

...LOOKING FORWARD



HAYWARD GENERAL PLAN



Hayward 2040 General Plan Policy Document

July 2014



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POLICY DOCUMENT
HAYWARD 2040
GENERAL PLAN

July 2014

City of Hayward
777 B Street
Hayward, CA 94541

Acknowledgments

The City of Hayward would like to thank all members of the Hayward Community that participated in the General Plan Update process. While it would be impossible to list all community members that participated in the process, the City would like to acknowledge and thank the following individuals for their contributions and efforts:

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POLICY DOCUMENT: PART 1

INTRODUCTION

What is a General Plan?

California State law requires each city and county to prepare and adopt a comprehensive and long-range general plan (California Government Code Section 65300). A general plan is a comprehensive planning document that provides a city or county with a policy framework to guide decision-making related to land use, growth and development, safety, and open space conservation.

To emphasize its importance, the general plan has been called the “constitution” for land use and development. The general plan and its maps, diagrams, and development policies form the basis for the city’s zoning and subdivision ordinances and public works projects. Under California law, no specific plan, area plan, community plan, zoning ordinance, subdivision map, nor public works project may be approved unless the city or county finds that it is consistent with the general plan.

What is the Hayward 2040 General Plan?

The Hayward 2040 General Plan establishes a community-based vision for the future of Hayward, and establishes goals, policies and implementation programs to help the City and greater Hayward community achieve that vision. The General Plan is the City’s overarching planning document and provides a blueprint for growth and development by setting land use policy citywide. The General Plan consists of two documents: the Background Report and the Policy Document. The Background Report provides a comprehensive overview of the existing setting (2012) of the Hayward community. The Policy Document contains the goals, policies, and implementation programs that will guide future growth and development within the City of Hayward.

State law requires general plans to address seven mandatory topics or “elements”. The seven mandatory elements are land use, circulation, housing, open space, conservation, safety, and noise (California Government Code Section 65302). A general plan may also include other elements that address various challenges and opportunities that are unique to the jurisdiction (California Government Code Section 65303). Under State law, if optional elements are included in the general plan, they carry the same weight of law as those that are legally mandated.

The Hayward 2040 General Plan addresses the seven mandatory elements and includes several optional elements. Table 1-1 lists the elements of the Hayward 2040 General Plan and shows how the elements are organized to meet the mandatory requirements of State law.

TABLE 1-1: ELEMENTS OF THE HAYWARD 2040 GENERAL PLAN								
Hayward 2040 General Plan Elements	General Plan Elements Required by State Law							Optional Elements Allowed By State Law
	Land Use	Circulation	Housing	Conservation	Noise	Open Space	Safety	
Land Use and Community Character	●							
Mobility		●						
Economic Development								●
Housing			●					
Community Safety							●	●
Public Facilities and Services								●
Natural Resources				●		●		
Hazards					●		●	
Education and Lifelong Learning								●
Community Health and Quality of Life								●

The Hayward 2040 General Plan also functions as a climate action plan and community risk reduction plan. A climate action plan is a comprehensive strategy to reduce greenhouse gas emissions. Hayward prepared and adopted a Climate Action Plan in 2009. As part of the General Plan update process, the City re-evaluated the greenhouse gas reduction estimates assigned to individual actions contained in the adopted Climate Action Plan. The analysis resulted in the development of new and modified actions. The 2040 General Plan integrates the new and modified actions within its overall policy framework. This integrated approach allows the 2040 General Plan to be recognized as a “Plan for the Reduction of Greenhouse Gas Emissions” (as allowed for in section 15183.5 of the California Environmental Quality Act Guidelines) and as a “Qualified Greenhouse Gas Reduction Strategy” by the Bay Area Air Quality Management District. As a result, the elements of what would otherwise be a “stand-alone” climate action plan have been incorporated into the Hayward 2040 General Plan.

A community risk reduction plan is a comprehensive strategy to minimize community health risks associated with toxic air contaminants (TACs) and fine particulate matter (PM2.5) in both existing and new development. Similar to the Climate Action Plan integration, the 2040 General Plan integrates the typical elements of a community risk reduction plan into the policy framework of the General Plan. The policy framework includes specific long-term goals, policies, and implementation programs to reduce communitywide exposure to TACs and PM2.5. This integrated approach allows the City to incorporate the analysis and components of a “stand-alone” community risk reduction plan into appropriate section of the General Plan.

