

CITY OF HAYWARD

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



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Wednesday, October 25, 2017

4:00 PM

Conference Room 2A

Council Infrastructure Committee

CALL TO ORDER**PLEDGE OF ALLEGIANCE****ROLL CALL****PUBLIC COMMENTS:**

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items on the agenda. The Committee 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 Committee is prohibited by State law from discussing items not listed on the agenda, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

APPROVAL OF MINUTES

1. [MIN 17-127](#) Draft Meeting Minutes from July 24, 2017

REPORTS/ACTION ITEMS

2. [RPT 17-150](#) Bicycle and Pedestrian Master Plan Update 2017
3. [RPT 17-159](#) Fire Station 6 and Fire Training Center Improvement Project Update
4. [RPT 17-114](#) Revised Proposed 2018 Agenda Planning Calendar

ORAL UPDATE ON CIP PROJECT(S)**FUTURE AGENDA ITEMS****COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS****ADJOURNMENT**



CITY OF HAYWARD

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

File #: MIN 17-127

DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT

Draft Meeting Minutes from July 24, 2017

RECOMMENDATION

That the Committee approves the meeting minutes from the July 24, 2017 Regular Meeting.

ATTACHMENTS

Attachment I Draft Minutes July 24, 2017



COUNCIL INFRASTRUCTURE COMMITTEE MEETING

Hayward City Hall – Conference Room 2A
777 B Street, Hayward, CA 94541-5007

July 24, 2017
4:00 p.m. – 6:00 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 4:01 PM by Council Member Márquez

PLEDGE OF ALLEGIANCE: Led by Council Member Mendall

ROLL CALL:

Members Present: Elisa Márquez, Chair; Al Mendall, City Council Member; Marvin Peixoto, City Council Member

Staff Present: Kelly McAdoo, City Manager; Maria Hurtado, Assistant City Manager; Alex Ameri, Director of Utilities & Environmental Services; Morad Fakhrai, Director of Public Works; Fred Kelley, Transportation Manager; Abhishek Parikh; Colleen Kamai, Executive Assistant (Recorder)

Others: John Vukasin; Radonna Scott; Afa Vukasin; Steven Dunbar; Charles Dalmon; Ruth Ritter; Diane Balloue; Laurel Quirk; Raveen Singh; Gerald Kruse; Robert Carlson; Michael Balmuth; Bijan Mashaw

PUBLIC COMMENTS:

None

APPROVAL OF MINUTES:

1. Draft Meeting Minutes from April 26, 2017 Regular Meeting

The Committee approved the minutes of the Council Infrastructure Committee meeting of April 26, 2017.

REPORTS/ACTION ITEMS:

2. Capital Improvement Program FY 2018 – FY 2027 Review Schedule:

Public Works Director Fakhrai introduced the report, noting that due to the large amount of material covered in the CIP, staff recommends that the CIC review specific segments of the CIP over the course of several meetings. Director Fakhrai presented the proposed review schedule and asked committee members for feedback.

PUBLIC COMMENTS/DISCUSSION:

Council Member Peixoto asked if the Roads and Transportation review item is scheduled early to coordinate with allocations from ACTC. Director Fakhrai responded yes, and added that staff will have information regarding SB 1 to share with the Committee.

Council Member Peixoto asked about the status of SB 1 in the Legislation process. Director Fakhrai replied that SB 1 was approved in April and the Hayward's estimated additional funding allocation is \$3 million dollars. He added that they have not yet defined the reporting

requirements, but staff expect the reporting requirements for SB 1 to be similar to the reporting requirements of AB 1. Director Fakhrai also spoke about the timing of approving projects in relation to reporting requirements.

Council Member Mendall commented that the order of the CIP schedule is good, but he does have concerns that the Committee will not be able to review all three items within three meetings. It is more likely they will need two meetings per item; one meeting to review the staff presentation and ask questions; and a second meeting for the Committee to provide staff with policy and direction. He asked staff to think about adjusting the timeline. He acknowledged that the Committee will not be able to review the entire CIP in detail this year in time for next years' CIP.

Director Fakhrai suggested the schedule be kept as is and revise the schedule later if follow-up items are needed.

Chair Márquez agreed that the schedule can be adjusted as needed and requested staff monitor potential State and Federal funding, and provide CIC with updates as information becomes available.

3. Old Highlands Homeowner Association (OHHA) Roadways

Director Fakhrai introduced the report and provided background information about the annexation of the area and explained the history between the City and OHHA in regard to road improvements. Mr. Fakhrai reported that most recently, in 2010, a cost analysis by the City determined the approximate cost to improve all OHHA roads would be \$11 million dollars. He added that at that time the City had offered to contribute \$2 million in capital funding allocation to help reduce each property owner's share of cost. An overwhelming response was received from the community that they did not want to pay for the improvements. Director Fakhrai added that since then any significant street repair efforts in the OHHA area have remained on hold except for emergency repairs by the City estimated at \$270,000.

Director Fakhrai elaborated on cost saving options for rehabilitation and shared information about pavement maintenance funds. Staff proposed two options for the Committee's consideration: one option with property owner funding and the other with a combination of property owner and City funding.

