENTS

An oral report from the City Manager on upcoming activities, events, or other items of general interest to Council and the Public.

COUNCIL REPORTS, REFERRALS, AND FUTURE AGENDA ITEMS

Oral reports from Council Members on their activities, referrals to staff, and suggestions for future agenda items.

ADJOURNMENT

NEXT MEETING – Tuesday, April 5, 2016, 7:00 PM

PUBLIC COMMENT RULES

The Mayor may, at the beginning of the hearing, limit testimony to three (3) minutes per individual and five (5) minutes per an individual representing a group of citizens or organization. Speakers will be asked for their name before speaking and are expected to honor the allotted time. Speaker Cards are available from the City Clerk at the meeting.

PLEASE TAKE NOTICE

That if you file a lawsuit challenging any final decision on any public hearing or legislative business item listed in this agenda, the issues in the lawsuit may be limited to the issues that were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing.

PLEASE TAKE FURTHER NOTICE

That the City Council has adopted Resolution No. 87-181 C.S., which imposes the 90 day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.

****Materials related to an item on the agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, City Hall, 777 B Street, 4th Floor, Hayward, during normal business hours. An online version of this agenda and staff reports are available on the City's website. Written comments submitted to the Council in connection with agenda items will be posted on the City's website. All Council Meetings are broadcast simultaneously on the website and on Cable Channel 15, KHRT. ****

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400 or TDD (510) 247-3340.



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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Staff Report

File #: CONS 16-126

DATE: March 22, 2016

TO: Mayor and City Council

FROM: Director of Human Resources

SUBJECT

Adoption of Resolution Approving an Amendment to the City of Hayward Salary Plan for Fiscal Year 2016

RECOMMENDATION

That the City Council adopts the attached Resolution and approves an amendment to the City of Hayward Salary Plan for fiscal year 2016 ("FY 2016"), which designates all classifications and the corresponding salary range for employment in the City of Hayward government as of March 22, 2016, superseding Resolution No. 15-232 and all amendments thereto.

BACKGROUND / DISCUSSION

After a public hearing on March 10, 2016, the Personnel Commission recommends that the City Council adopt an amended FY 2016 Salary Plan for the classified service. Changes to the Salary Plan include a title change for two (2) classifications, the addition of one (1) new classification, and equity adjustments for the Police Captain classification in the Hayward Police Management Unit (HPMU) as follows:

1. Solid Waste Manager retitled to Solid Waste Program Manager.
2. Equipment Manager retitled to Fleet Maintenance Manager.
3. Digital Applications Developer - The Digital Applications Developer classification will be responsible for overseeing the City's web properties, developing and producing web themes and templates, generating graphic elements, and implementing interactive features for the City of Hayward's digital presence, including the City's website, email newsletters, mobile applications and social media platforms. The Digital Applications Developer will be responsible for carrying out maintenance, optimization and troubleshooting for the City's public web properties and organizational intranet. The salary for the Digital Applications Developer is \$39.72 at Step 1 and \$48.28 at Step 5, which is set internally to the Information Technology Analyst II.
4. HPMU Equity Adjustments - Per Section 6.13 of the HPMU Memorandum of Understanding (MOU), the Human Resources staff conducted a salary survey for the Police Captain classification to determine how the salary compares to the market average. The salary survey results indicated

that the Police Captain classification is thirteen percent (13%) below the market average and will be granted equity increases phased in over two (2) years to bring the salaries up to market average. The hourly salary range for Police Captain is \$72.86 at Step 1 and \$88.55 at Step 5.

FISCAL IMPACT

There is no recommended change to salary related to the title changes of Solid Waste Manager to Solid Waste Program Manager and Equipment Manager to Fleet Maintenance Manager.

The addition of the Digital Applications Developer position will cost approximately \$161,000 annually. Funding for this position has been requested and approved as part of the FY2016 operating budget.

The equity increases for the Police Captain positions are required as a result of labor negotiations and to comply with the City's compensation philosophy, which ensures fair and competitive wages for City employees. These related costs are not included in the FY 2016 Adopted Budget since the conclusion of the labor contracts and classification studies followed the adoption of the budget. The total fiscal impact for the equity adjustments as they pertain to FY 2016 and future years was detailed as part of the FY 2016 mid-year budget review. The approximate cost associated with this equity increase and amendment to the FY 2016 Salary Plan is \$56,253.

Prepared by: Samantha Halverson, Human Resources Analyst II

Recommended by: Nina S. Collins, Director of Human Resources

Approved by:



Fran David, City Manager

Attachments:

Attachment I

Resolution Approving an Amendment to the
City of Hayward FY 2016 Salary Plan

Attachment II

FY 2016 Salary Plan

HAYWARD CITY COUNCIL

RESOLUTION NO. _____

Introduced by Council Member _____

RESOLUTION APPROVING THE AMENDED FISCAL YEAR
2016 SALARY PLAN DESIGNATING POSITIONS OF
EMPLOYMENT IN THE CITY GOVERNMENT OF THE CITY
OF HAYWARD AND SALARY RANGE; AND SUPERSEDING
RESOLUTION NO. 15-232 AND ALL AMENDMENTS
THERE TO

BE IT RESOLVED by the City Council of the City of Hayward, as follows:

Section 1. That a revised Positions and Salaries Schedule relating to the positions of employment in the City of Hayward, and the hourly rates of pay for those positions, is hereby set forth in Attachment "II," attached hereto and made a part hereof. The positions enumerated under the columns headed "Class Title" are hereby designated as the positions of employment in the City of Hayward, and the hourly rates of pay shown in the columns under the heading "Hourly Salary Range" are the salary rates or the maximum rates of pay for such positions.

Section 2. Salaries paid to occupants of said positions shall be administered in accordance with the Personnel Rules and Memoranda of Understanding and Side Letter Agreements approved by the City Council and currently in effect.

Section 3. All class titles used herein refer to the specifications of the position classification plan as reviewed by the Personnel Commission of the City of Hayward, or as set forth in the City Charter.

Section 4. The City Manager may approve in advance of an established effective date, payment to certain classifications in the Management Unit of all or a portion of a general salary increase previously approved by the City Council. Such advance payments shall be made only for those management classifications where the salary range is less than ten percent above an immediately subordinate classification. The amount of advance payment approved by the City Manager shall not exceed the amount required to establish a ten percent salary differential between the affected classifications. The City Manager shall advise the City Council and each bargaining unit in advance of any payments made pursuant to the provisions of this section.

Section 5. The salary ranges set forth in Attachment "II" shall be revised to reflect salary changes provided in any Memorandum of Understanding, Side Letters of Agreement, or resolution setting forth the wages, hours, and other terms and conditions of employment for a bargaining unit or group of unrepresented employees of the City. Any revisions made pursuant to the provisions of this section shall be incorporated into a document prepared by the Human Resources Director and distributed to affected employees or their representatives that reflects the date of the revision and cites both the authority provided by this section and the provision of the memorandum or resolution being effectuated by the revision.

Section 6. This resolution supersedes Resolution No. 15-232 and all amendments thereto.

IN COUNCIL, HAYWARD, CALIFORNIA_____, 2016

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST:
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

**SALARY PLAN FOR ALL CLASSIFICATIONS
(PER MUNI CODE SEC.2-4.30)
FY 2016**

ATTACHMENT II
Recommended by
Personnel Commission
on March 10, 2016
Approved by Council
on _____, 2016

Classification Title	Hourly Salary Range					Job Code	Service Type
A	B	C	D	E			
CITY ELECTED OFFICIALS/APPOINTED OFFICERS/EXECUTIVES							
MAYOR				Annual Salary:	39,960.00	E100	Unclassified
CITY COUNCIL				Annual Salary:	24,975.00	E110	Unclassified
CITY MANAGER					115.07	A120	Unclassified
CITY ATTORNEY					95.66	A100	Unclassified
CITY CLERK					58.95	A110	Unclassified
ASSISTANT CITY MANAGER	82.06	86.16	90.47	94.99	99.74	U735	Unclassified
CHIEF OF POLICE	81.92	86.02	90.32	94.84	99.58	P500	Unclassified
DIRECTOR OF DEVELOPMENT SERVICES	71.64	75.22	78.98	82.93	87.08	U700	Unclassified
DIRECTOR OF FINANCE	77.27	81.13	85.19	89.45	93.92	U725	Unclassified
DIRECTOR OF HUMAN RESOURCES	72.51	76.13	79.94	83.94	88.13	U705	Unclassified
DIRECTOR OF INFORMATION TECHNOLOGY/CHIEF INFORMATION OFFICER (CIO)	72.79	76.43	80.25	84.26	88.47	U720	Unclassified
DIRECTOR OF LIBRARY AND COMMUNITY SERVICES	72.25	75.86	79.66	83.64	87.83	U710	Unclassified
DIRECTOR OF MAINTENANCE SERVICES	67.62	71.00	74.55	78.28	82.19	U715	Unclassified
DIRECTOR OF PUBLIC WORKS	78.87	82.92	87.07	91.43	95.99	U730	Unclassified
FIRE CHIEF	77.25	81.11	85.17	89.43	93.90	F800	Unclassified
CITY WIDE ADMINISTRATIVE/ANALYTICAL SUPPORT							
SENIOR MANAGEMENT ANALYST	45.24	47.49	49.87	52.37	54.98	H115	Classified
MANAGEMENT ANALYST II	40.72	42.76	44.89	47.13	49.49	H110	Classified
MANAGEMENT ANALYST I	37.03	38.88	40.82	42.86	45.00	H105	Classified
EXECUTIVE ASSISTANT	35.83	37.48	39.17	40.85	42.65	U315	Unclassified
ADMINISTRATIVE SUPERVISOR	34.24	35.95	37.75	39.63	41.61	H120	Classified
ADMINISTRATIVE SECRETARY	31.54	32.85	34.13	35.41	36.83	C120	Classified
SENIOR SECRETARY	28.83	29.96	31.18	32.32	33.57	C115	Classified
SECRETARY	25.37	26.53	27.86	29.16	30.55	C110	Classified
ADMINISTRATIVE CLERK II	23.39	24.34	25.33	26.46	27.76	C105	Classified
ADMINISTRATIVE CLERK I	20.59	21.67	22.77	23.98	25.24	C100	Classified
ADMINISTRATIVE INTERN				15.00	20.00	Z120	Classified
MAIL CLERK			12.84	13.51	14.17	C410	Classified
CITY WIDE MAINTENANCE							
ELECTRICIAN II	40.31	41.92	43.57	45.41	47.30	M410	Classified
ELECTRICIAN I	36.66	38.17	39.69	41.35	43.02	M405	Classified
MAINTENANCE WORKER	27.12	28.21	29.39	30.39	31.60	M305	Classified
LABORER	23.40	24.27	25.24	26.27	27.21	M905	Classified
CITY ATTORNEY DEPARTMENT							
ASSISTANT CITY ATTORNEY	61.70	64.79	68.03	71.43	75.00	U210	Classified
DEPUTY CITY ATTORNEY II	50.99	53.53	56.21	59.02	61.98	U205	Classified
DEPUTY CITY ATTORNEY I	46.36	48.68	51.11	53.66	56.34	U200	Classified
PARALEGAL	32.89	34.54	36.27	38.08	39.98	U195	Classified
LEGAL SECRETARY II	29.76	31.49	33.86	34.57	36.35	C935	Classified
LEGAL SECRETARY I	26.80	28.21	29.69	31.29	32.96	C930	Classified
CITY CLERK DEPARTMENT							
DEPUTY CITY CLERK	33.61	35.29	37.05	38.90	40.85	H500	Classified

**SALARY PLAN FOR ALL CLASSIFICATIONS
(PER MUNI CODE SEC.2-4.30)
FY 2016**

ATTACHMENT II
Recommended by
Personnel Commission
on March 10, 2016
Approved by Council
on _____, 2016

Classification Title	Hourly Salary Range					Job Code	Service Type
A	B	C	D	E			
CITY MANAGER DEPARTMENT							
OFFICE OF THE CITY MANAGER							
DEPUTY CITY MANAGER	65.94	69.24	72.70	76.33	80.15	U505	Unclassified
ASSISTANT TO CITY MANAGER	47.48	49.86	52.35	54.97	57.72	U320	Unclassified
COMMUNITY AND MEDIA RELATIONS OFFICER	52.09	54.69	57.43	60.31	63.32	U310	Classified
DIGITAL APPLICATIONS DEVELOPER	39.72	41.70	43.79	45.98	48.28	T470	Classified
MANAGEMENT FELLOW					22.28	U300	Classified
CODE ENFORCEMENT SUPERVISOR	41.58	43.66	45.85	48.14	50.55	H700	Classified
SENIOR CODE ENFORCEMENT INSPECTOR	37.81	39.71	41.69	43.78	45.96	T610	Classified
CODE ENFORCEMENT INSPECTOR II	34.37	36.09	37.89	39.79	41.78	T605	Classified
CODE ENFORCEMENT INSPECTOR I	31.24	32.81	34.44	36.16	37.98	T600	Classified
ECONOMIC DEVELOPMENT							
ECONOMIC DEVELOPMENT MANAGER	58.78	61.71	64.80	68.03	71.44	H710	Classified
ECONOMIC DEVELOPMENT SPECIALIST	41.75	43.85	45.99	48.33	50.69	T745	Classified
NEIGHBORHOOD PARTNERSHIP SERVICES							
NEIGHBORHOOD DEVELOPMENT MANAGER	58.20	61.10	64.16	67.36	70.73	H735	Classified
NEIGHBORHOOD PARTNERSHIP MANAGER	52.34	54.96	57.71	60.59	63.62	H730	Classified
HOUSING AUTHORITY							
HOUSING MANAGER	52.34	54.96	57.71	60.59	63.62	H715	Classified
HOUSING DEVELOPMENT SPECIALIST	41.75	43.85	45.99	48.33	50.69	T750	Classified
HOMEOWNERSHIP COORDINATOR	36.67	38.51	40.37	42.42	44.50	T710	Classified
DEVELOPMENT SERVICES DEPARTMENT							
DEVELOPMENT SERVICE ADMINISTRATION							
DEPUTY DIRECTOR OF DEVELOPMENT SERVICES	64.00	67.21	70.57	74.10	77.81	U515	Classified
BUILDING DIVISION							
CITY BUILDING OFFICIAL	60.52	63.55	66.73	70.07	73.57	H335	Classified
SUPERVISING BUILDING INSPECTOR	49.41	51.88	54.48	57.20	60.06	H330	Classified
SENIOR BUILDING INSPECTOR/STRUCTURAL	41.24	43.44	45.63	47.79	50.17	T365	Classified
SENIOR BUILDING INSPECTOR/PLUMBING-MECHANICAL	41.24	43.44	45.63	47.79	50.17	T360	Classified
SENIOR BUILDING INSPECTOR/ELECTRICAL	41.24	43.44	45.63	47.79	50.17	T355	Classified
BUILDING INSPECTOR	35.61	37.28	39.18	41.17	43.87	T350	Classified
PLAN CHECKING ENGINEER	48.21	50.55	53.10	55.86	58.71	T335	Classified
SUPERVISING PLAN CHECKER AND EXPEDITOR	53.13	55.78	58.58	61.50	64.58	H325	Classified
SENIOR PLAN CHECKER	41.24	43.44	45.63	47.79	50.17	T330	Classified
PLAN CHECKER	37.50	39.48	41.48	43.46	45.62	T325	Classified
SENIOR PERMIT TECHNICIAN	32.61	33.95	35.27	36.81	38.69	C205	Classified
PERMIT TECHNICIAN	29.41	30.58	31.81	33.18	34.87	C200	Classified
PLANNING DIVISION							
PLANNING MANAGER	59.95	62.93	66.08	69.38	72.85	H320	Classified
PRINCIPAL PLANNER	52.34	54.96	57.71	60.59	63.62	H315	Classified
SENIOR PLANNER	46.89	49.23	51.70	54.28	57.00	H310	Classified
ASSOCIATE PLANNER	41.87	43.92	46.11	48.48	50.80	T315	Classified
ASSISTANT PLANNER	34.36	36.04	37.98	39.83	41.87	T310	Classified
JUNIOR PLANNER	30.46	32.07	33.58	35.26	36.98	T305	Classified
GRAPHICS/PLANNING TECHNICIAN	28.96	30.36	31.97	33.57	35.20	T300	Classified
DEVELOPMENT REVIEW ENGINEER	52.19	54.80	57.54	60.44	63.43	H305	Classified

**SALARY PLAN FOR ALL CLASSIFICATIONS
(PER MUNI CODE SEC.2-4.30)
FY 2016**

ATTACHMENT II
Recommended by
Personnel Commission
on March 10, 2016
Approved by Council
on _____, 2016

Classification Title	Hourly Salary Range					Job Code	Service Type
	A	B	C	D	E		
DEVELOPMENT REVIEW SPECIALIST	36.61	38.39	40.47	42.46	44.62	T320	Classified
LANDSCAPE ARCHITECT	52.10	54.70	57.44	60.31	63.33	H300	Classified
FINANCE DEPARTMENT							
ADMINISTRATION DIVISION							
DEPUTY DIRECTOR OF FINANCE	60.95	63.99	67.20	70.56	74.09	U500	Classified
BUDGET OFFICER	48.10	50.51	53.03	55.68	58.46	H170	Classified
FINANCIAL ANALYST	42.91	45.05	47.30	49.66	52.15	H165	Classified
FINANCE TECHNICIAN	32.15	33.75	35.44	37.21	39.08	C320	Classified
ACCOUNTING DIVISION							
ACCOUNTING MANAGER	54.61	57.34	60.20	63.22	66.38	H150	Classified
SENIOR ACCOUNTANT	42.92	45.06	47.30	49.67	52.15	H145	Classified
ACCOUNTANT	36.97	38.82	40.75	42.80	44.93	H140	Classified
SENIOR ACCOUNT CLERK	26.89	28.20	29.42	30.85	32.28	C305	Classified
ACCOUNT CLERK	24.51	25.59	26.80	28.04	29.44	C300	Classified
REVENUE DIVISION							
REVENUE MANAGER	53.67	56.35	59.16	62.12	65.22	H160	Classified
FINANCE SUPERVISOR	42.44	44.56	46.78	49.12	51.57	H155	Classified
SUPERVISING CUSTOMER ACCOUNT CLERK	29.21	30.67	32.20	33.81	35.50	C332	Classified
SENIOR CUSTOMER ACCOUNT CLERK	26.89	28.20	29.42	30.85	32.28	C330	Classified
CUSTOMER ACCOUNT CLERK	24.51	25.59	26.80	28.04	29.44	C325	Classified
MAIL AND REVENUE CLERK	20.59	21.67	22.77	23.98	25.24	C322	Classified
PURCHASING DIVISION							
PURCHASING AND SERVICES MANAGER	49.21	51.67	54.25	56.96	59.80	H180	Classified
PURCHASING TECHNICIAN	29.24	30.71	32.22	33.81	35.52	C345	Classified
MAIL AND PURCHASING CLERK	22.20	23.31	24.40	25.67	26.93	C335	Classified
FIRE DEPARTMENT							
SWORN							
DEPUTY FIRE CHIEF (40 HR)	73.61	77.29	81.15	85.21	89.46	F600	Classified
FIRE MARSHAL (40 HR)	66.92	70.27	73.78	77.47	81.34	F400	Classified
FIRE TRAINING OFFICER (40 HR)	66.92	70.27	73.78	77.47	81.34	F420	Classified
BATTALION CHIEF (56 HR)	43.46	45.63	47.91	50.31	52.82	F410	Classified
BATTALION CHIEF (40 HR)	60.83	63.87	67.06	70.42	73.94	F415	Classified
STAFF FIRE CAPTAIN (40 HR)			58.58	61.50	64.58	F240	Classified
FIRE CAPTAIN (56 HR)			38.03	39.93	41.93	F245	Classified
FIRE CAPTAIN (40 HR)			53.25	55.91	58.70	F250	Classified
FIRE PREVENTION INSPECTOR (40 HR)	45.08	47.34	49.71	52.19	54.80	F220	Classified
FIRE PREVENTION INSPECTOR (56 HR)	32.22	33.83	35.51	37.29	39.15	F225	Classified
APPARATUS OPERATOR (56 HR)	30.51	32.03	33.64	35.32	37.08	F210	Classified
APPARATUS OPERATOR (40 HR)	42.67	44.81	47.05	49.40	51.87	F215	Classified
FIREFIGHTER (56 HR)	28.75	30.19	31.70	33.29	34.96	F200	Classified
FIREFIGHTER (40 HR)	40.26	42.27	44.38	46.60	48.93	F205	Classified
FIREFIGHTER TRAINEE (40 HR)	36.61	38.43				F100	Classified
PROFESSIONAL STAFF							
HAZARDOUS MATERIALS PROGRAM COORDINATOR	50.89	53.44	56.11	58.92	61.86	H590	Classified
FIRE PROTECTION ENGINEER	48.21	50.55	53.10	55.86	58.71	T510	Classified
EMERGENCY MEDICAL SERVICES COORDINATOR	45.67	47.96	50.35	52.86	55.51	H585	Classified
ENVIRONMENTAL SPECIALIST	42.65	44.78	47.02	49.37	51.84	T505	Classified
HAZARDOUS MATERIALS INVESTIGATOR	40.63	42.66	44.79	47.04	49.37	T500	Classified
FIRE SERVICES SUPERVISOR	44.34	46.56	48.88	51.32	53.89	H580	Classified
FIRE TECHNICIAN II	28.69	30.12	31.62	33.21	34.87	C255	Classified