The Hayward 2040 General Plan includes an integrated Climate Action Plan and Community Risk Reduction Plan.

Climate Action Plan

The General Plan contains policies and implementation programs that serve as actions to reduce greenhouse gas emissions. These policies and programs are identified with a special symbol:



The overall objectives of these policies and implementation programs are to reduce Hayward’s greenhouse gas emissions by:

- 20 percent below 2005 baseline levels by 2020,
- 62.7 percent below 2005 baseline levels by 2040, and
- 82.5 percent below 2005 baseline levels by 2050.

How is the General Plan Policy Document Organized?

The Hayward 2040 General Plan Policy Document is organized into four parts, each of which are further divided into several subsections:

- **Part 1: Introduction**
 - What is a General Plan?
 - What is the Hayward 2040 General Plan?
 - How is the General Plan Policy Document Organized?
 - How Can I Use the General Plan?
 - How was the General Plan Prepared?
- **Part 2: City Profile and Vision**
 - City Profile: What is Hayward Like Today (2012)?
 - 2040 Vision: What is the Community's Vision for the Future of Hayward?
- **Part 3: General Plan Elements**
 - Land Use and Community Character Element
 - Mobility Element
 - Economic Development Element
 - Community Safety Element
 - Natural Resources Element
 - Hazards Element
 - Education and Lifelong Learning Element
 - Community Health and Quality of Life Element
 - Public Facilities and Services Element
 - Housing Element (to be provided)
- **Part 4: General Plan Administration and Implementation**
 - Priority Implementation Programs
 - Administering the General Plan
 - General Plan Consistency in Implementation
 - Categories of Implementation Actions/Tools
 - Specific Implementation Programs

How Can I Use the General Plan?

The Hayward 2040 General Plan is intended for use by a variety of individuals and organizations, including residents, businesses, developers, City staff, the City Council, and appointed boards and commissions. The web-based format of the General Plan allows users to search key words to quickly find topics of interest and to identify and review all related goals, policies, and implementation measures. This feature provides a high-level of convenience for users. However, it does have the potential to provide users with a narrow understanding of the full scope and breadth of the General Plan. Users need to realize that the goals and policies throughout the General Plan are interrelated and should be examined comprehensively. All goals and policies must be considered together when making decisions related to land use, growth, and development.

Below is a brief summary of how various individuals and groups can use the General Plan.

Residents

For Hayward residents, the General Plan indicates the general types of uses that are permitted around housing, the long-range plans and changes that may affect neighborhoods, the programs and services the City will develop or enhance to improve quality of life, and the policies the City will use to evaluate future development applications. Sections of the General Plan that are probably of most interest to residents include the Vision and Guiding Principles (Part 2), and the following General Plan Elements (Part 3): Land Use and Community Character; Community Health and Quality of Life; Community Safety; Mobility; and Education and Lifelong Learning.

Businesses

For Hayward businesses, the General Plan outlines the actions that the City will take to help support local business and expand and diversify the local economy. Sections of the General Plan that are probably of most interest to businesses include the Vision and Guiding Principles (Part 2), and the following General Plan Elements (Part 3): Economic Development; Education and Lifelong Learning; Land Use and Community Character; and Community Safety.

Developers

For developers working within the City of Hayward, the General Plan provides an overview of the Hayward community, summarizes its vision for the future, and outlines the general policies and expectations for future development. Developers should review all elements of the General Plan to gain an understanding of challenges and opportunities related to land use and economic development within the Hayward community. Other applicable documents and ordinances, such as specific plans, area plans, form-based codes, the Zoning Ordinance, and Design Guidelines should also be reviewed to get a complete perspective on the City's regulatory documents and processes.

City Staff

The General Plan is a tool to help City staff make decisions related to programs and services, capital improvement projects, and land use and development applications. It also provides the goal and policy framework for City staff to make land use recommendations to the City Council, Planning Commission, and other boards and commissions. In addition, the General Plan provides a detailed implementation program that identifies actions to be completed by City staff. The implementation programs can be used as a guide to establish annual work programs and budgets.

City Council, Boards, and Commissions

For the City Council and appointed boards and commissions, the General Plan is a tool to guide City decisions and capital improvement projects. Future land use and development decisions and infrastructure improvements must be consistent with the General Plan. As a result, the General Plan provides the policy framework to be considered by the City Council, Planning Commission, and other appointed boards and commissions.