PUBLIC COMMENTS/DISCUSSION

Resident and OHHA Board President, Robert Carlson, shared that he and Director Fakhrai have met many times over last two years and understand each other's position reasonably well. The issue is determining who is responsible for the cost of repairs. Mr. Carlson went on to express his displeasure with the OHHA annexation process and expressed his concern with some of the data presented in the staff report. Mr. Carlson indicated that OHHA is not objecting to a contribution; the debate and discussion is about cost and how it will be financed. Mr. Carlson added that his strong objection is on the plan to separate the OHHA streets and noted that the Board would rather look at the community as a package, that way everybody is contributing to all the streets.

Resident and Assembly member Bill Quirk remarked that this is approximately the fifth time he has gone through this since he bought his lot almost forty years ago. He added that every time it comes to paying money people vote against it. He agreed that the streets are falling apart, but if

the City is depending on the community to approve funding at \$3,000 to \$5,000 a year, it's not going to happen.

Resident Bijan Mashaw agreed with previous comments. He remarked that every year the issue comes up, the City expects the property owners to pay for it. Mr. Mashaw commented that after fifty-five years, it's time for the City to do something. He added that most residents are not expecting a complete infrastructure, they simply want the roads to be repaved.

Discussion ensued among Committee members and City staff regarding OHHA area street repairs and cost sharing.

Council Member Peixoto talked about a tour he took of the area with Mr. Carlson and agreed the streets are in bad condition. He noted that Mr. Carlson raised a good question during his tour that if the community has been paying taxes for fifty-five years, why hasn't the City set aside money, why doesn't the City own most of the responsibility?

Director Fakhrai said typically property owners are required to do upgrades before annexation, but that did not happen with OHHA. He noted that there was a condition to the annexation that infrastructure repairs would be done later at the cost of the property owners. Director Fakhrai added that sewer and water improvements were made after annexation through an assessment district that was approved by property owners. Property owners also formed a district to improve the roads, but after a few years OHHA decided that it was too much money.

Director Fakhrai commented that the City has spent money to do some emergency and safety repairs. He specifically mentioned signage and guard rail improvements to Grand View Avenue.

Council Member Mendall commented he is not inclined to support the City contributing to the cost of repairs on privately owned streets. He noted there may be some consideration for the City taking over if the private streets in the OHHA area, at the cost of the property owners, are brought up to a reasonable standard. There would need to be some type of cost sharing, the City cannot take on 100% of the cost. He is open to discussion about what the cost sharing would look like.

Chair Márquez acknowledged and thanked those in attendance for contributing to the conversation. She commented that there are still things to clarify, but she is supportive of the City contributing to a share of cost, although she does not know how much that will be.

Director Fakhrai indicated that staff will need to meet with the OHHA Board and possibly the community, and will report back to the CIC in October or January.

Council Member Mendall remarked that it is important to reach out to the community. He encouraged staff to reach out sooner than later.

4. Main Street Complete Streets Design Alternatives

Director Fakhrai introduced the report and turned it over to Senior Transportation Engineer, Abhishek Parikh. Mr. Parikh provided background information about the City of Hayward's Complete Streets Policy adopted by Council in 2013. Mr. Parikh reported that the proposed Main Street Complete Streets project (funded by ACTC) will improve pedestrian access and add bicycle lanes to create a safe and convenient environment for multimodal travel in the Downtown Hayward Priority Development Area. Mr. Parikh reviewed concept plans, reviewed next steps, and asked for Committee feedback on the design alternatives.

PUBLIC COMMENTS/DISCUSSION

Community Member, Steven Dunbar, would like the City to create protected bike lanes as part of the project. He noted that it would be a marginal cost considering the City is already spending money to realign the sidewalks and gutters. Mr. Dunbar added that improving the bike lanes would invite more cyclist to the area.

Discussion ensued among Committee members and City staff regarding the three concept plans specifically protected bike lanes versus buffer lanes, parking spaces, sidewalk seating, lane conversions, and widening sidewalks.

Council Member Mendall generally agreed with Mr. Dunbar about improving bike lanes, but he would also like to see wide sidewalks to allow sidewalk seating for businesses that want it. The challenge is adding protected bike lanes that do not eliminate sidewalk seating as an option.

Council Member Peixoto expressed concern regarding bike lane buffers and parking. He also commented about the dimensions for wide sidewalks.

Chair Márquez added that she agrees that business owners should have an option to add sidewalk seating, but urges staff to connect with business owners to make sure they understand that if they want sidewalk seating they would lose parking in front of their business.

5. East Bay Greenway (Rail to Trail)

Director Fakhrai introduced the report and turned it over to Senior Transportation Engineer Abhishek Parikh. Mr. Parikh provided background about the East Bay Greenway (EBGW) project to construct a bicycle and pedestrian trail facility that will generally follow the BART alignment for sixteen miles in Hayward. He noted that the Alameda County Transportation Commission (ACTC) is leading the project development and implementation. Mr. Parikh reviewed two design options (Rails to Trails and Rails with Trails) for the EBGW segment in Hayward and asked for Committee feedback.