**SALARY PLAN FOR ALL CLASSIFICATIONS
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FY 2016**

ATTACHMENT II
Recommended by
Personnel Commission
on March 10, 2016
Approved by Council
on _____, 2016

Classification Title	Hourly Salary Range					Job Code	Service Type
	A	B	C	D	E		
FIRE TECHNICIAN I	26.06	27.37	28.74	30.18	31.69	C250	Classified
HUMAN RESOURCES DEPARTMENT							
HUMAN RESOURCES MANAGER	47.18	49.54	52.02	54.62	57.35	U135	Classified
SENIOR HUMAN RESOURCES ANALYST	42.89	45.03	47.29	49.66	52.14	U120	Classified
HUMAN RESOURCES ANALYST II	39.00	40.94	42.99	45.14	47.40	U115	Classified
HUMAN RESOURCES ANALYST I	35.45	37.22	39.09	41.05	43.10	U110	Classified
HUMAN RESOURCES TECHNICIAN	28.31	29.73	31.21	32.76	34.40	U100	Classified
HUMAN RESOURCES ADMINISTRATIVE ASSISTANT	31.81	33.39	35.06	36.81	38.66	U105	Classified
LIBRARY AND COMMUNITY SERVICES DEPARTMENT							
COMMUNITY SERVICES							
COMMUNITY SERVICES MANAGER	55.57	58.35	61.27	64.34	67.55	H745	Classified
COMMUNITY PROGRAMS SPECIALIST	38.47	40.47	42.53	44.62	46.80	T705	Classified
SENIOR PROPERTY REHABILITATION SPECIALIST	42.31	44.51	46.77	49.07	51.47	T730	Classified
PROPERTY REHABILITATION SPECIALIST	38.47	40.47	42.53	44.62	46.80	T725	Classified
PARATRANSIT COORDINATOR	36.67	38.51	40.37	42.42	44.50	T715	Classified
EDUCATION SERVICES MANAGER	38.39	40.30	42.32	44.43	46.65	H760	Classified
EDUCATIONAL SERVICES COORDINATOR	28.59	30.02	31.53	33.10	34.76	T780	Classified
LIBRARY SERVICES DIVISION							
LIBRARY OPERATIONS MANAGER	38.39	40.30	42.32	44.43	46.65	H755	Classified
SUPERVISING LIBRARIAN I	38.39	40.30	42.32	44.43	46.65	H750	Classified
LIBRARIAN II	31.57	33.15	34.76	36.52	38.24	T795	Classified
LIBRARIAN I	28.62	30.07	31.56	33.06	34.76	T790	Classified
LEAD LIBRARY ASSISTANT	25.93	27.24	28.54	29.94	31.51	C520	Classified
SENIOR LIBRARY ASSISTANT	23.94	25.00	26.15	27.31	28.62	C515	Classified
LIBRARY ASSISTANT	21.69	22.70	23.72	24.81	25.98	C510	Classified
SENIOR LIBRARY PAGE					16.96	C505	Classified
LIBRARY PAGE					15.48	C500	Classified
LITERACY PROGRAM COORDINATOR	28.62	30.07	31.56	33.06	34.76	T785	Classified
VOLUNTEER PROGRAM ASSISTANT	20.77	21.81	22.90	24.04	25.25	C506	Classified
MAINTENANCE SERVICES DEPARTMENT							
FACILITIES MANAGEMENT							
FACILITIES AND BUILDING MANAGER	51.12	53.67	56.35	59.17	62.14	H605	Classified
FACILITIES LEADWORKER	44.60	46.37	48.18	50.17	52.31	M135	Classified
FACILITIES MAINTENANCE SUPERVISOR	36.75	38.58	40.51	42.54	44.67	H600	Classified
HVAC MECHANIC	40.31	41.92	43.57	45.41	47.30	M140	Classified
FACILITIES PAINTER II	32.91	34.25	35.59	37.06	38.60	M130	Classified
FACILITIES PAINTER I	29.94	31.15	32.41	33.77	35.10	M125	Classified
FACILITIES CARPENTER II	32.77	34.07	35.50	36.97	38.51	M120	Classified
FACILITIES CARPENTER I	29.81	31.04	32.32	33.63	35.03	M115	Classified
FACILITIES SERVICEWORKER II	24.22	25.18	26.21	27.13	28.21	M110	Classified
FACILITIES SERVICEWORKER I	22.06	22.87	23.77	24.75	25.63	M105	Classified

**SALARY PLAN FOR ALL CLASSIFICATIONS
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FY 2016**

ATTACHMENT II
Recommended by
Personnel Commission
on March 10, 2016
Approved by Council
on _____, 2016

Classification Title	Hourly Salary Range					Job Code	Service Type
	A	B	C	D	E		
FLEET MANAGEMENT DIVISION							
FLEET MAINTENANCE MANAGER	51.12	53.67	56.35	59.17	62.14	H635	Classified
FLEET MANAGEMENT SUPERVISOR	45.01	47.27	49.63	52.11	54.71	H630	Classified
EQUIPMENT MECHANIC II	30.65	32.08	33.71	35.47	37.23	M615	Classified
EQUIPMENT MECHANIC I	27.91	29.31	30.80	32.32	33.91	M610	Classified
EQUIPMENT PARTS STOREKEEPER	25.52	26.87	28.17	29.58	31.08	M605	Classified
EQUIPMENT SERVICE ATTENDANT	23.55	24.47	25.49	26.35	27.37	M600	Classified
LANDSCAPE MAINTENANCE DIVISION							
LANDSCAPE MAINTENANCE MANAGER	51.12	53.67	56.35	59.17	62.14	H615	Classified
LANDSCAPE MAINTENANCE SUPERVISOR	45.01	47.27	49.63	52.11	54.71	H610	Classified
GROUNDSKEEPER III	33.38	34.73	36.13	37.66	39.13	M215	Classified
GROUNDSKEEPER II	29.27	30.44	31.68	32.80	34.06	M210	Classified
GROUNDSKEEPER I	26.58	27.65	28.81	29.80	30.98	M205	Classified
TREE TRIMMER	30.03	31.23	32.50	33.65	34.97	M220	Classified
STREET MAINTENANCE DIVISION							
STREETS MAINTENANCE MANAGER	51.12	53.67	56.35	59.17	62.14	H625	Classified
STREETS MAINTENANCE SUPERVISOR	45.01	47.27	49.63	52.11	54.71	H620	Classified
SENIOR MAINTENANCE LEADER	34.02	35.38	36.80	38.37	39.87	M315	Classified
MAINTENANCE LEADER	29.87	31.03	32.32	33.45	34.74	M310	Classified
SWEEPER EQUIPMENT OPERATOR	27.90	28.84	29.99	31.27	32.51	M700	Classified
POLICE DEPARTMENT							
SWORN							
POLICE CAPTAIN	72.86	76.50	80.33	84.35	88.55	P300	Classified
POLICE LIEUTENANT				68.67	72.01	P215	Classified
POLICE SERGEANT			56.71	59.45	62.49	P210	Classified
INSPECTOR	48.71	51.14	53.64	56.19	58.94	P205	Classified
POLICE OFFICER	43.21	45.28	47.48	49.78	52.14	P200	Classified
POLICE OFFICER TRAINEE	30.85	32.38				P100	Classified
PROFESSIONAL STAFF							
PERSONNEL AND TRAINING ADMINISTRATOR	56.55	59.38	62.35	65.47	68.74	H450	Classified
SENIOR CRIME AND INTELLIGENCE ANALYST	45.24	47.49	49.87	52.37	54.98	H406	Classified
CRIME AND INTELLIGENCE ANALYST	40.72	42.76	44.89	47.13	49.49	H405	Classified
POLICE PROGRAMS ANALYST	40.72	42.76	44.89	47.13	49.49	H400	Classified
SPECIAL OPERATIONS DIVISION							
CRIME PREVENTION SPECIALIST	28.41	29.83	31.32	32.89	34.54	C670	Classified
RESERVE OFFICER COORDINATOR	51.44	54.01	56.71	59.45	62.49	H455	Classified
INVESTIGATION DIVISION							
YOUTH AND FAMILY SERVICES ADMINISTRATOR	56.55	59.38	62.35	65.47	68.74	H445	Classified
COUNSELING SUPERVISOR	44.34	46.56	48.88	51.32	53.89	H440	Classified
FAMILY COUNSELOR I	35.84	37.62	39.51	41.32	43.48	T550	Classified
CERTIFIED LATENT PRINT EXAMINER	42.65	44.78	47.02	49.37	51.84	T560	Classified
SUPPORT SERVICES DIVISION							
OPERATIONS SUPPORT SERVICES MANAGER	67.76	71.15	75.43	79.20	83.15	U400	Classified
PROPERTY/EVIDENCE ADMINISTRATOR	45.17	47.42	49.80	52.29	54.90	H415	Classified
PROPERTY AND EVIDENCE SUPERVISOR	34.69	36.43	38.25	40.15	42.16	H410	Classified
POLICE ID SPECIALIST	31.60	33.18	34.84	36.60	38.33	T555	Classified
CRIME SCENE TECHNICIAN	28.19	29.45	30.81	32.20	33.74	C685	Classified

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Classification Title	Hourly Salary Range					Job Code	Service Type
	A	B	C	D	E		
PROPERTY TECHNICIAN	27.02	28.19	29.55	30.90	32.37	C665	Classified
ANIMAL SERVICES ADMINISTRATOR	45.17	47.42	49.80	52.29	54.90	H430	Classified
SHELTER OPERATIONS SUPERVISOR	29.72	31.04	32.49	33.98	35.60	C621	Classified
ANIMAL CONTROL OFFICER	25.55	26.87	28.10	29.42	30.80	C610	Classified
ANIMAL CARE ATTENDANT	21.27	22.17	23.05	24.06	25.25	C600	Classified
SHELTER VOLUNTEER COORDINATOR	21.27	22.17	23.05	24.06	25.25	C607	Classified
COMMUNICATIONS ADMINISTRATOR	45.17	47.42	49.80	52.29	54.90	H435	Classified
COMMUNICATIONS SUPERVISOR	36.39	38.22	40.13	42.12	44.25	C645	Classified
COMMUNICATIONS OPERATOR	31.57	33.18	34.81	36.58	38.42	C635	Classified
CALL TAKER	26.27	27.57	28.95	30.41	31.93	C633	Classified
RECORDS ADMINISTRATOR	45.17	47.42	49.80	52.29	54.90	H425	Classified
RECORDS SUPERVISOR	33.01	34.66	36.39	38.21	40.12	C705	Classified
POLICE RECORDS CLERK II	25.67	26.69	27.76	28.98	30.41	C695	Classified
POLICE RECORDS CLERK I	22.56	23.73	24.99	26.24	27.65	C690	Classified
JAIL ADMINISTRATOR	45.17	47.42	49.80	52.29	54.90	H420	Classified
JAIL SUPERVISOR	32.48	33.84	35.47	37.13	38.91	C660	Classified
COMMUNITY SERVICE OFFICER	28.37	29.60	31.02	32.45	33.99	C650	Classified
TRANSPORATION AND ENGINEERING DEPARTMENT							
AIRPORT DIVISION SUMMARY							
AIRPORT MANAGER	58.20	61.10	64.16	67.36	70.73	H205	Classified
AIRPORT OPERATIONS SUPERVISOR	47.99	50.38	52.90	55.54	58.32	H200	Classified
NOISE ABATEMENT ANALYST	28.62	30.07	31.56	33.06	34.76	T270	Classified
SENIOR AIRPORT MAINTENANCE WORKER	31.26	32.41	33.70	35.08	36.49	M510	Classified
AIRPORT MAINTENANCEWORKER	28.40	29.44	30.59	31.87	33.18	M505	Classified
AIRPORT ATTENDANT	21.26	22.20	23.01	24.02	25.21	M500	Classified
ENGINEERING/TRANSPORTATION DIVISION							
ASSISTANT CITY ENGINEER	58.26	61.17	64.23	67.44	70.81	H250	Classified
SENIOR CIVIL ENGINEER	52.19	54.80	57.54	60.41	63.43	H240	Classified
ASSOCIATE CIVIL ENGINEER	45.06	47.33	49.63	52.15	54.69	T215	Classified
ASSISTANT CIVIL ENGINEER	38.82	40.82	42.91	44.99	47.23	T210	Classified
REAL PROPERTY MANAGER	42.70	44.84	47.08	49.44	51.91	H225	Classified
REAL PROPERTY ASSOCIATE	37.90	39.88	41.89	43.92	46.09	T260	Classified
REAL PROPERTY ASSISTANT	32.30	33.91	35.54	37.31	39.19	T255	Classified
ENGINEERING TECHNICIAN	30.81	32.29	33.93	35.63	37.33	T200	Classified
SURVEY ENGINEER	48.30	50.71	53.25	55.91	58.71	H230	Classified
SURVEYOR	36.65	38.46	40.38	42.37	44.51	T265	Classified
TRANSPORTATION MANAGER	60.39	63.42	66.59	69.92	73.41	H220	Classified
SENIOR TRANSPORTATION ENGINEER	52.39	55.01	57.76	60.64	63.67	H215	Classified
ASSOCIATE TRANSPORTATION ENGINEER	45.06	47.33	49.63	52.15	54.69	T240	Classified
ASSISTANT TRANSPORTATION ENGINEER	38.82	40.82	42.91	44.99	47.23	T235	Classified
SENIOR TRANSPORTATION PLANNER	46.89	49.23	51.70	54.28	57.00	H210	Classified
ASSOCIATE TRANSPORTATION PLANNER	41.87	43.92	46.11	48.48	50.80	T225	Classified
TRAFFIC SIGNAL TECHNICIAN	30.81	32.29	33.93	35.63	37.33	T220	Classified
SUPERVISING CONSTRUCTION INSPECTOR	49.41	51.88	54.48	57.20	60.06	H235	Classified
SENIOR CONSTRUCTION INSPECTOR	41.24	43.44	45.63	47.79	50.17	T250	Classified
CONSTRUCTION INSPECTOR	34.56	36.33	38.03	39.95	41.98	T245	Classified

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A	B	C	D	E			
UTILITIES AND ENVIRONMENTAL SERVICES DEPARTMENT							
ADMINISTRATION DIVISION							
DEPUTY DIRECTOR OF PUBLIC WORKS	66.05	69.36	72.83	76.48	80.30	U510	Classified
WATER RESOURCES MANAGER	66.05	69.36	72.83	76.48	80.30	H875	Classified
SENIOR UTILITY SERVICE REPRESENTATIVE	33.16	34.80	36.46	38.33	40.20	M820	Classified
STOREKEEPER - EXPEDITER	26.64	27.74	28.78	29.88	31.03	M100	Classified
RECYCLING-SOLID WASTE							
SOLID WASTE PROGRAM MANAGER	45.24	47.49	49.87	52.37	54.98	H800	Classified
RECYCLING SPECIALIST	32.59	34.20	35.87	37.70	39.57	T800	Classified
SUSTAINABILITY TECHNICIAN	31.83	33.41	35.08	36.83	38.68	T802	Classified
WATER POLLUTION CONTROL FACILITY (WPCF)							
WATER POLLUTION CONTROL FACILITY MANAGER	58.09	61.01	64.05	67.25	70.62	H870	Classified
WPCF OPERATIONS AND MAINTENANCE MANAGER	52.45	55.07	57.83	60.73	63.76	H865	Classified
WPCF MAINTENANCE SUPERVISOR	47.31	49.67	52.15	54.77	57.50	H860	Classified
WPCF OPERATIONS SUPERVISOR	47.31	49.67	52.15	54.77	57.50	H855	Classified
WPCF LEAD OPERATOR	35.70	37.12	38.58	40.11	41.73	M935	Classified
WPCF OPERATOR	32.46	33.75	35.10	36.47	37.95	M930	Classified
OPERATOR-IN-TRAINING	29.71	30.89	32.18	33.27	34.57	M925	Classified
LAB SUPERVISOR	47.31	49.67	52.15	54.77	57.50	H850	Classified
CHEMIST	38.48	40.41	42.43	44.55	46.77	T807	Classified
LABORATORY TECHNICIAN	33.46	34.72	36.06	37.54	38.94	T805	Classified
WATER POLLUTION SOURCE CONTROL							
ENVIRONMENTAL SERVICES MANAGER	54.40	57.12	59.98	62.97	66.13	H805	Classified
WATER POLLUTION CONTROL ADMINISTRATOR	47.31	49.67	52.15	54.77	57.50	H845	Classified
SENIOR WATER POLLUTION SOURCE CONTROL INSPECTOR	38.26	40.25	42.27	44.27	46.53	T815	Classified
WATER POLLUTION SOURCE CONTROL INSPECTOR	34.77	36.59	38.25	40.22	42.22	T810	Classified
TECHNICAL INTERN					15.00	Z125	Classified
SENIOR UTILITIES ENGINEER	52.19	54.80	57.54	60.41	63.43	H810	Classified
SEWER COLLECTIONS & WATER DISTRIBUTION							
UTILITIES OPERATIONS AND MAINTENANCE MANAGER	59.61	62.58	65.71	69.00	72.45	H835	Classified
UTILITIES OPERATIONS AND MAINTENANCE SUPERVISOR	49.67	52.15	54.77	57.50	60.38	H830	Classified
UTILITIES FIELD SERVICES SUPERVISOR	49.67	52.15	54.77	57.50	60.38	H825	Classified
WASTEWATER COLLECTIONS SYSTEM SUPERVISOR	47.31	49.67	52.15	54.77	57.50	H823	Classified
WATER INSTALLATION AND MAINTENANCE SUPERVISOR	39.94	41.94	44.04	46.25	48.55	H815	Classified
SENIOR UTILITY CUSTOMER SERVICE LEADER	34.64	36.03	37.46	39.05	40.60	M825	Classified
CROSS CONNECTION CONTROL SPECIALIST	30.35	31.40	32.64	33.99	35.34	M815	Classified
WATER METER MECHANIC	29.50	30.63	31.90	33.21	34.54	M810	Classified
WATER METER READER	26.37	27.41	28.53	29.57	30.75	M805	Classified
BACKFLOW/CROSS CONNECTION TESTER	25.51	26.73	27.97	29.33	30.75	M800	Classified
UTILITIES MAINTENANCE SUPERVISOR	45.93	48.22	50.63	53.17	55.83	H850	Classified
UTILITIES SERVICE WORKER	29.09	30.24	31.49	32.59	33.86	M900	Classified
GENERAL MAINTENANCE							
EQUIPMENT OPERATOR	29.24	30.31	31.52	32.80	34.12	M400	Classified
SENIOR UTILITY LEADER	36.41	37.87	39.38	41.08	42.70	M845	Classified
UTILITY LEADER	31.99	33.27	34.65	35.86	37.24	M840	Classified
UTILITY WORKER	29.09	30.24	31.49	32.59	33.86	M835	Classified
SENIOR UTILITY LEADER - SEWER	36.41	38.17	40.08	42.09	44.19	M920	Classified
UTILITY LEADER - SEWER	33.01	34.32	35.73	36.98	38.42	M915	Classified
UTILITY WORKER - SEWER	30.01	31.20	32.49	33.62	34.93	M910	Classified