Partnering and Supporting Agencies

The City of Hayward will rely on partnerships with other supporting agencies to implement the General Plan. These agencies include, but are not limited to, the Hayward Area Recreation and Park District (HARD), the East Bay Regional Park District, the Association of Bay Area Governments (ABAG), the Hayward Unified School District, Alameda County, Chabot College, and Cal State University, East Bay. The General Plan is intended to help these agencies as they contemplate

actions that affect the Hayward community and help the City form partnerships in order to achieve the community's vision for Hayward.

How was the General Plan Prepared?

A team of City staff and technical consultants prepared the initial drafts of the Hayward 2040 General Plan. However, the majority of the ideas and concepts within the General Plan originated from members of the Hayward community. By engaging in a comprehensive community involvement process, members of the Hayward community provided substantial input that influenced the formation of the General Plan goals, policies, and implementation programs. The City Council-appointed General Plan Update Task Force provided critical input throughout the process and deserves substantial credit for assisting in the preparation of the Plan. Finally, guidance and direction from the City Council and Planning Commission confirmed the City's priorities and General Plan policy.

As shown in Table 1-2, the Hayward 2040 General Plan was prepared through a seven-phased process. Each phase is described below.

Phase 1: Understanding Hayward

The City initiated Phase 1 in October 2012. This phase involved background research to gain a detailed understanding of the issues and opportunities facing the Hayward community. A variety of topics were analyzed, including: population and housing; land use and community character; economic development and employment; mobility; natural resources; hazards, community safety; noise; schools; parks and recreation; public services and utilities; and public health. City staff and the consultant team prepared a Background Report to summarize the major findings of the research and analysis. The Background Report is published as a separate document but is part of the General Plan.

**TABLE 1-2:
HAYWARD 2040 GENERAL PLAN PROCESS**

Phases	2012	2013				2014	
	4 th Quarter	1st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	1st Quarter	2 nd Quarter
Phase 1	Understanding Hayward						
Phase 2	Community Visioning						
Phase 3			Goals and Policies				
Phase 4				Preliminary Draft General Plan			
Phase 5				Environmental Review			
Phase 6					Public Review of General Plan		
Phase 7							Plan Adoption

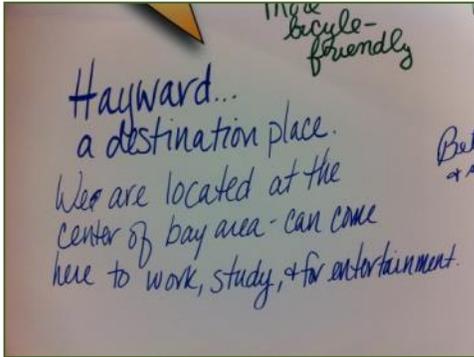
Phase 2: Community Visioning

Phase 2 involved a comprehensive community engagement process that began in November 2012. The purpose of this phase was to gain an understanding of the community’s values, priorities, and aspirations, and to work collectively to formulate a vision for the future of Hayward. Community input was collected by the following visioning efforts:

- Community Workshops
- Community Survey
- Neighborhood Meetings
- Hayward2040.org
- Preparation and Review of Draft 2040 Vision and Guiding Principles

“Hayward is the perfect place to live, work, and hang-out. There’s something for everyone.”
Hayward Resident

These visioning efforts are described below.



Community Workshops

The City of Hayward conducted six Community Workshops in November and December 2012. The Workshops were held in several locations throughout the City:

- November 29, 2012: City Hall
- December 1, 2012: City Hall
- December 3, 2012: Martin Luther King Middle School
- December 6, 2012: Fairway Park Baptist Church
- December 10, 2012: Southland Mall
- December 12, 2012: Hayward High School



At each workshop, City Staff presented an overview of the General Plan. The presentation described what a General Plan is and why it is important. After the presentation, community members participated in a variety of interactive exercises to provide input on the General Plan and to identify the community's values, concerns, priorities, and ideas for improving Hayward.



After the exercises, community members participated in a large group discussion to summarize the major ideas or themes expressed during the exercises.

Community Survey

The City conducted a Community Survey to gain input related to a variety of topics, including transportation, dining and entertainment, education, housing, parks and open space, sustainability, and emergency readiness. The City distributed the Community Survey at all Community Workshops, City Hall, and the Hayward Public Library. Community members also took the survey on-line.