PUBLIC COMMENTS/DISCUSSION

Discussion ensued among Committee members and City staff regarding the trail options and funding.

Council Member Mendall agreed bike lanes are needed, specifically North to South in the City and would be in favor of the Rail-to-Trail project.

Director Fakhrai mentioned that ACTC would fund building the trail facility, the City would be responsible for long-term maintenance.

Council Member Peixoto generally supports the project and agrees with Council Member Mendall, but is still concerned about long-term maintenance costs.

Chair Márquez generally supports the project and prefers the Rail-to-Trail design, which appears to be safer.

6. Proposed Agenda Planning Calendar

Assistant City Manager, Maria Hurtado, reminded Committee members that the agenda calendar is to facilitate Committee discussion, selection, and scheduling of agenda items. She noted that today's agenda included some items not previously calendared, but were added due to timing issues. She further noted that based on Committee feedback on today's agenda items, staff will add an OHHA update to the October meeting as requested by Chair Márquez, and an East Bay Green Way Rails to Trails update to the January meeting.

Assistant City Manager Hurtado then provided an update regarding three items that were removed from the original calendar due to time constraints. They are the Downtown Parking Study (October), the Shuttle Study (July), and the Proposed list of streets included in the Next Pavement Rehabilitation Project (April).

Director Fakhrai added that the Downtown Parking Study was previously presented to Council and a final presentation is scheduled to go to Council in the fall. Similarly, he noted that the Shuttle Study was previously presented to Council and is scheduled to be presented to Council again in the September. Finally, Mr. Fakhrai reported that staff removed the proposed list of streets included in the next Pavement Rehabilitation Project from the calendar based on feedback from the Committee during previous CIC meetings, adding that the list would be included as part of the CIP Roads and Transportation review process during the October meeting.

Council Member Mendall commented that it is disappointing that the Shuttle Study would not be presented to the CIC. He added that he understands the reasoning and acknowledges that the CIC will not be able to review everything that they would like to.

Assistant City Manager Hurtado indicated that the Committee has discretion to change the order of the agenda topic calendar if they would like to move something from October to add the Shuttle Study.

Chair Márquez asked staff to add the Shuttle Study to the CIC October meeting if it doesn't go to Council before then.

7. ORAL UPDATE ON CIP PROJECT(S):

Director Fakhrai reported that the Mission Blvd Phase II project was scheduled to be presented to the full Council in July, but due to project delays from PG&E design work, it is now tentatively scheduled for September. He also reported that Fire Station improvements are moving forward; there is still a lot of work to be accomplished, but staff is hopeful it will be completed on time. Finally, he reported that there have been some delays with Library construction, but staff expects completion early next year.

8. FUTURE AGENDA ITEMS:

Staff will modify the agenda topic calendar to incorporate the Committee's suggested topics for future agendas; OHHA update (October), Shuttle Study (October if it does not go to Council before then), and East Bay Green Way Rails-to-Trails update (January).

9. COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS:

None

ADJOURNMENT: 5:58PM



CITY OF HAYWARD

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

File #: RPT 17-150

DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Bicycle and Pedestrian Master Plan Update 2017

RECOMMENDATION

That the Committee reviews and provides feedback on the proposed scope of work for the 2017 Bicycle and Pedestrian Master Plan Update.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Draft Scope of Work



DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Bicycle and Pedestrian Master Plan Update 2017

RECOMMENDATION

That the Committee reviews and provides feedback on the proposed scope of work for the 2017 Bicycle and Pedestrian Master Plan Update.

SUMMARY

The proposed Citywide Bicycle and Pedestrian Master Plan Update will replace the City's 2007 Bicycle Master Plan, include a pedestrian emphasis, and set forth detailed goals and objectives that provide a universally accessible, safe, convenient, and integrated system that promotes walking and biking. Staff is requesting that the Committee provides feedback on the proposed scope of work (Attachment II).

BACKGROUND

The City of Hayward's current Bicycle Master Plan was last updated in 2007. Most of the bicycle facility improvements identified in the prior plan have been completed. Accordingly, now is the appropriate time to plan for future bicycle facilities. Additionally, the City of Hayward lacks a pedestrian master plan. Although the City continues to implement multiple projects that enhance the pedestrian infrastructure, such as sidewalks and curb ramps, a pedestrian master plan will provide a blueprint for staff to implement projects as part of a coordinated strategy. The plan would also provide clear, implementable recommendations for development of safe and convenient transportation options that serve the needs of all residents and visitors to the City. The proposed plan will build upon the Complete Streets Policy adopted in 2013 and support the transportation and land use policies identified in the 2040 General Plan policy document. It will also recommend best ways to seamlessly incorporate and integrate the City's recent efforts, such as the Downtown Specific Plan and Alameda County Transportation Commission's Multimodal Arterial Plan.