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UTILITIES MAINTENANCE MECHANIC	33.36	34.65	36.01	37.46	38.98	M415	Classified
TECHNOLOGY SERVICES DEPARTMENT							
INFORMATION SYSTEMS MANAGER	52.09	54.69	57.43	60.31	63.32	H565	Classified
INFORMATION TECHNOLOGY MANAGER	52.09	54.69	57.43	60.31	63.32	H566	Classified
DATA AND SYSTEMS COORDINATOR	46.87	49.21	51.68	54.26	56.97	H560	Classified
NETWORK SYSTEMS SPECIALIST	42.13	44.24	46.45	48.77	51.21	H555	Classified
GEOGRAPHIC INFO SYSTEMS COORDINATOR	40.48	42.50	44.52	46.76	49.86	T460	Classified
PROGRAMMER ANALYST	39.74	41.68	43.85	46.01	48.28	T455	Classified
WEB SPECIALIST	39.16	41.14	43.18	45.33	47.60	T450	Classified
INFORMATION TECHNOLOGY ANALYST II	39.72	41.70	43.79	45.98	48.28	T435	Classified
INFORMATION TECHNOLOGY ANALYST I	36.11	37.91	39.81	41.80	43.89	T430	Classified
TECHNOLOGY SOLUTIONS ANALYST II	39.72	41.70	43.79	45.98	48.28	T445	Classified
TECHNOLOGY SOLUTIONS ANALYST I	36.11	37.91	39.81	41.80	43.89	T440	Classified
GEOGRAPHIC INFO SYSTEM TECHNICIAN II	36.07	37.87	39.76	41.74	43.86	T465	Classified
GEOGRAPHIC INFO SYSTEM TECHNICIAN I	32.81	34.44	36.16	37.98	39.87	T464	Classified
INFORMATION TECHNOLOGY TECHNICIAN II	36.07	37.87	39.76	41.74	43.86	T425	Classified
INFORMATION TECHNOLOGY TECHNICIAN I	32.81	34.44	36.16	37.98	39.87	T424	Classified
INFORMATION SYSTEMS SUPPORT TECHNICIAN	29.54	31.01	32.60	34.22	35.87	T415	Classified
DATA SYSTEMS OPERATOR	25.39	26.55	27.86	29.18	30.56	C450	Classified
AUDIO VIDEO SPECIALIST	28.15	29.52	31.03	32.58	34.13	T410	Classified
VIDEO ASSISTANT					15.45	T400	Classified



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Staff Report

File #: CONS 16-139

DATE: March 22, 2016

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Adoption of Ordinance Amending Chapter 10, Article 1 of the Hayward Municipal Code by Rezoning Certain Property in Connection with Zone Change Application No. 201400648 Relating to a Residential Development at the Southwestern Corner of 2nd Street and Walpert Street

RECOMMENDATION

That the Council adopts the Ordinance introduced on March 15, 2016.

BACKGROUND

The Ordinance was introduced by Council Member Peixoto at the March 15, 2016 meeting of the City Council with the following vote:

AYES: Council Members: Zermeño, Jones, Mendall, Peixoto, Lamnin, Márquez
Mayor Halliday
NOES: Council Members: None
ABSENT: Council Members: None
ABSTAIN: Council Members: None

The summary of the Ordinance was published in the Hayward Daily Review on Saturday, March 19, 2016.

Adoption at this time is therefore appropriate.

Prepared and Recommended by: Miriam Lens, City Clerk

Approved by:

Fran David, City Manager

Attachments:

Attachment I Summary of Ordinance Published on 3/19/2016

PUBLIC NOTICE OF AN INTRODUCTION OF ORDINANCE
BY THE CITY COUNCIL OF THE CITY OF HAYWARD

AN ORDINANCE AMENDING CHAPTER 10, ARTICLE 1 OF THE HAYWARD
MUNICIPAL CODE BY REZONING CERTAIN PROPERTY IN CONNECTION
WITH ZONE CHANGE APPLICATION NO. 201400648 RELATING TO A
RESIDENTIAL DEVELOPMENT AT THE SOUTHWESTERN CORNER OF 2ND
STREET AND WALPERT STREET

THE CITY COUNCIL OF THE CITY OF HAYWARD DOES ORDAIN AS FOLLOWS:

Section 1. Rezoning.

Article 1 of Chapter 10 of the Hayward Municipal Code is hereby amended to rezone the properties located at the southwestern corner of 2nd Street and Walpert Street (APNs. 445-0040-011-03; 445-0050-001-11; 445-0050-010-01; 445-0050-019-00; and 445-0050-018-00) from Single-Family, Medium and High Density Residential Districts with a Special Design Overlay (SD-7), and Open Space District to Planned Development District for Ward Creek Cottages.

Section 2. Severance.

Should any part of this ordinance be declared by a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid or beyond authority of the City, such decision shall not affect the validity of the remainder of this ordinance, which shall continue in full force and effect, provided the remainder of the ordinance, absent the excised portion, can be reasonably interpreted to give effect to intentions of the City Council.

Section 3. Effective Date.

This ordinance shall become effective immediately upon adoption.

Introduced at the meeting of the Hayward City Council held March 15, 2016, the above-entitled Ordinance was introduced by Council Member Peixoto.

This Ordinance will be considered for adoption at the regular meeting of the Hayward City Council, to be held on March 22, 2016, at 7:00 p.m., in the Council Chambers, 777 B Street, Hayward, California. The full text of this Ordinance is available for examination by the public in the Office of the City Clerk.

Dated: March 19, 2016
Miriam Lens, City Clerk
City of Hayward



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Staff Report

File #: CONS 16-140

DATE: March 22, 2016

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Downtown Parking Management Pilot Program- Authorization to Accept MTC Parking Management Grant, Authorizing the City Manager to Execute the Agreement and Appropriation of Funds

RECOMMENDATION

That Council adopts the attached resolution:

1. Accepting the grant award from the Metropolitan Transportation Commission (MTC) for a Pilot Downtown Parking Management Program;
2. Authorizing the City Manager to execute an agreement with MTC to implement the Pilot Program; and
3. Appropriating \$100,000 for this project in the Capital Improvement Projects (CIP) Fund.

BACKGROUND

In fall of 2014, Hayward staff was notified that BART would begin implementation of paid parking at the Hayward BART station. In response, staff developed various short term strategies to mitigate potential impacts to the Downtown parking areas.

Apart from the interim strategies that were implemented, it was recognized that long-term, comprehensive parking policies would be critical to the growth and development of the Downtown area. Hayward was one of a limited number of local agencies selected by MTC to participate in a comprehensive evaluation of parking policies in the nine county Bay Area region. Staff took advantage of this regional effort as a mechanism to jump start a more focused assessment of Downtown parking needs by utilizing the data gathered from MTC's sanctioned study and developed long-term strategies.

In the interim, city staff was successful in obtaining a grant from MTC to implement Phase 1 of the Pilot Parking Program as briefly described below. The grant amount of \$438,000 (\$100,000 in City local match) covers the purchase of pricing and enforcement technology, education programs, and wayfinding signage.

At the February 23, 2016 City Council meeting, staff asked Council to review and comment on proposed long-term parking demand management strategies for Downtown Hayward as part of the focused

evaluation. Staff recommended the following components for Council's consideration:

- A one-year pilot program initiating on-street priced parking in the corridor of highest demand along B Street from Foothill Blvd to Montgomery.
- Utilize multi-space pay stations, mobile payment, and License Plate Recognition (LPR) technology for payment collection and enforcement.
- Provide a series of educational materials explaining existing conditions, parking options available, and why priced parking and permits have been adopted.
- Initiate a coordinated wayfinding system to more easily direct visitors to free public parking lots.
- Time restricted parking should continue along A Street, B and C streets west of Grand Street, D Street, and Foothill Blvd.
- Free parking for merchants and employees in the downtown and a Residential Preferential Parking (RPP) program for residents in downtown.

DISCUSSION

Implementation of paid parking is the major component of the grant received from MTC. If the pilot program component related to paid parking is not adopted/implemented, the City will have to forfeit the grant. This would result in the loss of the metered technology. It will limit the City's ability to purchase enforcement technology (license plate recognition hardware/software), provide educational and outreach efforts, pay for staffing to manage the pilot program, and wayfinding signage due to funding constraints.

On February 23, 2016, Council expressed many concerns related to implementing paid parking in the B Street corridor as part of the Phase 1 pilot program. Priced parking as proposed from Foothill to Montgomery (74 total spaces) was not viewed as being advantageous at this time.

Aware of these concerns, staff worked with its consultant team to devise a strategy that would follow Council's directives, yet fall within the overall framework of MTC's Parking Management grant guidelines. To that end, in reviewing the City's application and in informal discussions with MTC, there was nothing implicitly stating that a modified tiered pricing strategy could not be implemented. Specifically, it was acknowledged that a pricing structure with the first hour of free (or nominal charge) parking would fall within the parameters of MTC's intended outcome. In general, this would allow visitors to Downtown the ability to park on B Street free of charge for one hour. The second, third, and subsequent hours would progressively see an increase in parking fees charged.

A modified pricing approach will continue to allow free parking for all quick trips to B Street. In order to track the entire parking session, visitors will need to "check-in" via the mobile app (ParkMobile or PaybyPhone) or the parking kiosk (pay by plate/pay on foot paystation). Drivers choosing to use the mobile app option would be required to first register on-line prior to utilizing this feature. Once registered, simply clicking the app upon arrival in the designated parking stalls would initiate the process.

A graduated/progressive pricing system will be applied in absence of time limits to encourage turnover after the first hour of free parking. As an example, a graduated pricing system can be adopted as follows:

Hours of parking	Price/Hour
Between 0-1 hours	Free (or nominal charge)
Between 1-2 hours	\$1
Between 2-4 hours	\$2
> 4 hours	\$3

Note, that this is conceptual only. Council will have the opportunity to review and discuss pricing options in detail when the draft of the final report is presented in the fall. This approach has several benefits:

- Accommodating short shopping trips, but discouraging long-term parking or re-parking on B Street.
- Incentivizing turnover, increasing the number of possible users, and increasing potential sales for local merchants
- Opening up prime parking spaces without completely removing the market for those seeking to park as long as they need within the corridor.
- Discourages long-term parking by BART commuters by making all day parking cost-prohibitive.
- Encourages price sensitive parkers such as employers/employees to park off-street.

This is a one-year pilot project. At the end of one year, Council will have the option to sunset the program or extend it indefinitely. The technology purchased will be the City's to retain regardless of this decision. Even if Council chooses not to accept the MTC grant, the City can move forward with formalizing time restrictions in the Downtown area as a method of parking management and implementation of both employee/employer and residential parking permits.

If Council decides to authorize the City Manager to proceed with implementing the pilot pricing program along the B Street corridor as discussed, MTC is requiring that all grantees adopt a resolution formally accepting the grant no later than April 1, 2016. That required Resolution is attached and staff is requesting Council approval at this meeting.

ECONOMIC IMPACT

Any revenues generated by the pilot program would be reinvested into the parking program to offset the on-going operations and maintenance and enforcement costs to support the policies set forth in the Parking Management Plan. If in the future priced parking management were to extend beyond the proposed Phase 1 B Street corridor, excess meter revenue could be used to reinvest in the Downtown area for needed public improvements.

FISCAL IMPACT

The City has been approved for a total of \$438, 000 (\$338,000 grant request) through the MTC Parking Management and TDM Grant Program. Hayward is required to provide a match of 22.8% or \$100,000. If Council chooses to accept this grant, an appropriation of \$100,000 is also needed, which is currently

provided for in the Capital Improvement Projects fund, Fund # 405.

Although enforcement is a critical piece of this program and a major component of eventual success, it is not possible to estimate the potential revenue and expenses at this time. During the pilot program, staff will test various enforcement models and gain a much better sense of both revenue and expenses associated with robust, consistent enforcement. The aspect of enforcement, its implications, and its impacts will be dealt with in detail in the draft final report.

PUBLIC CONTACT

A key component of the MTC grant is education and outreach to the community. As such, one or more “how-to” community workshops will be conducted. It is important to stress that the purpose of the program is to manage the parking on B Street to make it more available for people who want to park for quick trips, and to find off-street parking for employees or those who need to park for longer.

Prior to the February 23, 2016 Council meeting, staff presented results of the preliminary parking analysis to the Council Economic Development Committee (CEDC) on April 6, 2015.

In October 2015, staff solicited comments from visitors to the Downtown area on a Friday night and a Saturday during the Farmers Market via survey; 134 surveys were completed. In addition, a more detailed survey was posted on-line on the city’s website, Facebook page, the social network Nextdoor, and disseminated via e-mail. Approximately 840 on-line surveys were filled out and submitted.

Following the February 23, 2016 Council meeting, staff was contacted by the Hayward Chamber of Commerce and invited to present the Parking Management strategies to downtown merchants that were presented to Council. That meeting is tentatively set to occur in April.

NEXT STEPS

A draft of the final report will be presented to Council for review and possible adoption in the Fall of 2016. There are three critical components of the draft of the final report:

- A more robust discussion and analysis of the proposed tiered-pricing strategy; which will allow Council to review and discuss various pricing options with the implicit understanding that the first hour of parking in the corridor be free;
- A detailed financial analysis outlining revenues, capital needs, and operating costs for a more robust parking management and enforcement component. This effort will outline the steps necessary to combine parking enforcement and management activities citywide relative to necessary staffing, anticipated revenues, and operating/capital outlays. Specifically, combining the citywide RPP program with the Downtown RPP and the South Hayward JPA, making it the focal point of the analysis.
- The potential creation of a more formal parking management and enforcement component within the municipal organization; and outline costs and anticipated revenues associated with such a coordinated enforcement effort.

Prepared by: Fred Kelley, Transportation Manager

File #: CONS 16-140

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'Fran David', with a stylized, flowing script.

Fran David, City Manager

Attachments:

Attachment I Resolution - Acceptance of Grant Award and Authorization for the City Manager to
Execute Agreement

Resolution of Local Support

Resolution No. _____

**AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO
MTC AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING
ASSURANCE TO COMPLETE THE PROJECT**

WHEREAS, the City of Hayward (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$338,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives Program (TAP)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Hayward Downtown Comprehensive Parking Management Program (herein referred to as PROJECT) for the Parking Management and TDM Grant Program (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC

- Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
 - that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
 - that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
 - that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
 - in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
 - in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
 - in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding

Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans. FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2016

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Staff Report

File #: CONS 16-146

DATE: March 22, 2016

TO: Mayor and City Council

FROM: Director of Utilities & Environmental Services

SUBJECT

Recycled Water Storage and Distribution Project: Authorization for the City Manager to Execute a Professional Services Agreement

RECOMMENDATION

That Council adopts the attached resolution authorizing the City Manager to execute a Professional Services Agreement with West Yost Associates, Inc., for design of the Recycled Water Storage and Distribution Project and engineering services during construction, in an amount not to exceed \$1,400,000.

BACKGROUND

The City prepared a Recycled Water Feasibility Study in 2007 that provided a conceptual overview of the potential for delivering highly treated wastewater for irrigation and other industrial uses. Based on the results of the Feasibility Study, a Recycled Water Facility Plan (Plan), partially funded by a grant from the SWRCB and the United States Bureau of Reclamation (USBR), was completed in 2009 and updated in September 2013.

The Plan identifies potential sites where recycled water may be used for irrigation or industrial purposes. The Plan also includes a conceptual treatment and distribution system, and estimates project costs based on an assessment of prevailing conditions. The Plan envisioned the City receiving excess recycled water from the Russell City Energy Center (RCEC), operated by Calpine, which receives secondary treated wastewater from the City and utilizes its own facilities to treat the wastewater to tertiary level for use in its cooling process. Staff continues to have discussions with Calpine representatives to this end; however, a final determination in this regard is yet to be made. This is at best an interim measure so that a limited quantity of water can be available more expeditiously compared with the City having to design and build its own facility. However, the quantity of water available from RCEC is not nearly enough to meet the City's medium to long term needs. It is anticipated that in the coming years, the City would need to plan, design, and construct a City owned treatment facility to meet its needs for the next twenty years.

On May 19, 2015, the City Council adopted Resolution 15-072, authorizing the City Manager to sign and file a State Revolving Fund (SRF) Loan application with the State Water Resources Control Board (SWRCB) for an amount not to exceed \$12 million for the design and construction of the Recycled Water

Storage and Distribution Project. Since that time, staff has submitted four parts of the application that include General Information, Technical, Environmental, and Financial Security packages.

On December 15, 2015, the City Council adopted an Ordinance to add Article 6 to Chapter 11 of the Hayward Municipal Code regarding Recycled Water Use, as required by the SWRCB as part of the SRF loan process. The adopted ordinance mandates recycled water use when the City determines that a property lies within the City's recycled water service area and that such use is appropriate and technically feasible for delivery of recycled water, either through formal user agreements or some other appropriate mechanism.

The Recycled Water Project currently consists of constructing a new 2.5 million gallons (MG) recycled water storage tank and a new pump station located at the City's Water Pollution Control Facility (WPCF), with capacity to deliver an estimated 290 acre-feet per year of recycled water (equivalent to nearly ninety-four million gallons per year, or 260,000 gallons per day) to twenty-four locations within the City. The project would include approximately 51,200 feet (9.7 miles) of new eight-inch and/or ten-inch diameter distribution lines including over three miles of lateral pipelines with connections to customers. Upon completion, recycled water would be delivered to approximately twenty-four sites primarily for irrigation, with some industrial uses in cooling towers and boilers.

The project does not currently include a treatment component, as it is envisioned to receive treated wastewater from RCEC through a future agreement. If negotiations with RCEC for procuring treated water prove unsuccessful, staff will return to Council with a request to design and construct the necessary treatment component.