Neighborhood Meetings

To gain additional input on the General Plan, the City provided the General Plan Update Task Force with an Outreach Toolkit. The Outreach Toolkit contained resources that Task Force members used to organize and conduct small meetings with their neighbors and various community groups. Task Force members organized and conducted ten Neighborhood Meetings in January and February 2013:

- January 16, 2013: Community Services Commission
- January 19, 2013: Prospect Hill Neighborhood Association
- January 22, 2013: Woodland Estates Community Association
- January 24, 2013: Photo Central (HARD)
- January 24, 2013: Keep Hayward Clean and Green Task Force
- January 26, 2013: Cotter Way Neighborhood
- January 30, 2013: Eden Shores Homeowners Association
- January 30, 2013: Hayward Senior Center
- January 31, 2013: Hayward Senior Center
- February 5, 2013: Chabot College



At each meeting, community members discussed the General Plan process and participated in a variety of interactive exercises to identify the community's values, concerns, priorities, and ideas for improving Hayward.

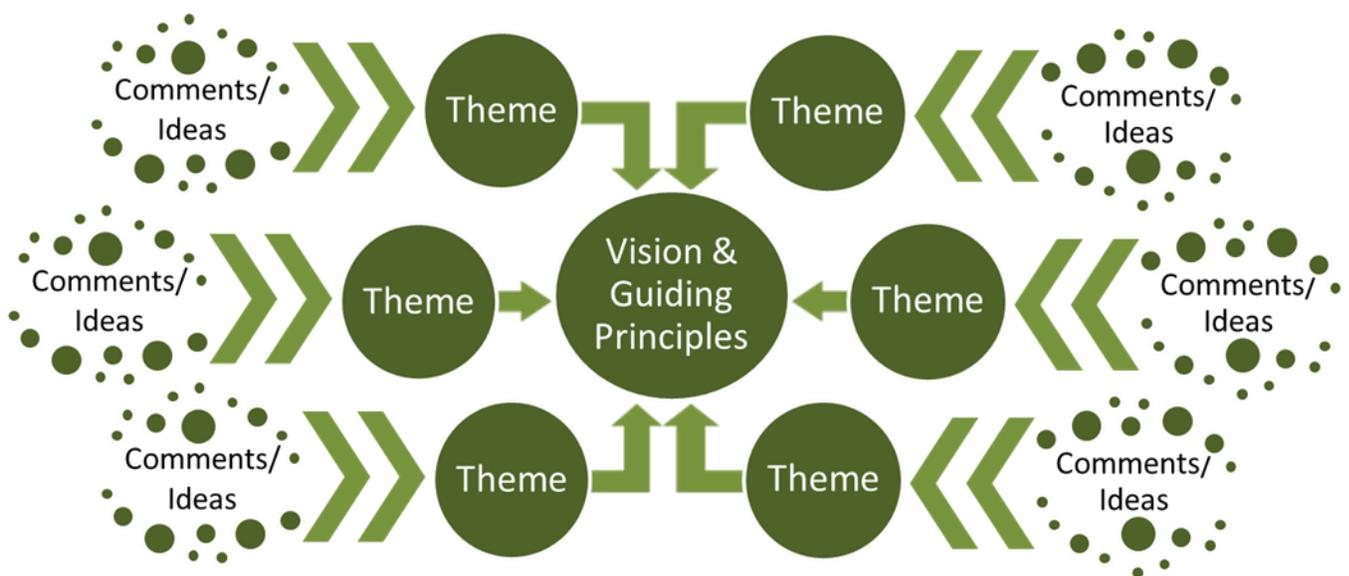
Hayward2040.org

Hayward2040.org was a discussion forum and idea-generation website that helped the City get citizen input about the General Plan. The City recognized that many members of the Hayward community would not have the time to attend community workshops and neighborhood meetings. Hayward2040.org provided an additional opportunity for residents to participate in the process and express their ideas for improving Hayward. Hayward2040.org was used throughout the General Plan Update process to discuss a variety of topics and ideas related to improving Hayward and establishing a vision for the future of the community.



Preparation and Review of the Draft 2040 Vision and Guiding Principles

City staff and the consultant team organized and summarized all of the comments and ideas that were generated from the community engagement efforts described above. City staff identified the major themes that resonated with the community members and then used these themes to develop the Draft 2040 Vision and Guiding Principles.