DISCUSSION

Staff sent requests for proposals to three pre-qualified leading transportation consulting firms that are known to be at the forefront of critical areas, such as bicycle and pedestrian planning, engineering, and research, that will be essential to creating a successful plan. The three prequalified firms are: Alta Planning & Design (Alta Planning), Kittelson & Associates, Inc. (Kittelson), and Nelson\Nygaard Consulting Associates (Nelson\Nygaard). These firms have done similar work for the City of Hayward and other public agencies of comparable sizes. Alta Planning prepared the City's 2007 bicycle master plan update and Kittelson and Nelson\Nygaard are currently working together on Hayward's Downtown Specific Plan. Kittelson also prepared the transportation studies for the Hayward General Plan update. Kittelson submitted the sole proposal. The other firms indicated the reason for not submitting a proposal was that they did not have resources to undertake this work at the present time.

Kittelson brings significant experience and is at the forefront of applying state-of-the-art concepts in their work products. Kittelson's experience is set in a broader framework of multimodal transportation planning and engineering practice. With a long history of working with the City, Kittelson brings in-depth knowledge and understanding of the transportation and land use context. As part of the Downtown Specific Plan team, Kittelson has the knowledge of Hayward's needs and is well positioned to collaborate closely and help refine strategies and integrate concepts to improve the bicycle and pedestrian infrastructure in the downtown area. Within Alameda County, the team of Kittelson and TDG have authored multiple active transportation plans, including:

- Alameda Countywide Bicycle and Pedestrian Plans
- Alameda Unincorporated County Active Transportation Plan
- Pleasanton Bicycle and Pedestrian Master Plan
- Emeryville Bicycle and Pedestrian Master Plan
- Oakland Pedestrian Safety Strategy and Pedestrian Master Plan
- Oakland Bicyclist Level of Traffic Stress Analysis.

Staff believes that Kittelson can successfully deliver a Plan that meets the City's specific needs of integrating new practices, establishing a coordinated citywide network and program of improvements, and creating sound and relevant technical resources.

The overall approach and the proposed scope of work has been structured into four phases by grouping similarly oriented tasks. These phases include:

1. Create a foundation for the plan by understanding the existing conditions. As part of this process, existing bicycle and pedestrian counts, accident data and facilities will be analyzed to identify gaps in the network. This phase will also establish a vision and goal statement for the plan update and initiate a public engagement process that will provide an effective and efficient way of gathering community input. Additional information about the public engagement strategy can be found under the Public Contact section.

2. Establish the updated bicycle/pedestrian network by building upon the existing condition and collision analysis, and develop recommendations to address goals and needs of the existing network.
3. Develop criterion to evaluate and prioritize the identified improvements and establish cost estimates.
4. Develop a concise, graphically rich, and user-friendly summary document for formal City approval.

SUSTAINABILITY FEATURES

The plan will be a comprehensive effort that will guide, prioritize and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity and recreational opportunities. By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. Overall, the goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles of travel and greenhouse gases.

PUBLIC CONTACT

A public engagement plan will be developed and initiated early in the development process. This will create a community driven approach to define the vision, goals, objectives, policies and recommended changes to the bicycle and pedestrian networks. The current consultant scope proposes five in-person meetings or events that are supplemented by web based opportunities for the community to provide input.

At the direction of the Committee, staff will evaluate the establishment of a Technical Advisory Committee (TAC) for this project, comprised of key stakeholders and members of the community.

STRATEGIC INITIATIVES

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

Goal 2: Balance the diverse needs of users of the public right-of-way.

Objective 1: Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

FISCAL IMPACT

The adopted FY 2017 Capital Improvement Program's Measure B (Pedestrian – Bicycle) Fund 212 includes \$300,000 for this update. Kittelson's initial proposed project cost is \$290,000.

NEXT STEPS

With input from the Committee, staff will finalize negotiations with consultants and request Council authorization for an executed agreement by December 5, 2017.

Prepared by: Fred Kelley, Transportation Manager

Recommended by: Morad Fakhrai, Director of Public Works
Maria A. Hurtado, Assistant City Manager

Approved by:



Kelly McAdoo, City Manager

Citywide Bicycle and Pedestrian Plan: Scope of Work

The City of Hayward's Bicycle and Pedestrian Master Plan will provide the background, direction, and tools needed to increase the number of biking and walking trips while improving safety for bicyclists and pedestrians. The plan serves many functions including:

- Incorporating committee and community input in a meaningful, cost-effective way to create a final updated plan(s)
- Integrating advancements and best practices made since 2007 in bicycle planning, design, and implementation
- Building upon the Complete Streets policy adopted in 2013 and supporting the transportation and land use policies identified in the 2040 General Plan policy document (2014)
- Accurately reflecting the updated (or ongoing updates) of the bicycle and pedestrian network, which have largely been completed incrementally as part of repaving or sidewalk repairs
- Identifying strategic areas where the City can advance bicycling and walking
- Creating a document(s) that:
 - Provide coordinated strategy and serves as a blueprint for staff to implement projects
 - Support land use and redevelopment goals in the Downtown area

TASK 1 PROJECT MANAGEMENT

The purpose of this task is to refine project work plan and schedule at the project onset and maintain the project schedule throughout the duration of work activities. kick-off and bi-weekly project management meetings will be conducted.