DISCUSSION

On January 15, 2016, City sent out the invitations and the Request for Proposal to four engineering firms and three proposals were received on February 16, 2016. Staff has completed the review and rated the proposals submitted by the consultants (Carollo Engineers, RMC Water and Environment, and West Yost Associates). The following factors were considered for each firm: 1) the relevant experience of the firm and its sub-consultants; 2) the experience and qualifications of the project manager and professional team; 3) understanding of the City's specific issues of concern; 4) demonstrated ability to meet the City's needs within the defined budget and schedule; and 5) innovative proposal components that would add value to the project above and beyond the standard tasks. All of the proposals were solid with each firm having particular areas of strength.

While each firm is highly qualified and assembled very strong teams for the City's projects, staff recommends West Yost Associates for demonstrating the best combination of qualifications and responsiveness to the City's requirements. West Yost Associates achieved higher rating in the selection criteria by providing a solid and innovative approach to the engineering design, and proposing a knowledgeable and experienced project team. West Yost Associates indicated an excellent understanding of the City's needs and has performed satisfactorily on other similar projects.

Cost was not the deciding factor in staff's recommendation. However, West Yost Associates has proposed a reasonable number of labor hours and competitive hourly rates, which resulted in the lowest

overall projected cost. As part of the selection process, staff further negotiated and lowered the fees. Staff believes that the final negotiated not-to-exceed cost of \$1,400,000 is reasonable for the scope of services required.

West Yost Associates will be responsible for the design of the water storage tank, pump station, and recycled water pipeline distribution system with associated service laterals and connection details. City staff will be responsible for the project administration including bidding process and construction management.

ENVIRONMENTAL REVIEW

The City completed an environmental assessment in October 2014 and adopted an Initial Study/Mitigated Negative Declaration on December 16, 2014, in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

ECONOMIC AND FISCAL IMPACT

A Capital Improvement Project, titled "Recycled Water Storage and Distribution Project," is included in the current Capital Improvement Program's Sewer Improvement Fund (Fund 612). The project budget is \$12 million, financed by a 1% interest State Revolving Fund (SRF) loan amount of \$8,083,560 and a construction grant of \$3,511,200.

This project will not utilize any General Fund monies and the debt service incurred will be obligated to the Wastewater Enterprise Fund.

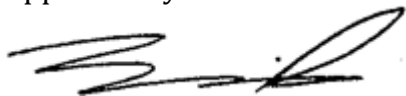
NEXT STEPS

If Council approves this request, staff will finalize a professional services agreement with West Yost Associates, Inc. and issue a Notice to Proceed. After the completion of the design plans and specifications, staff will ask the Council to approve the documents and call for bids for the construction of the project.

Prepared by: Henry Louie, Senior Utilities Engineer

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

Approved by:



Fran David, City Manager

Attachments:

Attachment I

Resolution

HAYWARD CITY COUNCIL

RESOLUTION NO.16-____

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH WEST YOST ASSOCIATES, INC. FOR THE RECYCLED WATER STORAGE AND DISTRIBUTION PROJECT, PROJECT NO. 07507

WHEREAS, On May 19, 2015, the City Council adopted Resolution 15-072, authorizing the City Manager to sign and file a SRF Loan application for an amount not to exceed \$12 million for the design and construction of the Recycled Water Storage and Distribution Project; and

WHEREAS, On December 15, 2015, the City Council adopted an Ordinance to add Article 6 to Chapter 11 of the Hayward Municipal Code regarding Recycled Water Use, as required by the State Water Resources Control Board (SWRCB) for the Recycled Water Storage and Distribution Project State Revolving Fund (SRF) construction loan; and

WHEREAS, the adopted ordinance mandates recycled water use when the City determines that a property lies within the City's recycled water service area and that such use is appropriate and technically feasible for delivery of recycled water, either through formal user agreements or some other appropriate mechanism; and

WHEREAS, staff reviewed the qualifications of ten consultants for the purpose of identifying a consultant to design the recycled water system; and

WHEREAS, staff invited four consultants to submit proposals for the required design and engineering services; and

WHEREAS, staff has determined that West Yost Associates, Inc. is the most qualified of the consultants that were interviewed;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized and directed to negotiate and execute a Professional Services Agreement with West Yost Associates, Inc., for the Recycled Water Storage and Distribution Project, Project No. 7507, in an amount not to exceed \$1,400,000, in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2016

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:

MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Staff Report

File #: WS 16-017

DATE: March 22, 2016

TO: Mayor and City Council

FROM: Chief of Police

SUBJECT

Review of Second Quarter Progress for Police Department

RECOMMENDATION

That Council reviews and comments on the Police Department's second quarter (October -December 2015) report on its progress towards achieving the Council Priorities for FY 2016.

BACKGROUND

The Police Department reports quarterly to Council on progress on the Department's six performance measurements for FY 2016 as adopted by Council on May 21, 2013. This report covers actions taken or completed by the Police Department in relation to Council priorities during the second quarter of FY 2016 (October 1 - December 31, 2015).

DISCUSSION

Priority One: Reduce the number of Part I crimes consistently over the next three years.

The FBI utilizes the Uniform Crime Reporting (UCR) program to categorize crime. Part I of the UCR indexes reported incidents in two categories: property and violent crimes. Arson, burglary, larceny-theft, and motor vehicle theft are classified as property crimes, while aggravated assault, forcible rape, murder, and robbery are classified as violent crimes. These offenses were chosen by the FBI because they are serious crimes, they occur with regularity in all areas of the country, and they are likely to be reported to police.

The UCR defines larceny-theft as the unlawful taking, carrying, leading, or riding away of property from the possession or constructive possession of another. Examples are thefts of bicycles, motor vehicle parts and accessories, shoplifting, pocket-picking, or the stealing of any property or article that is not taken by force and violence or by fraud.

➤ Quarterly progress, presented as second quarter year-over-year, is listed below.

- Overall theft-related crimes saw a 15% decrease for the quarterly period.
 - Burglaries down 25%
 - Larcenies down 15%
 - Auto Theft down 10%
- Overall violent crimes saw a 20% decrease for the quarterly period.
 - Murder down 33%
 - Forcible Rape up 58%
 - Robbery down 21%
- Attachment I displays a year-over-year comparison of UCR Part I crimes, including all theft performance measures.

➤ **Actions Taken this Quarter Regarding Part I Crimes**

- **Key Theft-Related Cases:** Investigators directed enforcement in areas with high rates of theft. One case is highlighted below.
 - In December, a male suspect committed a series of armed carjackings in one night; one in Fremont and two in Hayward. Fremont and Hayward detectives collaborated to identify and arrest the suspect. The suspect is out of custody on bail and awaiting trial.
 - Two cases involving latent print identification were cleared this quarter, leading to the arrest of two males. The prints matched two suspects who were on probation for residential burglary, when they committed a series of additional burglaries in Spring 2015. Both suspects were arrested, convicted and imprisoned for one of the serial burglaries. They are awaiting charges on the two latent print burglaries.
- **Key Violent Crimes:** Two homicides occurred in the second quarter. The homicides are detailed below.
 - In October, a male victim was stopped in the street in his car. He was approached and shot by an unknown male suspect. The victim was a member of a local street gang. Detectives are working the case and will attempt to re-interview an uncooperative witness. If the witness remains uncooperative, then the case likely will be suspended.
 - In December, a male victim stopped by a friend's house, hoping for a visit. He was accompanied by a mutual friend of the suspect. As the victim and mutual friend waited outside the house, the suspect walked by them and, after a brief exchange, the suspect shot the victim. A witness identified the suspect and detectives obtained an arrest warrant. Detectives working the case recovered the likely weapon and are awaiting results from DNA and ballistics testing. Pending those test results, the Department will meet with the District Attorney to move forward with charging.
- In December, a suspect tweeted threats to commit a shooting at a school the next day. It was

determined the tweets were sent by a male Mt. Eden High School student who was the subject of a disciplinary meeting at the school that day. Detectives arrested the suspect who admitted making the threatening tweets, but denied he intended to follow through on them. Two guns were recovered from the suspect's house, belonging to his father. The father is prohibited from possessing guns because he is a felon. One of the guns was stolen property. The suspect was charged with making criminal threats and released from Juvenile Hall pending adjudication of the case.

- Community Engagement: Hayward Police Department continues to prioritize community outreach and engagement. Community meetings and events are important venues in the Department's community outreach work. Our web messaging raises community awareness of crime-related issues in Hayward and provides ready access to crime prevention information.
- Internet outreach this quarter included twelve Nixle alerts.
 - District Command staff attended community meetings this quarter:
 - Hayward Neighborhood Alert, Board Meeting, eight attendees
 - City View Apartments, Safety Social, twenty attendees
 - Crime Prevention Specialists conducted three crime prevention reviews at three residential sites: Skywest Townhomes, Solaris Apartments, and Mission Berry Apartments.
 - District Command staff also participated in the following community events:
 - Hayward Police Department Halloween Costume Give-a-Way, 198 families
 - CPOA Award of Distinction, Long Beach, eight attendees
 - Coffee with Cops (Downtown, Jackson Triangle, Tennyson), 102 attendees
 - Cops for Kids Toy Drive, 118 families
 - Cesar Chavez Middle School District Introduction, 26 attendees
 - Hayward Neighborhood Alert Holiday Party, 63 attendees
 - Muslim Community Breakfast, 82 attendees
 - Chabot College Safety Presentation, 51 attendees
 - Home Depot Fingerprinting for Public Safety Day, 81 kids fingerprinted
 - Hayward Business Expo, 201 attendees
 - Hayward Area Recreational Department Safety Presentation, 98 attendees
 - Coffee with a Cop, Eko Café, 25 attendees
 - The Holiday Toy Drive was a tremendous success. The all-day festive event was held on December 12, 2015 at the Northern District Command Station with over 300 attendees. More than \$7,766 was raised and over 1,000 gifts distributed. Approximately 102 families were served. The Holiday Toy Drive continues to be one of the most heartwarming and generous events by and between the Department and the City of Hayward.
 - Other activities attended by District Command staff included the St. Rose Volunteer Recognition

Dinner, Jackson Triangle Fresh Food for Families, and Glad Tidings Holiday Dinner.

- Hayward Business Community: District Command personnel met with several Hayward business owners in September and October regarding law enforcement and public safety challenges. Three issues were identified:
 - Street crimes including robbery, assaults, prostitution, drug use and public intoxication were expressed concerns.
 - The impact of AB 109 and Prop 47 have had an impact on crime in California, including the City of Hayward. An increase in crime, particularly property crimes, will impact negatively on the City's ability to attract and sustain new businesses. District Command recognizes the importance of a proactive approach to crime prevention within the business community. Our Crime Prevention Unit, in collaboration with the City's Economic Development Department, is developing a Business Watch Manual to assist community groups and businesses in creating solutions for these concerns.
 - Disruptive street behaviors, including trespassing, public urination/defecation, and loitering were discussed. The homeless population was at the center of these complaints. District Command's engagement with homeless populations is discussed below.

- Homeless Engagement: Homeless encampments remain an issue in many areas of the City. District Command (DC) officers worked with Public Works staff to provide 72-hour warnings to the occupants of the camps, with DC officers accompanying Public Works staff in following up and clearing out items left behind.

District Command is part of the Homeless Task Force Committee developed at the direction of City Council. We also partner with local shelters, social service providers, and Alameda County Behavioral Health Services in an attempt to find alternative housing for homeless individuals.

Locations abated in this quarter are:

- Industrial / Pacific (Southern Pacific Railroad & BART property).
- Railroad tracks (Southern Pacific Property) parallel to Huntwood Ave.
- Bunker Hill (Cal Trans/Church/PG&E properties)
- Silva Avenue/Jackson Street
- Carlos Bee/Overlook
- Mission Blvd/ Torrano Avenue
- A St / 4 St

Priority Two: Continue strategies to geographically reduce crime in "hot spots" by five percent.

The Department uses Trends-n-Tactics (TNT) software data to combat and prevent crime. TNT data analysis narrows the enforcement focus to geographical areas with a clustering of specific crimes. Geographic crime clusters are identified as “hot spots” in the North and South Districts, and resources then are directed to those areas.

For a three-week period, patrol officers spend their discretionary time in the identified “hot spot” locations. Each officer is encouraged to conduct walking patrols, traffic enforcement, pedestrian stops, and other proactive activities within the “hot spot.” At the end of the time period, data analysis is performed to determine the next focus area. The success of this plan partially relies on standard or above-standard staffing levels, among other factors.

➤ **Actions Taken this Quarter**

Four “hot spots” within geographical zones were identified in the North and South Districts during this quarter. Patrol and K9 officers spent discretionary patrol time conducting directed enforcement and/or high visibility patrol in the “hot spots.”

Directed enforcement in “hot spots” resulted in the following this quarter:

- Designated crimes decreased 7% from twenty-nine to twenty-seven during day shift hours, 6:00 a.m. to 6:00 p.m.
- The number of designated crimes remained level at fifteen during night shift hours, 6:00 p.m. to 6:00 p.m.

Tennyson Corridor: A pilot project was implemented from November 2, 2015 to December 19, 2015, consisting of two uniformed police officers on bicycle patrols, officers in marked patrol vehicles, and plainclothes officers to address concerns along the Tennyson Corridor. Officers were deployed Wednesday through Saturday from noon until 10:00 p.m. The outcome of the pilot was a drop in crime from 120 cases to 112 year-over-year for the pilot period. Attachment II presents detailed data from the Tennyson Corridor pilot project.

Attachment III presents detailed “hot spots” data before and after directed enforcement during this quarter.

Priority Three: Reduce the number of traffic accidents citywide over the next three years.

The HPD Traffic Bureau relies upon traffic data that allows supervisors to assign traffic officers to conduct directed enforcement in collision-prone locations. The Traffic Bureau collects and analyzes CAD and traffic report data to identify the top ten high-accident intersections each quarter. These intersections are separated into three zones, to which traffic officers are assigned for directed enforcement.

The Traffic Bureau continued managing activities under two grants, the Alameda County “Avoid the 21” (Avoid), and the “Selective Traffic Enforcement Program” (STEP) grant awards. These grants enable the Department to spearhead DUI and other safety-saturation patrols, checkpoints, multi-agency traffic

operations and warrant service operations, both locally and countywide on an overtime basis for our officers.

➤ **Traffic Bureau Actions Taken this Quarter:**

- **Hot Spot Enforcement:** The top ten high-collision intersections were identified at the beginning of the quarter. Citywide vehicle collisions increased 22% from 185 to 237. Pedestrian involved collisions increased 237% from eight to twenty-seven. The pedestrian was determined to be at-fault in four of these collisions. Most of the collisions occurred in December. An annual increase in collisions is anticipated in December, due to increased vehicular traffic related to holiday travel and shopping. In addition to increased vehicular traffic, Traffic Bureau enforcement was challenged in December due to one officer injury, several traffic officer certification trainings, and two fatal collisions that required criminal charging and extensive time. In response to the increased number of collisions in the second quarter, Sgt. Corsolini will increase officer coverage during peak travel times in the third quarter. The Traffic Bureau anticipates the increased coverage will reduce the number of collisions starting January 2016.
 - The vast majority of collisions occur between 6:00 a.m. and 6:00 p.m., with a steep drop in collisions after 6:00 p.m. The three primary collision factors are speed, right-of-way, and unsafe turning movements. Most collisions occur on weekdays, with Monday having the lowest number of weekday collisions. Attachment IV provides data for high-collision intersections during this quarter. Attachment V provides Hayward traffic collision trend data for 2013-2015. Attachment VI presents collision data comparing Hayward with fifty-six similar-sized cities in California.
- **DUI Arrests:** There was a 26% decrease in DUI arrest from eighty-three to sixty-one. DUI collisions increased 35% from twenty-seven to thirty-six. As noted above, most of the collisions in the second quarter occurred in December, when there is increased vehicular traffic due to holiday events and activities. Traffic Bureau enforcement was challenged in December with increased vehicular traffic, compounded with one officer injury, several traffic officer certification trainings, and two fatal collisions that required criminal charging and extensive time. In response to the increased number of collisions in the second quarter, the Sgt. Corsolini will increase officer coverage during peak travel times in the third quarter. The Traffic Bureau anticipates the increased coverage will reduce the number of collisions starting January 2016.
- **Citations:** The Traffic Bureau issued 1,930 citations, including 1,532 Notice to Appear (NTA) and 398 Courtesy Citations. This is a 75% increase in the total number of citations issued in the first quarter, from 1,102 to 1,930. This includes a 125% increase in NTA citations, from 679 to 1,532, and a 6% decrease in Courtesy Citations, from 423 to 398.
- **STEP and Avoid grant activities during the quarter included the following:**
 - Eleven Distracted Driving Operations in High Collision Zones resulting in 71 Citations
 - Fifteen Traffic Enforcement Operations in High Collision Zones resulting in 144 Citations
 - Twelve Bicycle/Pedestrian Operations in the downtown corridor resulting in 156 Citations

- Twenty-One DUI Saturation Patrols resulting in the following:
 - Seven DUI arrests
 - Seven criminal arrests
 - Eighteen arrests for unlicensed/suspended drivers
- One DUI/DL Checkpoint was conducted on Saturday, December 19th at Foothill/City Center resulting in the following:
 - 810 Vehicles Screened
 - Eight Field Sobriety Tests
 - One DUI arrest
 - Eighteen arrests for unlicensed/suspended drivers
- The Traffic Bureau maintained its bi-weekly participation in two regional task force operations, the Commercial Enforcement and High Intensity Enforcement task forces.

Priority Four: Conduct a minimum of nine SMASH operations.

The Department conducted one Synchronized Multi-Agency Safe House (SMASH) operation this quarter at 26409 and 26485 Gading Road, a residential complex. The complex has been the focus of numerous citizen complaints including illegal drug activity, violent assaults, gang activity, domestic violence, property crimes, nuisance issues, and incidents that impact the quality of life in Hayward. On December 10, 2015, Hayward police, fire and code enforcement personnel were present at the complex to note multiple code violations. No arrests were made because no criminal activity was encountered during the SMASH. However, code enforcement will return to the complex for a re-inspection regarding the municipal code violations. Further, District Command staff will pursue bringing the complex into the Crime Free Multi-Housing program, notifying the residents and management of the next scheduled training in March 2016.

Priority Five: Prevent the expansion of reportable gang crimes.

The Special Duty Unit (SDU) is a street enforcement team that works collaboratively with the Special Duty Investigative Unit (SDIU), an investigative gang team. These two teams share intelligence, allowing them to strategically target gangs and gang-related activity throughout the City of Hayward. While the focus of the SDU is street level enforcement, the primary mission of the SDIU is to investigate arrest and prosecute mid- to upper-level gang members, statewide and federally.

➤ Actions Taken this Quarter:

- Eleven felony arrests were made.
- Twelve misdemeanor arrests made.
- Five search warrants were authored and executed.
- Seventy-one gang contacts (Field Interviews) were conducted.
- Five probation/ parole searches were conducted during this quarter.

- Six handguns and one assault weapon were recovered.

Compared with gang-related actions taken last quarter, this represents a 21% decrease in felony arrests, from fourteen to eleven. There was no change in the number of misdemeanor arrests. The number of search warrants executed went down 73%, from nineteen to five, and the number of probation/parole searches went down 64%, from fourteen to five. Gang contacts went up 13%, from 120 to 133, and the number of firearms recovered went up 75%, from four to seven.