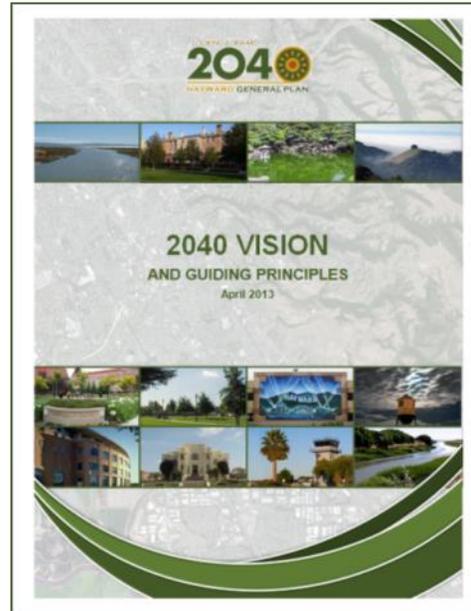


The Draft 2040 Vision and Guiding Principles document was then reviewed and refined by General Plan Update Task Force, the City Council and Planning Commission, and at two public workshops, and several neighborhood meetings organized by Task Force members:

- February 7, 2013: General Plan Update Task Force Meeting
- February 19, 2013: City Council and Planning Commission Joint Work Session
- March 6, 2013: Community Workshop: City Hall
- March 11, 2013: Community Workshop: Matt Jimenez Community Center
- March 22, 2013: Hayward Senior Center: Neighborhood Meeting
- March 23, 2013: Cotter Way Neighborhood Meeting
- March 29, 2013: Hayward Senior Center Neighborhood Meeting
- April 18, 2013: Highland Boulevard Neighborhood Meeting

The City used Hayward2040.org to present the Draft 2040 Vision and Guiding Principles and to discuss and brainstorm ways to improve and refine the document.

City staff and the consultant team revised the Draft Vision and Guiding Principles based on input received from the work sessions, Task Force meeting, neighborhood meetings, and Hayward2040.org. The Final Vision and Guiding Principles document was then presented to the City Council on April 16,



2013. The final version of the Vision and Guiding Principles is located in Part 2 of the Hayward 2040 General Plan Policy Document.

Phase 3: Goals and Policies

In May 2013, City staff and the consultant team began the process of preparing draft goals and policies for the General Plan. The community visioning efforts, the Background Report, the 2040 Vision and Guiding Principles, and existing goals and policies of the City were used to guide the formation of the new General Plan goals and policies. A special public workshop on community health was also conducted in April 2013 to gain additional insights from the Hayward community about how to address rising health problems, such as obesity, asthma, cancer, and diabetes. Hayward 2040.org was also used to discuss and brainstorm ideas related to community health.

Once drafted, the General Plan Update Task Force, Planning Commission, and City Council reviewed the goals and policies at the following meetings and work sessions in May, June, and July 2013:

- May 30, 2013: General Plan Update Task Force Meeting to review goals and policies related to Education and Lifelong Learning, Economic Development, and Public Facilities and Services
- June 18, 2013: City Council and Planning Commission Joint Work Session to review goals and policies related to Education and Lifelong Learning, Economic Development, and Public Facilities and Services
- June 20, 2012: General Plan Update Task Force Meeting to review goals and policies related to Mobility, Community Safety, and Hazards

“A goal is not always meant to be reached, it often serves simply as something to aim at.”

Bruce Lee

Eat Healthy and Be Active Workshop
Hayward City Hall 777 B Street, Council Chambers
April 10th, 7:00 pm to 9:00 pm

As part of the Hayward 2040 General Plan Update, the City is looking for opportunities to improve the overall health and wellbeing of the Hayward community. Community members are invited to share their ideas about making Hayward a healthier place to live. Health-related issues for discussion may include public safety, smoking, obesity, health care facilities, environmental quality, healthy housing, healthy foods, walking and bicycling, safe streets, community gardening, and recreation. Adults, youth, businesses, community groups, institutional representatives, and community members who live or work in the Hayward community are invited to attend and participate.

For more information about the 2040 General Plan Update, visit: www.Hayward2040.org
or contact Sara Buizer, AICP, Senior Planner, by phone or email: (510) 583-4191 or Sara.buizer@hayward-ca.gov

- July 9, 2013: City Council and Planning Commission Joint Work Session to review goals and policies related to Mobility, Community Safety, and Hazards
- July 11, 2013: General Plan Update Task Force Meeting to review goals and policies related to Land Use and Community Character, Natural Resources, and Community Health and Quality of Life
- July 30, 2013: City Council and Planning Commission Joint Work Session to review goals and policies related to Land Use and Community Character, Natural Resources, and Community Health and Quality of Life

After each meeting and work session, City staff and the consultant team revised the goals and policies based on input and direction from the Task Force, City Council, and Planning Commission.