Agendas, minutes, and action items for each meeting will be provided.

TASK 2 BASELINE MAPPING AND EXISTING CONDITIONS ANALYSIS

The purpose of this task is to understand the existing conditions that will support overall development of the plan, and inform network recommendations (Task 5 & 6) and prioritization of projects for funding (Task 7).

Consultant will collect and process Geographic Information System (GIS) Data to identify data gaps. Data will be formatted and coded for consistency and use in the network mapping. As part of this analysis, existing bicycle and pedestrian counts will be analyzed to identify the relative activity levels for bicycling and walking throughout the City. Level of traffic stress and crash data will also be analyzed to identify 'High Injury Corridors' and additional bikeways that should be added to the network and to inform subsequent prioritization work (Task 7).

A draft existing conditions memo with maps, infographics, and concise text to capture the state of walking and biking in the City will be prepared.

TASK 3 PROGRAM AND POLICY RECOMMENDATIONS

The purpose of this task is to review current programs and policies identified in the Hayward 2040 General Plan, 2007 Bicycle Master Plan, Complete Streets Policy, and other relevant documents to develop an

inventory of existing bike- and pedestrian-related programs and policies, assess existing program status, and conduct literature review of best practices. This information will be used to provide program and policy recommendations and develop targeted actions for implementing the plan and achieving project goals. This task will also recommend best ways to seamlessly incorporate and integrate the existing City of Hayward's sidewalk, curb ramp and pavement rehabilitation/reconstruction programs into the proposed Bicycle and Pedestrian Master Plan.

TASK 4 VISION AND GOALS & PUBLIC ENGAGEMENT

The purpose of this task is to establish a long-range vision and goal statement for the pedestrian and bicycle plan. The project's communications and public engagement strategy is central to ensuring broad community participation and establishing a community-driven approach to define the plan's vision, goals, objectives, policies, and recommended changes to the bicycle and pedestrian networks.

Up to five in-person meetings/events are proposed and are also supplemented by online, web-based opportunities for the community to provide input. Specific engagement approach (e.g., location, format, timing) for meetings and events will be defined as part of this task. A key theme will be making walking and biking a safe and viable transportation option in areas of high activity and demand, such as the downtown, industrial areas with high concentrations of employment, and near schools.

This information will be used to identify performance measures and feasible ways for the City to track their progress towards the established vision and goals set.

TASK 5 & 6 BIKEWAY AND PEDESTRIAN NETWORK RECOMMENDATIONS

The objective of this task is to develop recommendations to address gaps or needs in the bikeway and pedestrian network. This task will review the High Injury Network data from Task 2 and develop specific collision profiles to inform projects, programs, and policies. As part of the task agency and public feedback will be collected on the draft network recommendations.

A final proposed bikeways map and a set of pedestrian network recommendations along with a summary of feedback will be prepared.

TASK 7 BICYCLE AND PEDESTRIAN NETWORK PRIORITIZATION

The purpose of this task is to identify evaluation criteria and develop a prioritized list of improvements. The evaluation criteria will be based on the performance categories such as safety, demand connectivity, stakeholder input, existing conditions, opportunities, constraints, and compliance. A technical memorandum documenting the prioritization methodology and results will also be prepared.

TASK 8 ENGINEERING AND DESIGN GUIDANCE

The objective of this task is to review and update the City's current design guidelines and prepare supplemental design guidance and material for pedestrian and bicycle facilities. This task will also develop guidance for accommodating bicycles and pedestrians through construction zones.

TASK 9 COST AND REVENUE ESTIMATES

The purpose of this task is to develop conceptual cost estimates for the improvements and produce a technical memo that will provide the City with options to fund the projects and programs identified in the plan.

TASK 10 FINAL PLAN DOCUMENTS

This task will help develop a concise, graphically rich, and user-friendly document(s) to summarize the relevant results of the preceding tasks.

These documents will be circulated to Council for their feedback. Plan document(s) will be finalized based on feedback received.

TASK 11 OPTIONAL TASKS

- Additional Data Collection - Conduct additional data collection to support GIS mapping/analysis.
- Web-Based Programming - Develop an interactive project website.
- Additional Public Engagement Efforts - Support enhanced/expanded public engagement efforts. Sample events are detailed in the Public Outreach section of our proposal.
- Community Survey - Prepare and execute a citywide survey on walking and biking.
- Concept Designs for Network Improvements - Expedite plan implementation by completing the evaluation and design of priority projects.
- Support for Grant Applications, Project Funding, and Implementation - Expedite plan implementation by completing grant applications for priority projects.
- Environmental Documentation Support - Provide guidance on strategies for CEQA compliance for both adoption and implementation of the Citywide Bicycle and Pedestrian Plan.



CITY OF HAYWARD

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

File #: RPT 17-159

DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Fire Station 6 and Fire Training Center Improvement Project Update

RECOMMENDATION

That the Committee reviews and comments on the design and program plan for Fire Station 6 and the Fire Training Center Improvement Project.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Full Build Out



DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Fire Station 6 and Fire Training Center Improvement Project Update

RECOMMENDATION

That the Committee reviews and comments on the design and program plan for Fire Station 6 and the Fire Training Center Improvement Project.