- In October the SDU responded to Manon and Harris for a reported shooting. The victim was a Sureño gang member from Sacramento, and the suspects may be Norteño gang members from Hayward. The victim was transported to Eden Hospital for treatment of injuries that were not life threatening. The investigation of this case is suspended pending further investigative leads. Cases may be suspended by the Department when all reasonable investigative efforts have been exhausted, or when the victim does not desire prosecution.
- SDU conducted a traffic stop in October on a vehicle occupied by a male and female. The male was on probation and there was marijuana in the front passenger seat. A search of the vehicle revealed a flare gun that was modified as a single shot shotgun. The male subject admitted to possession of the gun and is a felon. He was charged and spent forty-nine days in jail and has a five-year felony probation.
- In November, the SDU conducted a security check at the Manon Arms apartment complex, located at 27467 Manon Avenue. SDU located a group of SSH gang members drinking alcohol and smoking marijuana in the parking lot. One subject fled on foot and was later tackled and taken into custody and arrested. The subject pled to juvenile probation, including a full search clause.
- In November the SDU conducted a traffic stop at Cypress and Jackson. A strong odor of marijuana came from inside the vehicle. The occupants were detained during a search of vehicle, and a Glock 19 handgun was found under the driver's seat. The driver was arrested for weapons violations. The case is pending and the suspect was released on bail.
- In September the SDU was walking the train tracks near B Street and Meekland, and noticed a person spray-painting on a wall west of the tracks. The suspect was contacted, but fled on foot. The suspect, a known B. Street Sureño gang member, later was caught and charged. A search incident to the arrest revealed the suspect had methamphetamine and a shaved vehicle key on his person, so additional charges were added. The case is pending adjudication, and the suspect remains in custody.
- In December two bicycle patrol officers located an occupied stolen vehicle on Orchard. SDU conducted a high-risk stop on the vehicle and detained three occupants. The driver had a loaded handgun in his jacket. While arresting the suspects, another stolen vehicle was noticed leaving the scene. The vehicle later was spotted, and the occupants fled. One fleeing occupant was caught, and a handgun was found in his backpack. The four suspects were convicted on all charges and received formal supervised juvenile probation.

- SDU conducted a security check in December at 550 Berry Avenue, based on community complaints regarding drug sales and theft. A probation search was conducted on a female residing there, including a protective sweep of the apartment. An AR-15 assault rifle was located, with four loaded magazines in plain view. The suspect pled to one year in jail and five years felony probation.
- On December 18, 2015, SDU responded to a gang shooting on Chisholm Court. A HOGG's gang member was shot while standing in front of his residence. The victim's injuries were not life threatening and he was uncooperative. The case is suspended pending further investigative leads.
- A second gang shooting on December 18, 2015 occurred in the area of Dumont and Gading Road. A HOGG's gang member was shot in the hand and he, too, was uncooperative. The case is suspended pending further investigative leads.

The Youth and Family Services Bureau (YFSB). YFSB continues to provide a range of services designed to keep youth out of the juvenile justice system, including preventing gang association and activity. YFSB's in-house Delinquency Prevention Network delivered crisis intervention, family counseling and case management services to forty-six new clients, serving an average of fifty-nine families per month. Additionally, 136 youth were provided individual, family, and group therapy in the school-based program, alongside regular teacher and parent support interventions and school climate initiatives.

- Two additional programs were started in YFSB this quarter. Both of these new YFSB services support the Bureau's overarching goal to provide youth with the tools they need to be successful as an alternative to involvement in gangs and other criminal activity.
 - HPD was awarded a Department of Justice (DOJ) Byrne Criminal Justice Innovation (BCJI) program planning grant to develop a continuum of services intended to support student attendance, improve graduation rates, and prevent involvement in the juvenile justice system.
 - Additional funding from the Hayward Unified School District (HUSD) was identified to expand YFSB services to four additional school sites. Service delivery is scheduled to begin in January 2016, and is intended to increase student access to needed supports that will improve outcomes for Hayward youth, including prevention of gang activity.
- During this quarter, the School Resource Officer (SRO) Unit continued to prevent and combat gang crime within the schools and the surrounding areas. The SROs maintained constant contact with the Criminal Investigations Bureau and shared information and intelligence with detectives related to the investigation of gang related crimes. Investigators often need to identify involved juveniles and depend on the knowledge of SROs to identify juveniles.
 - In December, investigators were attempting to identify a juvenile believed to be dealing firearms to local gang members. The investigators sought assistance from SROs who were successfully identified the subject as a student at Tennyson High School, resulting in the execution of a search warrant at the subject's residence.
 - Also in December, a SRO investigated a fight involving two students at Hayward High School. The SRO determined the students were associates of rival gangs from Oakland. The SRO documented

the gang associations of both students, made an arrest, and recommended one of the students be placed on juvenile probation with a request that gang conditions be added.

- YFSB coordinated the Junior Giants program in 2015 and the Hayward League conducted a survey of the program, including 182 parent surveys. Very positive data emerged from the parent survey, for example:
 - Parents reported over 90% improvement in Junior Giants participants in confidence, integrity, leadership, and teamwork.
 - Strike Out Bullying, an anti-bullying component in the Junior Giants produced over 91% improvement in participants in the categories of “Standing Up for Others,” “Respect for Other,” and “Knowing What to Say or Do,” according to parent responses.
 - Parents also reported healthier eating and activity in Junior Giants participants, including a 65% increase in eating fresh fruits, 49% increase in eating vegetables, and 82% increase in physical activity.

Priority Six: Continue to invest in our people.

The Police Department made progress in hiring, training and succession planning this quarter. Progress in recruiting helps overcome systemic issues related to historically low staffing levels that place an additional workload on operations and administration that can become unsafe and/or unmanageable.

- Actions Taken This Quarter:
 - The Personnel and Training Department participated in three recruitment events: Women’s Ultimate Expo, San Mateo Convention Center; South Bay Regional Training, San Mateo Police Academy; and LGBTQ Career Fair, San Francisco.
 - Recruitments this Quarter:
 - One Senior Management Analyst was hired.
 - Once Call-Taker was hired. (Measure C funds)
 - One Community Service Officer was hired. (Measure C funds)
 - One Reserve Officer Coordinator was hired.

Compared to last quarter, the number of vacancies went down 22%, from forty-seven to thirty-seven. The vacancies remaining at the close of the second quarter fall into the following classifications: Fifteen Police Officers, three Community Service Officers, five Communications Operators, seven Call Takers (Measure C). In addition, there is one vacancy remaining in each of the following classifications: Lieutenant, Secretary, Administrative Secretary, Animal Control Officer, Animal Shelter Supervisor, Communications Supervisor (Measure C), and Latent Print Examiner (Measure C).

- Succession Planning Accomplishments:
 - Sergeant Guy Jakub was promoted to Lieutenant.
 - Detective Javier Rivera was promoted to Sergeant.

- Acting Sergeant Brian Maloney was promoted to Sergeant.
- Acting Sergeant Dan Lundberg was promoted to Sergeant.
- Detective Angela Irizarry was promoted to Sergeant.
- Provisional Jail Supervisor Tom Pacheco was promoted to Jail Supervisor.
- Training Accomplishments:
 - The Traffic Bureau received substantial training this quarter. One officer attended a two-week Advanced Traffic Collision course and a two-week Motorcycle Officer course. Another officer attended a Public Information Officer course, and two officers attended Special Response Team training and monthly sniper training. The entire Traffic Unit attended a two-week class regarding the Laser Measurement System and related software.
 - Lt. Jim Denholm graduated from the prestigious Los Angeles Police Department's West Point Leadership program.
 - Lt. Angela Averiett graduated from POST Management School.


Other HPD Accomplishments This Quarter:

- Alameda County Enforcement Team Operation with FBI regarding Prostitution and Human Trafficking, October 2015. This is a networking and resource-sharing meeting of vice investigators, including Alameda County law enforcement teams and the FBI.
- Meeting of Homicide Investigations Units, hosted by Lts. Bobbie Koller and Ryan Cantrell, October 2015. This is an occasional meeting of Alameda County law enforcement homicide investigations units who collaborate, share resources and information.
- International Association of Chiefs of Police, Chicago, attended by Chief Urban, Capt. Matthews and Scott Turner, October 2015
- Bi-Annual Board of State and Community Corrections Inspection found no deficiencies, hosted by Bernie Cunha, December 2015
- Jose Najera and Scott Lunger received Chief's Special Agent Award, October 2015

Prepared by: Scott Turner, Program Analyst

Recommended by: Diane E. Urban, Police Chief

Approved by:



Fran David, City Manager

Attachments:

Attachment I:	All Theft
Attachment II:	Tennyson Corridor Pilot Project

Attachment III	Hot Spots
Attachment IV	High Collision Intersections
Attachment V:	Hayward Collision Trends
Attachment VI:	Municipal Collision Data Comparison

Attachment I: All Theft Q2 FY 2016

	October		November		December		Quarter		Quarterly Summary: Year over Year		Performance Against Measure All Theft	
	2014	2015	2014	2015	2014	2015	2014	2015	#	% Change	#	% Change
Burglary	78	45	82	63	79	71	239	179	-60	-25%	-195	-15%
Larceny	227	177	190	172	233	202	650	551	-99	-15%		
Auto Theft	125	102	107	98	140	136	372	336	-36	-10%		
						Qtr Total	1261	1066				-0.15464

Attachment II: Tennyson Pilot Project Q2 FY 2016

The table below compares crime statistics for the Tennyson Corridor for the period of November-December in years 2014 and 2015. The Tennyson Pilot Project was implemented in the 2015 period only.

2014 vs. 2015 Crimes Reported in Tennyson Corridor				
Crime Type	# of Cases 2014	# of Cases 2015	# Change	% Change
AGGRAVATED ASSAULT	0	2	2	0%
ALL OTHER OFFENSES	16	24	8	50%
BURGLARY - COMMERCIAL	2	1	-1	-50%
BURGLARY - RESIDENTIAL	9	2	-7	-78%
DISORDERLY CONDUCT	1	1	0	0%
DRUG VIOLATION	10	15	5	50%
DRUNKENNESS	4	10	6	150%
DUI	6	4	-2	-33%
FAMILY OFFENSE	4	5	1	25%
FORGERY	2	1	-1	-50%
FRAUD	2	3	1	50%
INTIMIDATION	1	0	-1	-100%
LARCENY	9	3	-6	-67%
LARCENY - FROM VEHICLE	6	5	-1	-17%
MOTOR VEHICLE THEFT	16	11	-5	-31%
RAPE	0	1	1	0%
PROSTITUTION	1	0	-1	-100%
ROBBERY	8	9	1	13%
SIMPLE ASSAULT	4	7	3	75%
TRESPASSING	1	2	1	100%
VANDALISM	15	4	-11	-73%
WEAPONS OFFENSE	3	2	-1	-33%
Grand Total	120	112	-8	-7%

Attachment III: Hot-Spots Q2 FY 2016

Day Shift Hours (0600-1800 hours)

"Hotspot " Location	Total # of Designated Crimes Before Directed Enforcement October 9 – 30	Total # of Designated Crimes After Directed Enforcement November 20 - December 11
Jackson/ Hesperian/ A St (North District)	13	7
880/W. Tennyson Rd / Mission (South District)	16	20

Night Shift Hours (1800-0600 hours)

"Hotspot" Location	Total # of Designated Crimes Before Directed Enforcement October 9 - 30	Total # of Designated Crimes After Directed Enforcement November 20 – December 11
Jackson/ Foothill/ A St (North District)	17	15
880 / W. Tennyson Rd/ Industrial (South District)	13	15

Attachment IV: Collision Intersections Q2 FY 2016

High Collision Intersections	1 st Quarter	2 nd Quarter	Rate
Zone One			
A Street at Walnut	6	3	Decrease
C Street at Mission	6	2	Decrease
A Street at Foothill	7	3	Decrease
B Street at Second Street	6	1	Decrease
	25	9	-36%
Zone Two			
Mission at Sycamore	5	0	Decrease
Cypress at Harder	5	2	Decrease
Southland at Winton	5	3	Decrease
	15	5	-33%
Zone Three			
Tennyson at Patrick	5	1	Decrease
Tennyson at Tyrell	5	1	Decrease
Huntwood at Industrial	6	4	Decrease
	16	6	-37%
Total	56	20	-36%

Attachment V: Hayward Traffic Collision Trend Data 2013-2015

Collision Type	2013				2014				2015			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	10		10		8		8		8		8	
Injury	416		452		261		293		398		447	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol - Involved	3	59	3	69	3	17	3	26	3	66	4	77
Hit & Run	1	31	1	42	0	25	0	29	2	41	2	46
Nighttime (2100-0259 hours)	4	81	4	45	0	43	0	52	5	73	6	92
Top 3 Primary Collision Factors 2015									Fatal	Injury	Killed	Injured
1	Speed								2	81	3	114
2	Right-of-Way								3	79	3	110
3	Unsafe Turning Movement								1	61	1	63

Attachment VI: Hayward Traffic Comparison Similar-Size Cities 2013

- This table ranks Hayward among other fifty-six similar sized cities in the California (Group B). This data sometimes is used as an indicator for federal and state grant awards.
- Note: Data in the ranking column presents two numbers divided by a slash. The first number is the City of Hayward's ranking in the category followed by fifty-six, the number of similarly sized cities. For example, 22/56 means that Hayward ranks twenty-two out of fifty-six similarly sized cities.
- Note: Rank number one is the highest, or "worst." The ranking of 1/56 is the highest or worst, 27/56 is average, and 56/56 is the lowest or best.

Agency	Year	County	Group	Population (Avg)	DVMT
Hayward	2013	ALAMEDA COUNTY	B	149,966	1,376,690
TYPE OF COLLISION		VICTIMS KILLED & INJURED	OTS RANKING		
Total Fatal and Injury		462	46/56		
Alcohol Involved		72	21/56		
Had Been Drinking Driver < 21		3	27/56		
Had Been Drinking Driver 21 - 34		48	5/56		
Motorcycles		27	22/56		
Pedestrians		55	13/56		
Pedestrians < 15		9	19/56		
Pedestrians 65+		7	17/56		
Bicyclists		39	28/56		
Bicyclists < 15		4	38/56		
Composite		290	24/56		
TYPE OF COLLISION		FATAL & INJURY COLLISIONS	OTS RANKING		
Speed Related		75	42/56		
Nighttime (9:00pm - 2:59am)		49	29/56		
Hit and Run		43	25/56		
TYPE OF ARRESTS		ARRESTS	% RATE	OTS RANKING*	
DUI Arrests		199	0.22	11/56	



CITY OF HAYWARD

Hayward City Hall
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Hayward, CA 94541
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Staff Report

File #: WS 16-023

DATE: March 22, 2016

TO: Mayor and City Council

FROM: Director of Utilities and Environmental Services

SUBJECT

Addressing Sustainability Features in Staff Reports

RECOMMENDATION

That Council reviews and comments on this report.

SUMMARY

Hayward prides itself on being “Green” and has many projects, programs, and goals that demonstrate its leadership in sustainability. The City also has many Green policies, primarily incorporated in the General Plan, to help guide future projects and Council decisions in a way that continues and expands the City’s leadership. However, given the number and breadth of policies established by Council, it is sometimes a challenge to ensure consistency with those policies related to sustainability. This report proposes incorporating a new section in staff reports to Council, Commissions, and Committees wherein sustainability policies and features would be addressed in a succinct and consistent manner at a defined place in each report.

BACKGROUND

Since 2011, “Green”, i.e., sustainable practices, has been one of the Council’s primary priorities, although Hayward’s efforts to innovate in the area of sustainability have been in place for much longer. Following are a few examples:

- 1991 - Hayward was among the first to establish a curbside recycling program.
- 1992 - Hayward was the first jurisdiction in Alameda County and among the first in California to adopt a Source Reduction and Recycling Element (SRRE)
- 1993 - Hayward was a trail blazer when the Council adopted and implemented tiered water rates to encourage water conservation. Many water districts have only recently adopted tiered rates in the face of the current drought. Hayward is now among the lowest 4% of all water users in California in average residential per capita water consumption.
- 2001 - Hayward was among the first to adopt and enforce a Construction and Demolition Debris recycling ordinance
- 2003 - Hayward was one of the first cities in Alameda County to install solar photovoltaic panels

in a City facility (at the Corporation Yard)

- 2007 - Hayward was among the first to innovate the idea of free commercial recycling in order to foster recycling in the business sector. This resulted in the City being the first City of 100,000 residents or larger in Alameda County, and the County unincorporated area, to reach a 76% waste diversion from landfill in 2014.
- 2009 - Hayward was among the first in California to adopt a Climate Action Plan (CAP).
- 2010 - The City installed a one megawatt solar photovoltaic facility at the Water Pollution Control Facility (WPCF), which was one of the two largest installations of its kind in the County at that time.
- 2013 - Hayward converted all of its streetlights (more than 8,000) to LED technology, saving more than \$300,000 per year in energy costs.
- 2013 - The City upgraded its power and heat co-generation system at the City's WPCF, making the system twice as large and twice as efficient. The new system uses combined heat and power from bio-gas to make the WPCF energy self-sufficient and export excess energy from the co-generation system and all of the solar energy produced to other City facilities. The City uses PG&E's new RES-BCT (Renewable Energy Self-Generation Bill Credit Transfer) tariff and Hayward was the first municipality in PG&E's service area to use RES-BCT.
- 2014 - Hayward was one of the first cities in California to integrate its Climate Action Plan into the General Plan, in part, to ensure that sustainability is taken into consideration in Council decisions across the full spectrum of its decision-making process.
- 2015 - Hayward was recognized by the Local Government Commission's Beacon Award program for implementing a wide range of sustainability best practices, including significant reductions in greenhouse gas emissions.
- 2015 - The City was honored by the USEPA as one of three entities nationwide to receive the Green Power Leadership Award for on-site generation.
- 2016 - The City is in final consideration for receiving the Acterra Business Environmental Award.

In order to continue this long tradition of innovation and green practices on a consistent basis, Council, Commissions, and Committees should receive information about the sustainability features of each of the projects submitted for their review, and each project's aspects that will lessen its environmental footprint, so that they are in a position to help Hayward continue and build on these best practices and to make fully informed decisions.

Sustainability Committee - The Council Sustainability Committee considered staff's proposal on December 10, 2015 ([LB 15-043 <https://hayward.legistar.com/LegislationDetail.aspx?ID=2529563&GUID=DFA3D066-FB0D-4FD7-8BF8-5C13D7C45109&Options=&Search=>](https://hayward.legistar.com/LegislationDetail.aspx?ID=2529563&GUID=DFA3D066-FB0D-4FD7-8BF8-5C13D7C45109&Options=&Search=>)).

Environmental Services staff will be available to assist other departments with preparation of the Sustainability Features section and the Committee expressed concern over the added work load that this may cause Environmental Services staff. However, it was acknowledged that there would be an increased work load primarily right after implementation, but that staff's guidance might be most needed during the first year.

The Committee suggested that sustainability features should also be addressed in all proposals submitted to the City in response to RFPs in order to streamline the process and reduce staff time required when preparing this new section.

The Committee unanimously supported the proposal.

Staff also reviewed this proposal with members of the City's internal Green Team, which includes staff representatives from all City departments and is tasked with improving sustainability within City operations. The comments expressed were focused on making the analysis easy to complete and ensuring that help will be available to report writers when assistance is needed. As noted above, Environmental Services staff will be available to assist other departments with preparation of sustainability discussions in their reports.

DISCUSSION

Most City projects and programs incorporate sustainability features that align with Council's priorities and adopted policies. The proposed addition to staff reports would enable decision makers to review these features in a concise manner within each report. Moreover, while the City has been recognized for its sustainability leadership, this leadership and these honors are more likely to continue if there is a mechanism in place to ensure that all adopted Council policies in all aspects of sustainability are considered during the design and adoption of new projects and programs. Each proposal's consistency with the City's sustainability-related goals needs to be provided in a clear and concise manner.

In an effort to more effectively and consistently implement the City Council's "Green" priority and related General Plan policies, staff proposes to address sustainability issues by adding a simple and clear section in the report template similar to how Economic Impacts and Fiscal Impacts are currently addressed. Staff's intent is to ensure that complete information regarding sustainability is provided to help inform a wide range of decisions, including proposals for capital projects, purchasing, contracting, and various programs and policies. There have been recent discussions about how to streamline report preparation and to ease the burden on report authors as well as for those who read the reports. Staff is aware of the need to keep the discussion of sustainability short and to the point. The sustainability discussion is neither a replacement for nor an addition to any environmental documentation that may have been prepared for projects pursuant to the requirements of the California Environmental Quality Act (CEQA).

In general, most reports should include a Sustainability Features section; however, in some cases, it may not be needed. The section should be included when the proposal will result in a physical development (construction, demolition, or renovation); the purchase of a product or service; or a new policy or legislation. Most reports will need to address the following questions (General Plan policies related to each question are provided in Attachment I):

1. **Energy**: Does the proposal include features that will minimize the use of electricity, natural gas, and other fossil fuels?
2. **Water**: Does the proposal include features that will reduce the use of water?
3. **Air**: Does the proposal include features that will minimize emission of pollutants into the air?
4. **Solid Waste**: Does the proposal include features that will minimize material sent to a landfill?
5. **Purchasing**: Will the proposal be consistent with the City's Environmentally Preferred Purchasing Policy?
6. **Transportation**: Does the project provide for complete streets that balance the diverse needs of users of the public right-of-way?

Environmental Services staff will, upon request, review and assist with preparation of Sustainability

Features sections. Following are two examples of hypothetical Sustainability Impact sections:

Apartment Project - Proposal for a 15-unit condominium building:

1. *Energy: Does the proposal include features that will minimize the use of electricity, natural gas, and other fossil fuels?*

Roof-mounted solar panels will be installed to provide approximately 80 percent of the building's electricity needs.

2. *Water: Does the proposal include features that will minimize the use of water?*

Water efficiency features of the project include ultra-low flow toilets that use only 0.8 gallons per flush, low flow showerheads and aerators.

3. *Air: Does the proposal include features that will minimize emission of pollutants into the air?*

The project does not include any appliances requiring natural gas. In addition, the parking area will be pre-wired to allow installation of an electric vehicle charger for each household.

4. *Solid Waste: Does the proposal include features that will minimize material sent to a landfill?*

All residents will have convenient access to trash, recycling and organics carts where there will be detailed signage to help ensure proper sorting of materials.

5. *Purchasing: Will the proposal be consistent with the City's Environmentally Preferred Purchasing Policy?*

Not applicable. The project does not involve any City purchases or contracts.

6. *Transportation: Does the project provide for complete streets that balance the diverse needs of users of the public right-of-way?*

Each unit will have space to store two bicycles. The building will be located a half-mile (a ten-minute walk) from the South Hayward BART station. The street has sidewalks and bike lanes on both sides.

Pavement Rehabilitation Project - Proposal to rehabilitate a half-mile section of upper B Street:

1. *Energy: Does the proposal include features that will minimize the use of electricity, natural gas, and other fossil fuels?*

The project will utilize a Cold In-place Recycling (CIR) stabilization method, which is an environmentally friendly and cost effective treatment.

2. *Water: Does the proposal include features that will minimize the use of water?*

The project will also make improvements to the landscaping by adding permeable pavers, low-water usage trees, drought tolerant shrubs, and succulents.

3. Air: Does the proposal include features that will minimize emission of pollutants into the air?

The CIR method helps reduce greenhouse gas emissions.

4. Solid Waste: Does the proposal include features that will minimize material sent to a landfill?

Yes, the CIR method recycles and reuses six inches of existing pavement material, which will reduce waste.

5. Purchasing: Will the proposal be consistent with the City's Environmentally Preferred Purchasing Policy?

Not applicable.

6. Transportation: Does the project provide for complete streets that balance the diverse needs of users of the public right-of-way?

The project will include restriping to accommodate new bicycle lanes and is consistent with the City's recently adopted Complete Streets Policy.

Information in the above examples is typically not included in analyses prepared to satisfy the California Environmental Quality Act (CEQA) or the project may be exempt from CEQA review. Information similar to the above examples has been included in some Council reports, but implementation of staff's proposal would ensure that sustainability information is always included and that it is easy to locate within each report.

NEXT STEPS

With Council input, staff will begin working with all departments to implement the new staff report section. In addition, the Council Sustainability Committee asked for an update in a year to evaluate implementation of the new report section. Staff will report back to the Committee in 2017.

Prepared by: Erik Pearson, Environmental Services Manager

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

Approved by:



Fran David, City Manager

Attachments:

Attachment I

Questions to be Addressed in the Sustainability Features Section
of a Staff Report

Questions to be Addressed in the Sustainability Features Section of a Staff Report

1. Energy: Does the proposal include features that will minimize the use of electricity, natural gas, and other fossil fuels?

Related General Plan policies:

NR – 4.1 Energy Efficiency Measures;
NR-4.5 Energy Efficient Contractors; and
NR-4.10 Public Renewable Energy Generation

2. Water: Does the proposal include features that will minimize the use of water?

Related General Plan policies:

NR-6.9 – Water Conservation;
NR-6.11 – Reclaimed Water Usage; and
NR-6.14 – Native and Drought-Tolerant Landscaping .

3. Air: Does the proposal include features that will minimize emission of pollutants into the air?

Related General Plan policies:

NR-2.4 – Community Greenhouse Gas Reduction;
NR-2.3 – Emissions Reduction; and
NR-2.12 – Preference for Reduced-Emission Equipment.

4. Solid Waste: Does the proposal include features that will minimize material sent to a landfill?

Related General Plan policies:

PFS-7.5 – Municipal Waste Reduction;
PFS-7.10 – Recycled Products or Processes for Capital Projects; and
PFS-7.6 – Municipal Reuse.

5. Purchasing: Will the proposal be consistent with the City's Environmentally Preferred Purchasing Policy?

Related General Plan policies:

PFS-2.4 – Sustainable Contracting
PFS-7.9 – City Contracts
PFS-7.11 – Disposable, Toxic, or Non-Renewable Products

6. Transportation: Does the project provide for complete streets that balance the diverse needs of users of the public right-of-way?

Related General Plan policies:

M-1.6 Bicycling, Walking, and Transit Amenities
M-5.2 Pedestrian System
M-6.2 Encourage Bicycle Use



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Staff Report

File #: LB 16-027

DATE: March 22, 2016

TO: City Council and Housing Authority Board

FROM: Director of Library and Community Services

SUBJECT: Review of Affordable Housing Strategies in Hayward Including the Hayward Housing Authority; Housing-Related Strategies to Prevent Homelessness and Assist Homeless Individuals; and Authorization to Implement a First-Time Homebuyer Down Payment Assistance Pilot Program.

RECOMMENDATION

That Council reads and comments on this report; and approves the attached resolution (Attachment I) appropriating \$1.5 million in available Hayward Housing Authority funds to implement a First Time Homebuyer Down Payment Assistance Pilot Program.

SUMMARY

Housing affordability is a critical issue throughout the Bay Area region, including Hayward. Over the past several decades, the population of the metropolitan Bay Area in particular has continued to increase, while the options and opportunities for developing new housing units to meet this burgeoning demand have become more limited and challenging.

There are many individuals and families in Hayward who want to own a home and who can qualify for a mortgage and afford the monthly payments, but who struggle to buy their first home through traditional channels because they are unable to save enough for a down payment while also paying rent for their current housing. With the current cost of living and rental housing in the Bay Area, even hard-working families with good income and good credit can find it incredibly difficult to amass the savings needed to cover a 20% or even a 10% down payment on a home in a market like Hayward where the median home price can trend as high as \$500,000 or more.

There are also many individuals and families in our community who experience housing insecurity: the circumstance in which just one unforeseen event - an illness, a job loss, or an income decrease from a job change - could result in missed payments and eviction. In these circumstances, often difficult economic sacrifices or trade-offs are necessary just to stay housed, such as "doubling up" in crowded or unsafe housing arrangements, or spending too great a portion of total household income on housing. People in

these circumstances regularly find themselves faced with near-impossible economic choices: paying rent or buying groceries; paying the water bill or buying gas to get to work; replacing a broken appliance or buying children's school clothes.

Even more difficult than the above circumstances is when - far too frequently yet impossible to prevent entirely for everyone all the time - people lose their housing and become homeless. As discussed in other recent Council reports, homelessness occurs for a myriad of reasons. Sometimes it is temporary, such as when an individual loses their home and is unable to immediately secure alternative arrangements due to a change in housing cost, income loss, personal or family illness, domestic violence, or other reasons. While these circumstances are often temporary and many who are affected by them often rapidly transition back into housing, not all do. Even a brief episode of homelessness can be extraordinarily traumatic, and can sometimes trigger more long-term or recurring homelessness. Compounding factors such as substance addiction, health or mental illness issues, or post-traumatic disorders can further erode a homeless person's ability to find, secure, and sustain permanent housing, and in many cases will deepen a homeless person's spiral into long-term recurring or chronic homelessness.

Addressing the extraordinarily complex and difficult issues of homelessness and housing security is a multilayered and many-faceted endeavor with no simple answers or magic formulas. The issues of affordable housing and homelessness are complicated and intertwined. In addition to emergency shelters and other critically important intervention services to address the immediate crisis of homelessness, it is essential to also develop and implement long term housing-related strategies to preserve housing affordability, prevent homelessness and help homeless individuals move to permanent supportive housing.

Housing is a basic human need. Multiple departments and programs of the City of Hayward are involved with the development and preservation of quality housing opportunities in the City. This report contains brief overviews of the City of Hayward's affordable housing strategies, their functions, staffing, and budgets. The report begins with a detailed background of a lesser known but critically important component of the City's affordable housing strategy: the Hayward Housing Authority (HHA). This report also provides an overview of current housing-related strategies to address homelessness and housing insecurity; and it recommends the reactivation of a dormant yet critically important housing program: the First Time Homebuyer Down Payment Assistance Pilot Program.

BACKGROUND

What follows are background information and summary updates of affordable housing strategies currently in use by the City.

I. Hayward Housing Authority

History of the Hayward Housing Authority (HHA)

On May 31, 1946, the City Council adopted Resolution 1669 which established the City of Hayward Housing Authority (HHA). The purpose of the HHA, then and now, is to improve, increase, or preserve the supply of affordable housing opportunities in the City of Hayward. HHA accomplishes this through a

variety of housing-related programs and mechanisms. Among the current powers of the HHA are the ability to acquire, construct, finance, operate, rehabilitate, refinance, or develop housing that is affordable to very low-, low-, and moderate-income households.

In recent decades prior to early 2011, the HHA was relatively inactive, in part due to overlap with the Housing Authority of the County of Alameda (HACA) which also operates in Hayward. Despite its relatively moribund status, past Councils understood the intrinsic value and utility of the HHA, and reconfirmed and upheld it in two critically important actions decades ago: in 1969, Council declared that Council members would sit as members of the HHA's governing board; and in 1985, Council designated City staff to act on behalf of the HHA.

Even during decades of relative inactivity, the HHA remained in place and occasionally issued bonds for the construction and rehabilitation of affordable housing projects, for example the Cypress Gardens project in 1986 and Huntwood Terrace Apartments in 1999; and it occasionally implemented housing programs to assist low- to moderate-income Hayward residents.

In 2010, Council took another critically important action when it directed staff to explore options to expand the role of the HHA in anticipation of the then-imminent dissolution of the Redevelopment Agency (RDA) by the State. On January 10, 2011, Governor Brown proposed the dissolution of Redevelopment Agencies (RDAs) as part of his FY 2011-12 budget proposal.

On January 25, 2011, Council, acting as both the governing board of the HHA and the governing board of the Redevelopment Agency of the City of Hayward (the "Dissolved Agency"), authorized the two agencies to enter into a Cooperation Agreement. Under the Cooperation Agreement, the Dissolved Agency agreed to finance various housing projects and programs located within the City, and the HHA agreed to implement them.

Shortly thereafter, California State Assembly Bill (AB) AB 1481, an amendment to AB 1x 26 (together the "Dissolution Statutes"), invalidated the above-described Cooperation Agreement and required that all assets be transferred to the HHA by the Dissolved Agency.

As authorized under the Dissolution Statutes, Council declared that the City would act as successor agency (the "Successor Agency") for the Dissolved Agency effective February 1, 2012. The Successor Agency was later declared to be a separate legal entity effective June 28, 2012.

As allowed under Health and Safety Code Section 34176(b)(3), Council elected for the City not to retain the housing assets and functions previously performed by the Dissolved Agency. Instead, Council selected the HHA to serve as the successor housing agency pursuant to Section 34176(b)(3) effective February 1, 2012 (the "Housing Successor"). In doing so, the HHA accepted all rights, powers, duties, obligations, and housing assets, with specified exceptions, of the Dissolved Agency, as was contemplated in the Cooperation Agreement.

The moribund existence and subsequent "reactivation" of the HHA was, therefore, a fortunate happening as it permitted the City to retain its former RDA housing assets upon the designation of the HHA as "Hayward's Housing Successor Agency" to the Dissolved Agency.

On August 1, 2012, the HHA submitted the Housing Asset Transfer List (the "Draft Housing Asset List") to the California Department of Finance (DOF) which identified the "housing assets" of the Dissolved Agency, as defined in Health and Safety Code Section 34176(e), that were transferred to the HHA as Housing Successor. The list of housing assets was published by DOF on the internet and made available for inspection by any member of the public and included the following assets:

- Real and personal property interests acquired for low- and moderate-income housing purposes;
- Encumbered funds;
- Loan and grant receivables for assistance provided by the Low and Moderate Income Housing Fund ("Low Mod Fund");
- Rents and payments from housing operations; and
- Amounts owed to the Low-Mod Fund as a result of previously deferred or borrowed Low-Mod Fund deposits.

A copy of the full Housing Asset Transfer list is available online at this link (PDF download):

<http://bit.ly/housing-asset-list>

HHA - Current Activities, Staff, and Budget

As mentioned above, among the powers, duties, and functions of the HHA are to acquire, construct, finance, operate, rehabilitate, refinance, or develop housing affordable to very low-, low-, and moderate-income households. The current affordability crisis and the disappearance or reduction of funding for affordable housing, including the dissolution of Redevelopment and the substantial cuts of federal CDBG and HOME funding, highlight the importance of the HHA as the local agency responsible for administering funding, projects, and programs aimed at promoting affordable housing opportunities for Hayward residents.

Prior to the enactment of the Dissolution Statutes, the Dissolved Agency (i.e., the City's former RDA) had a staff of seven to eight employees dedicated to conducting redevelopment activities in the City. This included two to three staff members whose primary focus was to coordinate or manage affordable housing projects and programs implemented by the Dissolved Agency with its Low-Mod Fund and federal HOME funding. Currently, the City/HHA has one employee, the Housing Development Specialist, dedicated to carrying out the Housing Successor's continued obligations.

The position focuses on the development (including acquisition, preservation, rehabilitation, and new construction), retention and operation of housing affordable to very low-, low-, and moderate-income households. As such, the Housing Development Specialist is the liaison between the City and the developers and/or providers of affordable housing, and the tenants of the City's affordable housing developments. Other duties of this position include:

- Monitoring the City-wide portfolio of City/HHA-restricted affordable housing units
- Managing and enforcing the former RDA housing assets (loans and affordability covenants)
- Administering the City's Affordable Housing Ordinance
- Serving as the City representative in the Alameda County HOME Consortium and administering

the HOME Program funding and activities

- Identifying and pursuing (often in partnership with housing developers) new sources of funding for affordable housing
- Assisting in the formulation and implementation of affordable housing policies
- Responding to audits and preparation of ongoing compliance and performance reports required by the different funding agencies/entities and annual reports required under the Dissolution Statutes.

The Housing Development Specialist position is partially funded by the HHA. The balance of the funding for the position is generated from other special administrative housing-related funding allowances - including for example, the HOME program that allows a minimal percentage set-aside to pay for administrative costs.

The HHA is organizationally housed in the Library and Community Services Department. In addition to administering affordable housing programs and the HHA, the Library and Community Services Department implements and manages social and housing-related services, including services to homeless families and individuals, housing rehabilitation programs for seniors and people with disabilities, and related programs.

As mentioned earlier in this report, multiple City departments conduct activities to promote housing opportunities among Hayward residents. For example, the Development Services Department, through its Building and Planning Divisions, oversees new housing development and ensures the habitability of the local residential housing stock. The Rental Inspection Program focuses on the livability of the rental housing stock. The City Attorney's Office administers the Rent Stabilization Ordinance. The City Manager's Office plays a strong oversight role and contributes to the continued health and preservation of Hayward's housing affordability.

Hayward's HHA is Not a Public Housing Authority ("Section 8")

Because it is not a Public Housing Authority (PHA), the Hayward Housing Authority is ineligible to receive funding for "Section 8" public housing programs such as the Section 8 Project-Based Voucher and the Section 8 Housing Choice Voucher.

Section 8 programs are funded nationally by the U.S. Department of Housing and Urban Development (HUD), and are only made available to public housing authorities (PHAs). Locally and specifically within Hayward, the Housing Authority of the County of Alameda (HACA) administers Section 8 and related programs. With Section 8 vouchers, the participant has two months to find housing. The voucher will cover a portion of the participant's rent, and is based on the participant's income.

According to the 2014 Alameda County Home Consortium's [Analysis of Impediments to Fair Housing Choice <http://bitly.com/impediments-to-fair-housing-choice-2014>](http://bitly.com/impediments-to-fair-housing-choice-2014), Hayward has 2,347 tenant-based PHA Section 8 vouchers, plus 53 project-based, for a total of 2,400. Per the 2014 analysis, Hayward has 36 properties that provide subsidized units, including 689 units for seniors, 72 units for disabled, and 1,404 units for other. This comprises 9.7% of the 22,373 total rental housing units.

Hayward's HHA does not meet the definition of a Public Housing Authority (PHA) for purposes of administering those Section 8 HUD programs. Hayward's HHA does not receive any federal funding to build or maintain traditional public housing units. There are no public housing units in Hayward.

HHA - Funding Mechanisms

While the Dissolution Statutes does not provide a stream of income to sustain the activities of the Housing Successor, they allow the HHA to receive all repayments on loans made by the Dissolved Agency to affordable housing projects throughout the City. The Dissolution Statutes also allow the HHA to receive repayments of amounts borrowed from the Dissolved Agency's Low-Mod Fund, including the Supplemental Educational Revenue Augmentation Fund (SERAF) payments made by RDA to the State during the two fiscal years preceding the Agency's dissolution.

In the years preceding the dissolution of RDA, the City's former RDA borrowed approximately \$3.9 million from the Low-Mod funding balances to make SERAF payments to the State in order to comply with AB 26 x4. That bill mandated a statewide contribution from RDAs to fund school districts. Payments equaled an aggregate of \$1.7 billion statewide during FY 2010 and an additional \$350 million in FY 2011. These funds were to be repaid to the former RDA according to a schedule. Upon receipt, the RDA would deposit those funds back into the Low-Mod fund. The State has repaid these funds but, in absence of the RDA, they were remitted directly to the HHA.