BACKGROUND

On June 3, 2014, voters approved Measure C, which authorized the City of Hayward to increase the sales tax rate in the City by one-half cent for twenty years to restore and maintain City services and facilities, including: firefighting/emergency medical services; improving police services to neighborhoods; replacing the aging library with a 21st century facility; repairing potholes and streets; updating aging neighborhood fire stations; and other City services. The facility needs assessment report completed on October 10, 2014 by RossDrulisCusenbery (RDC) for Fire Stations 1-6 and the Fire Training Center determined that substantial upgrades are needed in these aging facilities. Fire Stations 1-5 can be brought to current standards through renovation and are separate from the Fire Station 6 and Fire Training Center project, since the latter facilities will be reconstructed and expanded.

The design, including the usability and functionality of Fire Station 6 and the Fire Training Center, is provided by the expertise of RDC's consultant team, Tommy Abercrombie Planning and Design, who have designed many fire training facilities internationally and domestically, notably the Fort Worth Public Safety Complex. On October 18, 2016, staff provided an update on this project to Council. Since then, these projects have gone through several phases. Fire Stations 1-5 project is currently in the construction phase. RDC has completed the design development phase for Fire Station 6 and the Fire Training Center, which is the focus of this update.

DISCUSSION

Fire Station 6 is located on West Winton Avenue and serves the industrial area. Adjacent to the Hayward Executive Airport, it also houses the Aircraft Rescue and Fire Fighting (ARFF) unit. The Fire Training Center is adjacent to Fire Station 6 and consists of a collection of structures and training facilities assembled over the past forty years. The facility is comprised of four main buildings: a four-story training tower, a classroom building, a burn

building, and a storage building. The facility also includes a fire apparatus driver training course, inclined training surface, and an apparatus pumper test pit. This facility provides firefighting survival, rescue training, continuing training, and education for new recruits, department personnel and fire science college students. These facilities are antiquated and generally dilapidated.

Originally, the new Fire Station 6 and Fire Training Center were proposed to be designed and built in phases. Phase 1 included six buildings while later phases included the other five buildings (Attachment II). During the October 18, 2016 project update, City Council directed staff to proceed with the design of the full build out of the regional fire training center in one phase. Currently, the full build out includes the following:

Fire Station #6 (Building 1) / Classroom Building (Building 2)

Two stories approximately 22,500 SF including:

- 2-company fire station with 3.5 Apparatus Bays
- Exercise room
- Classrooms
- Emergency Operations Center
- Administrative offices
- Storage, restrooms, and utility support spaces
- Roof-mounted solar photovoltaic system

Burn Building (Building 3)

Three stories approximately 4,500 SF including:

- Residential-style Class A burn building
- Multi-family space configuration with walk-out basement & accessible attic
- Roof-top training space with "cut-able" roof area

Storage Building (Building 4)

Single story, 1,160 SF including:

- Residential-style storage building for Class A combustible materials

Apparatus Building (Building 5)

Single story 8,300 SF including:

- Vehicle training in 4 Apparatus Bays
- Classroom
- Central Lobby with steel section from the World Trade Center Towers

- Turn out locker rooms, multi-accommodation restrooms with showers
- Breakroom
- Workshop
- Utility support spaces
- Roof-mounted photovoltaic system including inverter(s)

Training Tower (Building 6)

Four stories approximately 11,200 SF including:

- Mixed use-style Class B burn building
- Open multi-tenant commercial training space
- Multi-family residential space configuration with enclosed garage and covered carport
- Roof-top training space with "cut-able" roof area
- Multi-story stair towers, exterior stairs, covered balconies, open balconies, and exterior rappelling platform
- Server/data rooms with interconnected training control system
- LPG piped throughout building to training scenario locations

Hangar Building (Building 7)

Single story approximately 2,900 SF including:

- Open-sided roof shade structure with 2 Apparatus Bays
- Underground fire truck pump test pit
- Apparatus wash-down/maintenance bay with drain(s)
- Roof-mounted solar photovoltaic system

Outdoor Classroom Building (Building 8)

Single story approximately 1,600 SF including:

- Open-sided (3 sides) Classroom
- Single-occupancy restrooms
- Storage

USAR/BART Training Structure (Building 9)

Three stories approximately 13,700 SF including:

- Confined space, shoring, breaching, and bracing training structure
- Elevated passenger platform with 3-sided glass enclosure and bench
- Elevated light-rail track with functional safety training components (BART train to be Owner supplied)

Entry Canopy (Building 10)

Single story approximately 2,400 SF including:

- Open-sided roof shade structure over parking & entry gate
- Roof-mounted photovoltaic system including inverter(s)

Parking Lot (Area 11)

- Ninety-eight parking spaces

This project also includes alternate designs, such as the Outdoor Classroom Building, BART Training Structure, and Entry Canopy. These add alternate design items may or may not be included in the project depending on the availability of funds and bids received.