Because the Dissolution Statutes required local housing authorities to assume the responsibility of performing the housing functions of dissolved RDAs under 34176(b)(2) and (b)(3), but did not provide any funding for local housing authorities to conduct such activities; on February 18, 2014 the legislature enacted urgency legislation authorizing that "funds be allocated to cover the housing entity administrative cost allowance of a local housing authority that has assumed the housing duties of the former redevelopment agency."

Specifically, Section 34171(p) defines "housing entity administrative cost allowance" as an amount of up to 1.0% of the property tax allocated to the Redevelopment Obligation Retirement Fund on behalf of the successor agency for each applicable fiscal year, but not less than \$150,000 per fiscal year and makes those funds available from July 1, 2014 to July 1, 2018.

Subsection 34171(p)(1) states that if a local housing authority assumed the housing functions of the former redevelopment agency pursuant to 34176(b)(2) or (3), then the housing entity administrative cost allowance shall be listed by the successor agency on the Recognized Obligation Payment Schedule and paid to the local housing authority on each January 2 and July 1. The Successor Agency has been placing the request for the Housing Entity administrative cost allowance on several previous Redevelopment Obligation Payment Schedules (ROPS), but all of these requests to date have been denied by the Department of Finance. The Successor Agency will continue in its efforts to have those funds made available to the Housing Successor.

Payments of outstanding loans from affordable housing projects and from participants of the original First-Time Homebuyers' Down Payment Assistance Program (FTHB) are also being repaid to the HHA.

Retention of the housing assets allowed Council, in its capacity as the governing board of the HHA, to retain control over covenants recorded or to be recorded on several affordable housing developments, thereby ensuring the enforcement of affordability, maintenance, and management responsibilities of developers imposed under provisions in those covenants.

As of the date of this report, the HHA has an uncommitted project-related fund balance of approximately \$4.37 million mostly, as mentioned earlier, from recent loan repayments, including FTHB DAP and the SERAF loans. Consistent with former laws governing the use of Low-Mod funding, a 10% allowance has been set aside to pay for the operations of the HHA.

The administrative costs of the HHA (i.e. staff costs) are paid partially with HHA funds, special administrative housing-related funding allowances, and the Affordable Housing Fund. The latter is made up almost entirely of issuance and monitoring fees paid by City bond-assisted affordable housing properties. This relatively steady stream of revenue is set aside to primarily to pay for the monitoring of bond-funded and City- and HHA-restricted properties.

Another source of funding to pay for the operation of the HHA may be the future payment of fees generated under the Affordable Housing Ordinance (AHO), recently approved by Council. These AHO set-aside fees (not to exceed 10%) are to pay for the costs of administering the AHO which is one of the duties of the Housing Development Specialist.

As of the date of this report, the balance of the AHO Trust Fund is approximately \$2.5 million. This funding balance, the HHA moneys of approximately \$4.37 million, and a relatively minor uncommitted HOME funding balance (\$255,000) for the current federal fiscal year, are the only sources of funding available to promote or carry out the City and the HHA-project and program related activities at this time. These funds are one-time in nature and there is no source available to replenish these funds. The AHO Trust Fund will receive some future unknown revenues as future residential development occurs and pays in lieu fees into this fund.

With respect to the above-mentioned sources of project funding, it is important to note that: a) the HHA funding balance is not a permanent source; the moneys available are mostly from one-time repayments of loans to the former RDA; b) the AHO Trust Fund's growth is contingent upon residential construction activity and the current City's AHO fees are lower than those of all cities in the area that have an affordable housing ordinance; and c) currently, there is no indication that the federal government will increase the appropriation of funding for the HOME program; in fact, according to budget analysts, the federal government intends to eliminate the program.

The Successor Agency continues to advocate for the HHA to receive a \$150,000 from the Successor Agency to account for the "housing entity administrative cost allowance" that was authorized by law and recently affirmed by the Superior Court but is pending appeal. This fee, which would be lost if the HHA was dismantled, would allow the City to fund another position to assist with the implementation of the current housing projects and programs.

If Council were to elect to dissolve or deactivate the HHA, the housing assets and all future streams of income related to loans made by the City would need to be transferred to an entity that would be willing

to take on the additional burden. The Dissolution Statutes do not expressly address to which entity the duties of the Housing Successor could be transferred, but presumably, the most likely candidate to take over these duties would be the Housing Authority of the County of Alameda ("HACA").

HACA would be under no obligation to accept those obligations without payment or remuneration. In addition to the loss of program income, the City and the HHA would relinquish control of the enforcement rights on all of the various affordability covenants that the Dissolved Agency was a party to.

Later in this report, staff recommends the implementation of a pilot First Time Homebuyer Down Payment Assistance loan program for moderate-income households using available HHA fund balance. Staff anticipates bringing to Council additional proposals for HHA-funded affordable housing programs and projects in July 2016.

II. City of Hayward Affordable Housing Ordinance

To help mitigate the effects of the housing affordability crisis that had worsened during the preceding decades, in June 2003, the City adopted an Inclusionary Housing Ordinance (IHO). Due primarily to the downturn in the residential construction market, at the end of 2010, Council amended the IHO to provide interim relief to market-rate developers from certain IHO provisions.

Four years later, in a work session held on November 4, 2014, staff presented to Council a series of recommendations for permanent changes to the IHO based on the findings of two studies that evaluated the impact of new market-rate housing construction on the need for affordable housing in the City and provided the basis for establishing future affordable housing impact fees. Staff's recommendations were also informed by the analysis of then current residential construction market conditions, recent court cases affecting inclusionary ordinances, and comments from residential developers at stakeholders' meetings sponsored by the City.

As a result of this process, on January 27, 2015, Council approved an Affordable Housing Ordinance (AHO) which, like the former IHO, applies to both ownership and rental developments consisting of twenty or more units.

Pursuant to the AHO, developers of ownership residential developments may comply with the AHO requirements in various ways, including: paying an affordable housing impact fee based on the total square footage of the proposed project's livable spaces, including on-site for-sale affordable units equal to a minimum of 7.5% of the attached dwelling units and 10% of the detached dwelling units; or proposing other alternatives that would mitigate the affordable housing impact of the proposed residential development project.

All new rental projects with twenty or more units are required to pay an affordable housing impact fee, calculated in the same manner as the fees for ownership developments. No affordable units are required to be included in rental residential project that does not receive City assistance as described in S. 10-17.310 of the AHO. However, as an alternative to paying affordable housing impact fees for rental residential projects or providing for-sale units for ownership residential projects, an applicant may propose to provide 7.5% of attached dwelling units and 10% of detached dwelling units as affordable

rental units, in which case 50% of those units must be made available at affordable rents to low-income households and 50% at affordable rents to very low-income households for a minimum of 55 years.

The fees are listed in the Master Fee Schedule and adopted by Council each year. Staff annually conducts analyses of the fees and recommends adjustments if needed. As Council is aware, new affordable housing fees are calculated based on a three-year trailing average increase in median home prices in Hayward. Based on early initial analysis indicating an upward trend in median home prices over the past three years, staff anticipates recommending increases to the fees during Council's upcoming FY 2017 Master Fee Schedule deliberations.

A copy of the Affordable Housing Ordinance is available online at:

[<http://www.hayward-ca.gov/sites/default/files/documents/CH10A17_eff033115.pdf>](http://www.hayward-ca.gov/sites/default/files/documents/CH10A17_eff033115.pdf)

III. City of Hayward Housing Element

California State law requires each governing body (City Council or Board of Supervisors) of a local government in California to adopt a comprehensive, long-term General Plan for the physical development of the city, city and county, or county. The Housing Element is one of the seven mandated elements of the local general plan. Housing Element law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. Thus, Housing Element law is designed to ensure that low-income families are not excluded from opportunities in all communities and to promote economic and environmental sustainability throughout the region.

To make adequate provision for the housing needs of all economic segments of the community, the City's Housing Element establishes goals, policies, and programs to:

- Conserve and improve the condition of the existing affordable housing stock;
- Assist in the development of housing affordable to low- and moderate-income households;
- Identify adequate sites to encourage the development of a variety of types of housing for all income levels;
- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing;
- Promote equal housing opportunities for all persons; and
- Provide for the special needs of seniors, persons with disabilities, large families, with children, single female-headed households; and the homeless.

The Policy Document, Part 3 of the City's Housing Element, contains a list of housing and homeless-prevention projects and programs the City identified as the Implementations projects and programs to further the above goals. In addition, when projects or programs are proposed, staff evaluates them to ensure that they promote Council priorities and other local policy priorities.

The City Council adopted the current Housing Element on December 2, 2014. The State Department of Housing and Community Development (HCD) certified it as fully compliant with Housing Element law on March 25, 2015. Its planning period goes from 2015 to 2023.

The City's Housing Element identifies policies toward affordable housing and progress toward Regional Housing Need Allocations (RHNA) goals. Under the current RHNA allocation, the City is required to create a total of 3,920 housing units by 2023, including 851 very-low income, 480 low-income, 608 moderate-income units, and 1,981 above-moderate-income units.

A copy of the Hayward Housing Element is available online at:

http://www.hayward-ca.gov/sites/default/files/documents/HayHE_FINAL_Adopted.pdf

IV. Housing-Related Strategies to Prevent Homelessness and Assist Homeless Individuals

Homelessness is an extraordinarily complex and challenging problem that affects cities across America. Cities have struggled for many decades with limited success to productively address this issue and the adverse impacts it has had on those enduring homelessness as well as their associated communities.

Addressing the extraordinarily complex and difficult issues of homelessness and housing security over the long term is a multilayered and many-faceted endeavor. In addition to emergency shelters and the other critically important intervention services provided by the City and the County, it is essential to also develop and implement housing-related strategies to prevent homelessness and assist homeless individuals to secure and sustain permanent housing.

This section provides a brief overview of current strategies to prevent homelessness and assist homeless individuals to move to permanent housing. Some of the information in this section was previously presented to Council on [September 22, 2015 <http://bitly.com/homeless-report>](http://bitly.com/homeless-report), and [December 15, 2015 <http://bitly.com/homeless-strategies>](http://bitly.com/homeless-strategies).

Permanent Supportive Housing

Permanent Supportive Housing (PSH) has proven particularly effective to assist chronically homeless individuals who suffer from mental illness, drug addiction, and/or similar high risk vulnerabilities to find and stay in permanent housing.

For the last several years, cities and counties nationwide have focused their energy and resources on "Housing First" strategies to reduce homelessness in their communities. Previously, homeless services used a "housing readiness" approach and required individuals to address those issues that had led them to experience homelessness before finding them housing. In contrast, the Housing First model is based on the premise that the first step to reducing homelessness is to provide stable, secure, and affordable housing for those in need.

The second step is to provide wrap-around support services to help ensure that formerly homeless individuals and families remain housed for the long term. Such services can and often do include case management, financial assistance, healthcare, job placement, and training and education. Once housed and granted a sense of security and safety, people are more apt to take advantage of the support services they need to remain in housing for the long-term. In many cases, the supportive services and subsidies offered through Housing First programs are short-term.

The US Department of Housing and Urban Development (HUD) and the Department of Veterans Affairs are major promoters of Housing First programs and have funded and shaped such programs nationwide. The federal government's goal is to reach [functional zero levels of veteran homelessness by 2015](https://www.usich.gov/goals/veterans) [<https://www.usich.gov/goals/veterans>](https://www.usich.gov/goals/veterans) and [chronic homelessness by 2017](https://www.usich.gov/goals/chronic) [<https://www.usich.gov/goals/chronic>](https://www.usich.gov/goals/chronic). Thus, the majority of federal funding is currently focused on these two populations.

Housing First programs have generated impressive results nationwide. One year housing retention rates for formerly chronically homeless people range nationally from 85% to 93%, according to a study conducted by Community Solutions (the highly regarded and influential nonprofit behind the 100,000 Homes campaign). Moreover, local governments all over the country have found that Housing First programs have generated significant public cost savings.

EveryOne Home

To better coordinate efforts across jurisdictions, in 2006, local governments within Alameda County formed the [EveryOne Home coalition of agencies](http://www.everyonehome.org) [<http://www.everyonehome.org>](http://www.everyonehome.org) with the stated goal of ending homelessness in Alameda County by 2020. Local government jurisdictions throughout Alameda County including the City of Hayward and the County of Alameda have formally adopted the EveryOne Home plan. In so doing, each jurisdiction has agreed to employ the key strategies of EveryOne Home in their own jurisdiction and in collaboration with others to proactively address homelessness.

Even when working in coordination with other local jurisdictions, community-based organizations, and other partners in the region as the City has done for many years, it is unrealistic to think that we can eliminate homelessness entirely. These issues have been an intractable part of human society in varying degrees since ancient times. However, we can and do continue to strive toward the goal of minimizing these uniquely human issues and as many of the negative impacts as possible at any given point in time; including having any one person or family homeless for as short a period as possible

The magnitude of the regional homelessness issue is such that no comprehensive plan to resolve it, not even a highly coordinated regional strategy like EveryOne Home, can hope to be effective without significant financial resources on a scale only available through the state and especially federal government.

Alameda County Continuum of Care

In Alameda County, the CoC is led by the organization EveryOne Home. EveryOne Home and other lead CoC agencies nationwide also conduct point-in-time counts on an annual or biannual basis to register how many people in their communities are experiencing homelessness and outline their demographic characteristics. These point-in-time counts allow CoCs to: 1) identify the most vulnerable and/or those at risk of dying due to homelessness and immediately place them in permanent supportive housing; and, 2) coordinate services to align with the specific needs of the homeless population in that specific region.

Regardless of any plan or specific strategy that may be implemented locally, federal funding is critically

important to making a significant impact on the homelessness issue. For this reason, the City of Hayward and its local partners in the EveryOne Home coalition must remain in alignment with the federal strategy in order to access the resources necessary to help homeless Hayward residents find and sustain stable, permanent housing in a substantial and sustainable way.

In addition to collaborative efforts focused at the consumer or provider level, the EveryOne Home Plan also looks at coordination at the systems level. The creation of an integrated, regional response offers a number of measureable, outcome-oriented alternatives, including:

1. Increased efficiency and effectiveness of local and regional housing and supportive service programs through sharing of information, planning, clients, resources, and responsibility across the multiple systems that must work together to address common issues.
2. More coordination of government and philanthropic funding. National research has demonstrated that an integrated approach to long-term homelessness can significantly reduce overall expenditures. An example of the collaborative efforts undergone in Alameda County was the Homelessness Prevention and Rapid Re-Housing Program (HPRP) county-wide collaborative, funded by the federal government through the economic stimulus.
3. Increased local capacity to attract competitive grants from federal, state and philanthropic sources that can augment existing housing and service systems and support the replication of emerging promising practice models.
4. Increased public interest and support for creative solutions to homelessness, excitement about and involvement in regional efforts, and willingness to support the creation of a new local or regional revenue stream.

Per the direction set forth by HUD and codified in the HEARTH Act, the City of Hayward works in coordination with its jurisdictional and agency partners in the Continuum of Care (CoC) to address the needs of homeless persons and persons at risk of homelessness throughout the Alameda County region and specifically in Hayward.

Shelter Plus Care

Shelter Plus Care is a permanent supportive housing program of Alameda County funded by the U.S. Department of Housing and Urban Development (HUD). Rental assistance and support services are provided for homeless individuals who meet the following federal eligibility criteria:

- Resident of Hayward / Alameda County
- Are living on the street or other places unfit for human habitation, in emergency shelter, or in eligible transitional housing with verification that the applicant was living on the street or in shelter prior to entering transitional housing
- Homeless for at least six months out of the last two years
- Are disabled by chronic substance abuse, serious mental illness, and/or HIV/AIDS

- Have a household income at or below 50% of Area Median Income (AMI)
- Willing to participate in supportive services.

The Shelter Plus Care program is part of a growing national trend that emphasizes permanent supportive housing as the best practice model to end chronic homelessness. The program is funded by HUD and operated locally by the Alameda County Department of Housing and Community Development (HCD). The City of Hayward has partnered with HCD for many years on a wide range of housing and human services needs in Hayward, including the current Interdisciplinary Working Group on Homelessness convened by the City of Hayward.

Supportive Housing Program Projects (SHP) Permanent Housing Program

The County of Alameda operates the SHP programs to provide affordable housing operating subsidies and support services for homeless individuals and families.

- Lorenzo Creek, located in Castro Valley, provides nine units of permanent supportive housing for homeless people disabled by serious mental illness, chronic alcohol and drug problems, or AIDS and Related Disorders, and their families. The setting is an accessible multifamily housing complex constructed using principles of universal design. Lorenzo Creek residents receive rental subsidies through S+C and supportive services both on and off site through SHP.
- Spirit of Hope is located at the former Alameda Naval Air Station, and provides permanent housing for homeless families with disabilities. Specifically, the project serves large families who were formerly living on the streets or in shelter. This 45 unit project is a component of an agreement between the Alameda Reuse and Redevelopment Authority and the Alameda Point Collaborative that provides transitional and permanent housing units for formerly homeless families.
- Alameda Point Permanent Housing, also located in Alameda, provides 23 units of permanent housing for homeless families at Alameda Point.

AC Impact / Home Stretch

Stable, permanent housing is a critical cornerstone to the health and well-being of homeless and at-risk people, as it is to the health and well-being of the community overall.

To this end, in FY 2012-13, HUD initiated funding support to EveryOne Home partner Abode Services to lead the implementation of a multi-jurisdictional “housing first” pilot program in Alameda County. After the initial planning phase was completed, the “AC Impact” pilot program was implemented in FY 2013-14 to provide stable, permanent housing and coordination of supportive services for fifty high-need, chronically homeless individuals countywide, including eight individuals in Hayward.

The goal of Alameda County (AC) Impact is to permanently and supportively house chronically homeless individuals throughout Alameda County, thus ending their homeless condition. A key feature of the program is the collaboration between local police and fire departments, community services city staff,

and outreach workers to identify program participants and quantify the cost savings that result from the reduction in frequency and intensity of public safety interventions over time.

Efforts are targeted to chronically homeless individuals in highly visible parts of downtown areas in Hayward, Oakland, Fremont, and Livermore who are the source of numerous public safety and emergency medical contacts, and who therefore generate significant response-related costs to the community. These individuals are placed in stable, permanent housing (typically a leased apartment) and then are provided critical in-depth supportive services to address underlying issues including substance addiction, mental illness, and trauma.

By placing these high-contact individuals in stable housing first and providing supportive services after they are safely housed, the problematic street behavior, emergency calls, and frequency of arrests are dramatically reduced, resulting in a significant cost savings to the community. Additionally, those provided with supportive services have significantly higher rates of retention and success, resulting in an increased quality of life for the individual and a reduced likelihood of return to homelessness.

The U.S. Department of Housing and Urban Development (HUD) provides major funding for the project, with additional matching support provided by the participating jurisdictions. Each EveryOne Home partner jurisdiction contributes match funding needed for local coordination and street outreach - including \$30,000 of CDBG funding from the City of Hayward - to support the AC Impact program. HUD provides a permanent housing subsidy for each formerly homeless individual. Abode Services leverages funds to support the delivery of housing placements, building upon established relationships with housing providers.

As of February 2016, the county-wide program had successfully placed fifty chronically homeless residents into permanent supportive housing, including eight in Hayward.