One key benefit of this regional training facility is its ability to accommodate multiple user groups simultaneously within a campus setting. The proposed layout of the City's new Fire Training Center will allow multiple training scenarios to be conducted concurrently while maintaining the day-to-day operations of Fire Station 6 and the ARFF unit. The proposed Fire Training Center will serve the ever-growing training needs of the fire department, and potentially other agencies that travel long distances to other locations for training that is not currently available in the Bay Area. Chabot College has expressed an interest in expanding their fire technology and E.M.T programs by having office spaces and sharing classrooms and training facilities within our Fire Training Center. The department is working toward a Chabot College partnership that will generate additional funding for the full build out.

Project Review

The project will require a site plan review by Planning staff. Additionally, an initial study will be conducted to determine if this project will have any significant effect on the environment in accordance to California Environmental Quality Act guidelines.

Because the Fire Training Center is located on airport property, the project requires FAA approval. FAA is requiring an update of the Airport Layout Plan (ALP) and submittal of FAA Form 7460 Notice of Proposed Construction or Alteration. Staff has completed the Form 7460 and is currently working on the update of the Airport Layout Plan. Additionally, National Environmental Policy Act (NEPA) requirements apply to the project. Staff is working on obtaining Categorical Exclusion since the action to change the ALP to build or expand airport fire and rescue buildings falls under categorically excluded actions.

STRATEGIC INITIATIVES

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities strategy is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work, and play for all.

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

Objective 1: Increase neighborhood safety and cohesion.

Objective 2: Foster a sense of place and support neighborhood pride.

FISCAL & ECONOMIC IMPACT

The estimated project costs are as follows:

FIRE STATION 6 & FIRE TRAINING CENTER	AMOUNT
Construction	\$46,800,000
Construction Contingency	\$3,240,000
Design	\$4,200,000
Temporary Housing	\$500,000
Other Cost (OFOT, Fixture, Furniture & Equipment)	\$1,250,000
Construction Administration, Inspection, Testing	\$3,150,000
<u>Fire Station 6 & FTC Total</u>	<u>\$59,140,000</u>

The project cost has increased by \$21,140,000 since the October 18, 2016 update. This is due to the full build-out design with the addition of the hangar building and Urban Search and Rescue (USAR) structure. Additionally, offices/classrooms, the fourth story to the training tower, and the parking lot for Chabot College has been included in the project. Finally, the previous update did not include construction contingencies.

The Adopted FY18 Capital Improvement Program includes a total of \$56,780,000 for Fire Station 6 and the Fire Training Center, which includes a potential contribution from Chabot College for the shared use of the facility. Staff is working on identifying other sources of funding to close the shortfall. If the partnership with Chabot College does not materialize, staff will need to return to Council to discuss other funding or phasing options.

As mentioned previously, this project will include bid alternates totaling approximately \$2.6 million, which may be included in the project depending on funding availability and bids received.

SUSTAINABILITY FEATURES

1. Water: Water efficient plumbing fixtures.

This project includes the installation of water efficient plumbing fixtures to reduce water consumption.

2. Environment: Bay-Friendly Landscaping, Storm Water Treatment, and Underground Storage Tanks (UST).

This project will implement Bay-Friendly Landscaping techniques to use native plants and climate appropriate plants.

This project will install bio-swales at the Fire Training Center to treat storm water runoff from the pavement and filters pollution from the storm water before entering the San Francisco Bay.

This project will replace the existing UST with new UST using the latest UST regulations.

3. Energy: Installation of LED lighting, skylights, and PV panels.

This project will install energy efficient windows, LED lighting, skylights, and PV panels providing electricity and maintenance cost savings to achieve Zero Net Energy (ZNE) in Buildings 1, 2, and 5.

The proposed buildings will be designed to meet Leadership in Energy and Environmental Design (LEED) Silver, or better.

PROJECT SCHEDULE

TASK	TIMELINE
Complete Design	June, 2018
Approval of Plans & Specifications and Call for Bids	July, 2018
Receive Bids	August, 2018
Award of Contract	September, 2018
Begin Work	October, 2018
Complete Work	December, 2019

Adherence to this schedule depends on the City's ability to secure additional funding for the project from regional partners or other sources.

Prepared by: Kevin Briggs, Acting Deputy Director of Public Works

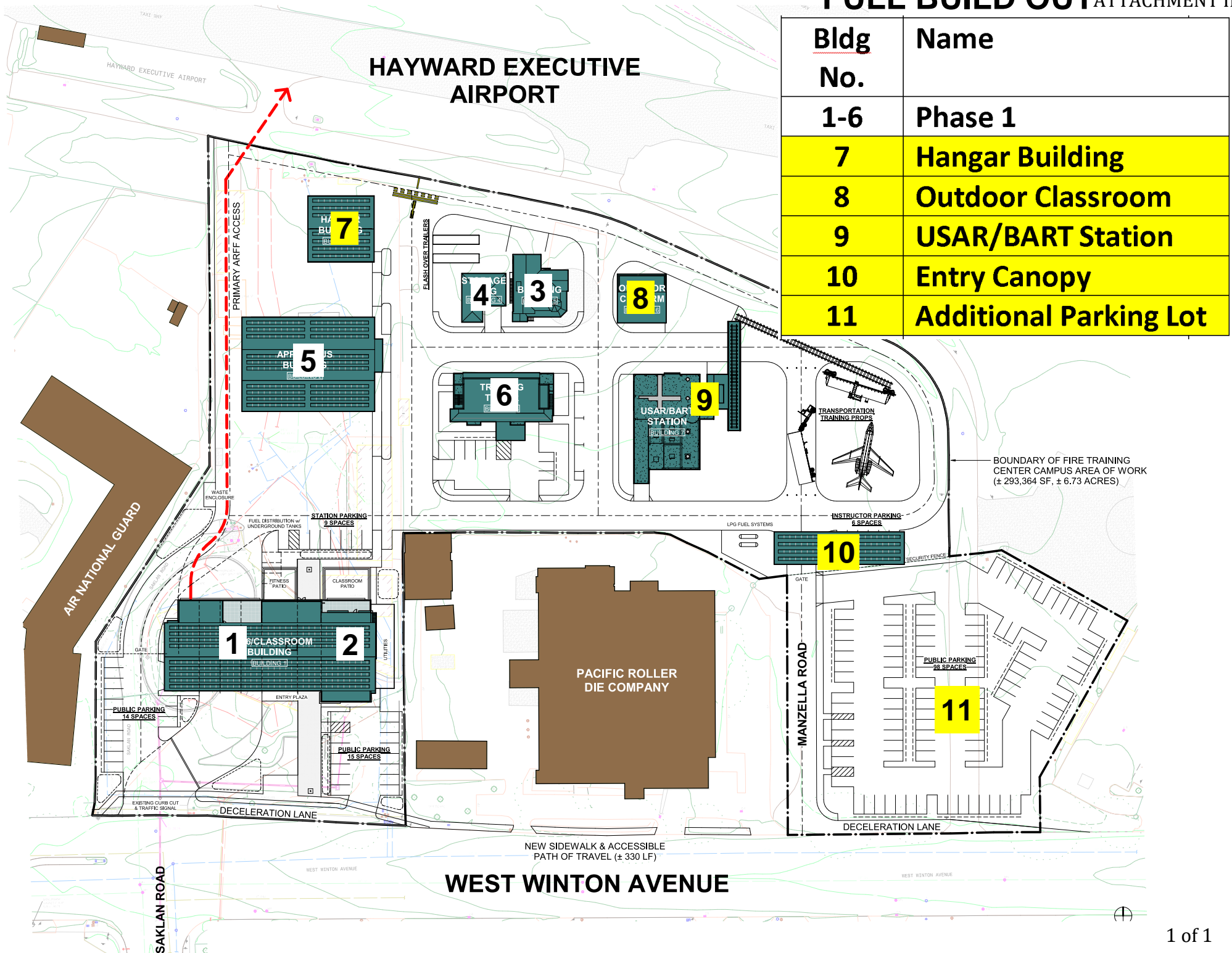
Recommended by: Morad Fakhrai, Director of Public Works
Maria A. Hurtado, Assistant City Manager

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

Kelly McAdoo, City Manager

FULL BUILD OUT ATTACHMENT II





CITY OF HAYWARD

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

File #: RPT 17-114

DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT

Revised Proposed 2018 Agenda Planning Calendar

RECOMMENDATION

That the Council Infrastructure Committee reviews and comments on this report.

ATTACHMENTS

Attachment I Staff Report



DATE: October 25, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT Revised Proposed 2018 Agenda Planning Calendar

RECOMMENDATION

That the Council Infrastructure Committee reviews and comments on this report.

DISCUSSION

For the Council Infrastructure Committee's (CIC) consideration, staff has revised the proposed 2018 Agenda Planning Calendar with the agenda topics and dates listed below. The agenda topics was compiled based on comments at previous CIC meetings to facilitate Committee discussion and scheduling of agenda items.

JANUARY 24, 2018
1. Draft Meeting Minutes from October 25, 2017
2. Old Highlands Homeowners Association (OHHA) Update
3. Intersection Improvement Study Update
4. CIP Update – General Fund Projects
5. East Bay Greenway (Oral Update)
APRIL 25, 2018
1. Draft Meeting Minutes from January 24, 2017
2. CIP Update – Utilities Projects
3. CIP FY 2019 – FY 2028 Overview
4. Update – Status on BART Expansion
JULY 25, 2018
1. Draft Meeting Minutes from January 24, 2017
2. Update on Measure BB funded projects

NEXT STEPS

Upon consideration and approval from the Committee, staff will schedule items accordingly for future CIC meetings.

Prepared by: Maria A. Hurtado, Assistant City Manager
Morad Fakhrai, Director of Public Works
Alex Ameri, Director of Utilities & Environmental Services

Recommended by: Maria A. Hurtado, Assistant City Manager

Approved by:



Kelly McAdoo, City Manager