The City contracted with experienced service provider Abode Services to provide case management and housing placement associated with the Hayward's portion of the AC Impact program. The City of Hayward contributes \$39,000 annually to support eight permanent housing placements specifically for Hayward homeless residents within this program. The City of Hayward support is augmented with grant funds received by Abode Services.

While the AC Impact program has been remarkably successful in housing fifty chronically homeless individuals and keeping them housed, the program will need to expand dramatically if it is to achieve the goal of housing every chronically homeless individual in the County. To ensure the program's long-term sustainability, the Alameda County Continuum of Care (CoC) organization is partnering with the US Departments of Housing and Urban Development (HUD) and Health and Human Services (HHS), to develop the next generation program called Home Stretch. Each of the individuals currently listed in the AC Impact Program and on the program's waiting list will be included in Home Stretch.

Home Stretch is intended to continue the successful permanent supportive housing placements and wraparound support services of the AC Impact program, while expanding access to Alameda County's permanent supportive housing opportunities for more individuals. Furthermore, Home Stretch will

develop a registry of all homeless, disabled homeless individuals and families in the County. This will streamline the placement process so that those in greatest need of permanent supportive housing move to the top of the list, and can be more efficiently and effectively matched to the program that's right for them with funding to assist. The registry will also be used to match participants with "housing navigators" who will help participants access benefits and healthcare from day one, while also helping them find and secure permanent housing.

City of Hayward Housing Rehabilitation Program

The City of Hayward since 1986 has operated a Housing Rehabilitation Loan and Grant Program with funds from the Community Development Block Grant (CDBG) program. The goal of the program is to enable seniors and people with disabilities to continue to live in their homes independently.

The program provides loans and grant to rehabilitate owner-occupied homes by repairing and replacing major systems, implementing accessibility solutions to improve mobility and independence, and correcting health and safety related code violations. Applicants must meet HUD income eligibility guidelines. All repair and renovation work is done by qualified contractors directly overseen by City of Hayward staff.

In 2015, the Council authorized an expansion of the Housing Rehabilitation Program through leveraging new partnerships with experienced service providers. Rebuilding Together provides volunteers to assist in making minor home repairs such as paint, trim, minor electrical and plumbing; and Habitat for Humanity makes loans to mobile home owners to help them with repair costs in this specialized category of homes.

City of Hayward Bolt and Brace Program

The City of Hayward recently implemented a new Bolt and Brace program. The goal of the Bolt and Brace program is to facilitate seismic retrofitting of older housing stock in Hayward to improve durability of at-risk housing and reduce the potential for large-scale housing displacements in the wake of a major seismic event.

The program provides permit fee waivers and grants to eligible Hayward residents who reside in older housing stock that needs seismic retrofits to meet current seismic safety standards. The Bolt and Brace program was initiated through a FEMA grant opportunity. Contractors who conduct the retrofitting work are required to be FEMA certified. The Bolt and Brace program is led by the City Manager's Office, and supported by the Development Services and Library and Community Services Departments.

Resources for Veterans

One of the key pieces to available housing is the funding. The HUD-Veterans Affairs Supportive Housing (HUD-VASH) program combines Housing Choice Voucher (HCV) rental assistance for homeless Veterans with case management and clinical services provided by the Department of Veterans Affairs (VA). VA provides these services for participating Veterans at VA medical centers (VAMCs) and community-based outreach clinics.

Because of this, housing is available through Abode Services for veterans, non-VASH eligible veterans with Severe and Persistent Mental Illness (SPMI), AB-109 clients, and others who meet the CoC Prioritization Criteria and have SPMI. Not all veterans qualify for these programs and it requires that the veteran was honorably discharged.

All-In Affordable Housing

Service providers in many of the above mentioned programs often observe that one of the most difficult tasks for housing navigators is to actually find available housing at a price point that is affordable. Even when there is funding available for housing-related homelessness, it can be extraordinarily difficult to find a suitable housing unit within a reasonable price range and which falls within the criteria.

In an effort to access existing housing, the All In Affordable Housing initiative spearheaded by Alameda County Supervisor Wilma Chan, through her All-In steering committee and community focus groups has worked toward identifying incentives to current landlords to provide below market value units and to rent to people using supportive vouchers. The work group is currently attempting to identify supportive legislation for increasing housing stock, determining what education for renters and landlords might be needed to dispel myths about low income renters, and working toward any and all solutions that will create or maintain housing at an affordable level.

V. HOME Investment Partnerships

Since 1991, the City of Hayward has been part of the Alameda County HOME Consortium (Consortium), which includes unincorporated Alameda County and the cities of Alameda, Fremont, Livermore, Pleasanton, San Leandro, and Union City. Hayward's participation in the Consortium has assured the City an allocation of federal HOME Investment Partnership (HOME) funds since FY 1992.

The City's participation in the Consortium not only ensures an annual allocation of HOME funds but also alleviates the administrative burden of the funds. As the representative of the Consortium, the County of Alameda acts as the lead member for administrative and federal reporting purposes and coordinates the production of the Consolidated Annual Performance and Evaluation Report (CAPER) required by HUD. Several other reporting activities are also carried out in a joint effort by the participating jurisdictions.

HOME funds must be used for HOME-eligible housing-assistance activities, including acquiring, rehabilitating, and constructing housing affordable to low-income households, as well as providing homebuyer and tenant-based rental assistance. HOME program regulations require that 100% of HOME funds be used to assist households with low incomes, which are defined as incomes at or below 80% of the area median income (AMI) adjusted for household size. As of the date of this report, the 80% figure in Alameda County for a family of four is \$71,600.

The overall objective of the HOME program is to provide high-quality, sustainable affordable housing. In previous years, HOME funds were used to help finance the construction of the Glenn Berry and Sara Conner Court Apartments, the rehabilitation of Huntwood Commons and Tennyson Gardens Apartments, the acquisition and rehabilitation of Leidig Court Apartments, and the acquisition of Cypress Glen

Apartments.

Since 2009, funds have also been set aside to pay for rental subsidies for participants of Project Independence, a program that provides services and rental subsidies to emancipated youth (youth from 18 to 24 who have aged out of the foster care system). Most recent HOME funded-projects include the Hayward Senior Housing II affordable senior complex and the South Hayward BART affordable housing project, presently under construction.

Despite its significant reduction by the federal government, HOME funding continues to be critical to further the City's goal to providing quality affordable housing and preventing homelessness to the extent that it must be used to acquire, rehabilitate, and construct affordable housing. This is especially important given the reduction or elimination of other sources of funding for affordable housing such as Redevelopment.

Hayward's projected federal FY 16/17 (October 1st, 2016 to September 30, 2017) HOME allocation is approximately \$270,784. Ten percent (10%) of these funds may be used to pay for the administrative costs associated with the HOME program. However, half of the administrative funds are retained by the County as payment for the costs associated with its administrative and reporting lead role in the Consortium.

DISCUSSION

"Affordable housing" is colloquially defined by the East Bay Housing Organization as "when people don't have to choose between paying rent and buying groceries, when they don't have to live in crowded or unhealthy conditions, and when they can afford a home that provides a sense of security and community." More specifically, housing policy makers and agencies define affordable housing as a situation in which a household pays 30% or less of its total income for housing costs.

According to the 2014 *Analysis of Fair Housing Choice*, 26% of Hayward renters and 16% of Hayward homeowners pay more than 50% of their income to housing. Some of this is due to low income levels, but it also indicates a market in which housing costs are disproportionally high. The high cost of rentals in particular can adversely impact the capability of households, even moderate-income ones, to amass enough savings to buy a home.

In 2015, the Association of Bay Area Governments (ABAG) produced a major report, [*People, Places and Prosperity*](http://reports.abag.ca.gov/ppp/2015/section-2.php) <<http://reports.abag.ca.gov/ppp/2015/section-2.php>>. The report found that "the Bay Area is facing a chronic and acute housing affordability problem that puts stress on households, threatens economic competitiveness, contributes to traffic congestion, and encourages conversion of open space and agricultural land to housing. To address this challenge, the region needs tools and funding to produce more affordable homes and preserve the ones that already exist, while also protecting people from being displaced from their current homes."

The ABAG report indicates that due to increasing housing prices, people will continue moving out of the metro Bay Area to seek more affordable housing, but will continue to commute back into the area for work. While jobs have increased in the area, the number of housing units has not kept up - "This unmet

demand pushes rents and prices upward, and makes it nearly impossible for low- and moderate-income households to find affordable homes, unless the homes have been built with public subsidy and are cost-controlled, or they are willing and able to commute by car over long distances.”

The report further calls for a holistic and multilayered approach to improving housing affordability in the Bay Area by preserving existing housing, increasing housing supply, diversifying types of housing, repurposing publicly owned sites near transportation hubs, and increasing funding for housing programs, including homebuyer assistance programs.

Although the range of Hayward’s affordable housing activities is relatively extensive, there are two notable opportunity areas to close gaps. The first is the need to continue fulfilling the RHNA requirements for affordable housing units as set forth in the Housing Element. While good progress continues to be made toward these goals, they are substantial and will require focused and sustained effort over a period of several years. Council has on multiple occasions discussed the RHNA requirements and the City’s strategies to meet the goals, most notably during the Council meetings of [May 6, 2014 <http://citydocuments.hayward-ca.gov/WebLink8/DocView.aspx?id=178450&dbid=0>](http://citydocuments.hayward-ca.gov/WebLink8/DocView.aspx?id=178450&dbid=0) and [December 2, 2014 <http://citydocuments.hayward-ca.gov/WebLink8/0/doc/184141/Page1.aspx>](http://citydocuments.hayward-ca.gov/WebLink8/0/doc/184141/Page1.aspx).

In order to fulfill the City’s RHNA requirements over the long term, it is critically important for the City to develop new strategies to construct quality affordable housing. An in-depth discussion of the available and emerging strategies and their implications to financing, planning and zoning, and legal considerations, is beyond the scope of this report. Staff plans to bring a discussion of affordable housing construction strategies to Council for direction in July 2016.

The second opportunity is simpler to achieve in the near term: a reactivation of the First Time Homebuyer Down Payment Assistance Program. This program previously existed utilizing Redevelopment funds, but was suspended upon the dissolution of the RDA.

The recommendation in this report focuses on the proposed reactivation of the First Time Homebuyer Down Payment Assistance Program, and seeks Council authorization to utilize \$1.5 million in available HHA funds to provide a funding pool for down payment assistance loans to Hayward residents.

Proposed First-Time Homebuyer Down Payment Assistance Program

Staff is asking Council for authorization to reinstate the First-Time Homebuyer Program Down Payment Assistance Pilot Program (“FTHB”, “the Program”) and to authorize the appropriation of \$1.5 million for a provisional two-year pilot program period.

The last time Council discussed the FTHB program was during an early 2009 work session regarding a set of affordable housing initiatives and strategies to prevent foreclosures. One of the goals of a reinstatement and restructuring of the Program at that time was to help credit-worthy households obtain home mortgage financing as home buying financing had become stricter in response to the failure of past lending practices. The other goal of revamping the program was to help homebuyers purchase foreclosed or abandoned properties and help stabilize the local residential real estate market.

The following were the major program changes that Council directed staff to implement early in 2009:

- Setting a fixed 3.5% interest rate as opposed to a variable Cost of Funds Index (COFI) rate which could sometimes be close to the market rate and needed to be updated weekly.
- An increase in the loan amount from up to \$20,000 to all homebuyers to up to \$30,000 and \$40,000 to moderate- and low-income homebuyers respectively, in order to expand the affordability and purchase options for households of those income levels.
- A five-year loan-payment deferral period to eliminate the need of buyers to obtain Private Mortgage Insurance (PMI). PMI is required when the homebuyers' down payment is less than 20% of the home purchase price. This requirement is waived if borrowers obtain deferred subordinate financing, freeing up more of the homeowners income which may then be spent on the first mortgage loan, therefore allowing them to accrue equity on the home faster.

The above-described programmatic changes were the result of recommendations from an analysis performed by the Bay Area Homebuyer Agency (BAHBA), the consulting firm that helps the City administer its homeownership programs through a professional services contract approved by Council. BAHBA's analysis took into account the then current market conditions, including local housing market data such as home sales during a twelve-month period and the for-sale housing inventory. With this data, BAHBA evaluated different funding scenarios vis-à-vis different household sizes and levels of income as well as a range of possible subsidy amounts and other features.

As redesigned, the FTHB program was very successful. Over the almost four years the Program was active (until Redevelopment was eliminated), the City provided forty-four loans. Some of the loan recipients were low-income households and some were Caltrans tenants that used their stipend to purchase their 238-corridor rental homes. A high percentage of loan recipients (almost 35% or a total of fifteen) have repaid their loans mostly through proceeds of refinances due in part to the relatively fast equity buildup allowed by the five-year deferral period of the FTHB program loan. The loan deferral period has ended for most homeowners and the majority are making monthly loan payments on time. Additionally, although most of the loans were provided during the downturn of the economy, with one exception (in which the City recovered 99% of its investment), no other recipient of a "deferred" loan defaulted on his or her loan or lost his or her home to a foreclosure or short sale.

BAHBA has updated the above-described analysis. Under current market conditions, the Program may be implemented with basically the same program guidelines and requirements. The major programmatic change recommended by the consultant this time around is the increase of the loan amount to moderate-income homebuyers from \$30,000 to \$35,000 and to provide low-income homeowners loans of the same amount only to the extent that other subsidies such as the Workforce Initiative Subsidy for Homeownership (WISH) Program funding are layered. The WISH program, which is offered by the Federal Home Loan Bank of San Francisco through participating bank members, provides up to \$15,000 down payment assistance loans to low-income first-time homebuyers. The loans are forgiven after five years if the households keep their homes as their primary residence during that period. Thus, if the potential low-income homebuyer receives a City FTHB loan and BAHBA is also able to secure a WISH loan on his behalf, the assistance for that homebuyer may amount to up to \$50,000.

Another source of funding local homebuyers may benefit from is the Mortgage Credit Certificate (MCC) program administered by the Alameda County Department of Housing and Community Development on behalf of the county jurisdictions, including Hayward. BAHBA's analysis indicates that the layering of these sources of funding (the City's FTHB and WISH Loans and a MCC certificate), may represent a substantial increase in the number of purchase opportunities to low-income buyers in Hayward.

Other than the above recommendation, very few parameters would need to be changed. For example, current lending practices require that potential loan recipients have higher credit scores. To adjust to this reality, the City will adjust its Program credit score requirement accordingly. However, as done previously, the changes will be made in view of the laws regulating the use of HHA funds and the underwriting guidelines of major mortgage companies for public lenders.

The FTHB program provides several benefits to Hayward residents:

- 1) The Program is a primary implementation strategy for achieving the City's policy and the Housing Element's goal of increasing the homeownership rate in Hayward.
- 2) The Program fosters the City's economic diversity and social integration as it allows moderate-income households to stay in Hayward and work here, or to afford living in different areas of Hayward where they would not be able to afford otherwise.
- 3) The Program will help increase home sales in Hayward which contributes to the local economic recovery through attracting consumers of goods and services to own homes in Hayward and increasing the local transfer and property tax base.

For the reasons outlined above, staff recommends a funding allocation of \$1.5 million over two years to temporarily restore the First Time Home Buyers Down Payment Assistance Program for moderate-income households. If approved by Council, in its role as the Housing Authority Board, staff will implement the Program at the beginning of FY 2017.

Staff projects that a \$1.5 million appropriation, should Council approve it, will provide approximately 42 loans during the two-year pilot period. Any fund balance unspent in a particular year would be rolled over to subsequent years. As loans are repaid, the City will have the opportunity to use the funds again to conduct more affordable housing-related activities for Hayward residents.

FISCAL IMPACT

Funding for the recommended First Time Homebuyer Down Payment Assistance program loans would be sourced from available HHA funds, and would have no impact to the General Fund.

The administrative costs of the HHA (i.e. staff costs) are paid partially with HHA funds, special administrative housing-related funding allowances, and the Affordable Housing Fund. The latter is made up almost entirely of issuance and monitoring fees paid by City bond-assisted affordable housing properties. This revenue is set aside primarily to pay for the monitoring of bond-funded and City- and

HHA-restricted properties.

Funding for staff support for the First Time Homebuyer Down Payment Assistance program would be sourced from the HHA and Affordable Housing funds, and would have no impact to the General Fund.

PUBLIC CONTACT

- A previous iteration of the First Time Homebuyer Down Payment Assistance Program was reviewed by Council and the Hayward Redevelopment Agency Board in a public work session in January 2009.
- The Hayward Housing Element was reviewed by Council in a Public Hearing and adopted on December 2, 2014.
- The Affordable Housing Ordinance was reviewed by Council in a Public Hearing and adopted on January 27, 2015.
- The Council reviewed housing-related strategies to address and prevent homelessness in a public work session on September 22, 2015.
- The Community Services Commission reviewed the recommended reactivation of the First Time Homebuyer Down Payment Assistance Program in a public meeting on March 16, 2016.
- The Interdisciplinary Working Group on Homelessness, Hunger, Housing, and Disruptive Street Behaviors - a task force of homeless service providers , social service agencies, housing providers, public safety, and other Hayward community stakeholders - reviewed the housing-related strategies outlined in this report on March 17, 2016.

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NEXT STEPS

Staff recommends that Council in its role as the Housing Authority Board:

- Adopt the attached resolution (Attachment I) authorizing the use of \$1.5 million in available Hayward Housing Authority fund balance to implement a First Time Homebuyer Down Payment Assistance Pilot Program.

If approved by the Council in its role as the Housing Authority Board, staff will implement the First Time Homebuyer Down Payment Assistance Pilot Program at the beginning of FY 2017. If approved, staff anticipates providing approximately 42 loans during the two-year pilot period. Any fund balance unspent in a particular year would be rolled over to subsequent years. As loans are repaid, the City would have the opportunity to use the funds again to conduct more affordable housing-related activities for Hayward residents.

Prepared by: Omar Cortez, Housing Development Specialist
Dawn Jaeger, Community Services Manager

Recommended by: Sean Reinhart, Director of Library & Community Services
Kelly McAdoo, Assistant City Manager

File #: LB 16-027

Approved by:



Fran David, City Manager

Attachments:

Attachment I Resolution

HOUSING AUTHORITY THE CITY OF HAYWARD

RESOLUTION NO. HA- ____

RESOLUTION AUTHORIZING THE APPROPRIATION OF FUNDS FROM
FUND 245, THE HOUSING AUTHORITY FUND, TO REINITIATE THE FIRST
TIME HOMEBUYER PROGRAM

BE IT RESOLVED by the Board of the Housing Authority of the City of
Hayward that Resolution No. HA 15-01, as amended, the Budget Resolution for fiscal year
2016, hereby further amended by approving an appropriation of \$1,500,000 from Fund
245, the Housing Authority Fund, to provide down payment assistance loans to eligible
First-Time Homebuyer Down Payment Assistance Program participants.

HAYWARD, CALIFORNIA, _____, 2016

ADOPTED BY THE FOLLOWING VOTE:

AYES: COMMISSION MEMBERS:

CHAIR:

NOES: COMMISSION MEMBERS:

ABSTAIN: COMMISSION MEMBERS:

ABSENT: COMMISSION MEMBERS:

ATTEST: _____
Miriam Lens, Secretary of the
Housing Authority of the City of Hayward

APPROVED AS TO FORM:

Michael Lawson, General Counsel of the
Housing Authority of the City of Hayward