Phase 4: Preliminary Draft General Plan

In July and August 2013, City staff and the consultant team prepared the draft implementation programs for the General Plan. All City departments participated in the process of reviewing and refining the implementation programs. The goals, policies, and implementation programs were then consolidated and organized to create the Preliminary Draft General Plan Policy Document.

Once completed, the General Plan Update Task Force, Planning Commission, City Council, City Council subcommittees and community organizations reviewed the Preliminary Draft General Plan at several meetings and work sessions between September 2013 and January 2014:

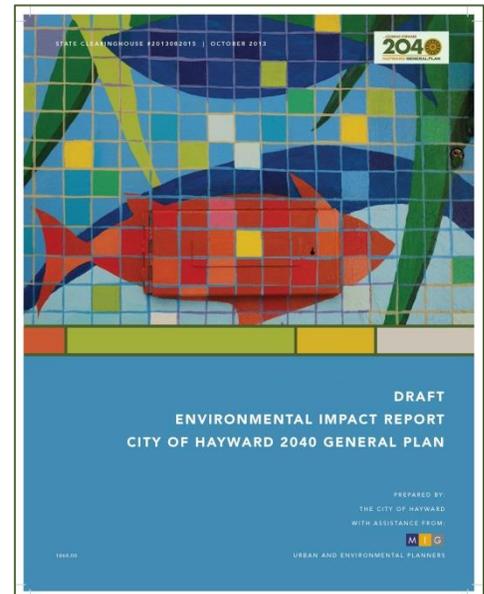
- September 12, 2013: General Plan Update Task Force Meeting
- September 18, 2013: Hayward Democratic Society
- September 19, 2013: Hayward Nonprofit Alliance
- September 26, 2013: General Plan Update Task Force Meeting
- October 2, 2013: Council Sustainability Committee
- October 22, 2013: City Council Work Session
- October 24, 2013: Planning Commission Work Session
- November 4, 2013: Council Economic Development Committee

- November 15, 2013: Latino Business Roundtable
- January 15, 2014: Leadership Hayward

Based on direction and feedback received at the meetings, City staff and the consultant team revised the Preliminary Draft General Plan.

Phase 5: Environmental Review

The environmental review of the Hayward 2040 General Plan began in August 2013. The City released a Notice of Preparation on August 5th and held an Environmental Impact Report Scoping Meeting on August 15th. City staff and the consultant team then prepared a Draft Environmental Impact Report (EIR) to analyze the potential environmental impacts of the Hayward 2040 General Plan and to identify mitigation measures to reduce potentially significant impacts. The City published the Draft Environmental Impact Report in February and the 45-day review and comment period occurred between February 4, 2014 and March 21, 2014. Three public meetings were held during the review and comment period to present the major findings of the Draft EIR and to receive comments from the public and members of the Planning Commission and City Council:



- March 8, 2014: General Plan Update Open House
- March 13, 2014: Planning Commission Meeting on the Draft EIR
- March 18, 2014: City Council Meeting on the Draft EIRS

City staff and the consultant team responded to comments on the Draft EIR and prepared and released the Final EIR on May 19, 2014. The Final EIR was certified by the City Council on July 1, 2014.

Phase 6: Public Review of General Plan

City staff and the consultant team prepared the Public-Review Draft of the Hayward 2040 General Plan in October and November 2013. The Public-Review Draft of the Hayward 2040 General Plan was released for public review and comment on January 31, 2014. A community Open House was held on March 8, 2014 to present the key concepts of the Hayward 2040 General Plan and the Draft EIR and to receive comments on the documents.

Phase 7: Plan Adoption

The adoption process for the Hayward 2040 General Plan involved public hearings by the Planning Commission and City Council:

- June 5, 2014: Planning Commission Public Hearing
- July 1, 2014: City Council Public Hearing

The Hayward 2040 General Plan and the Draft and Final EIR were discussed at each meeting. At the June 5th public hearing, the Planning Commission provided a recommendation to the City Council to certify the Final EIR and approve the Hayward 2040 General Plan. At the July 1st public hearing, the City Council certified the Final EIR and approved the Hayward 2040 General Plan.

After the adoption of the General Plan, the document was converted to a web-based format. The web-based format allows users to easily search and find topics of interest.

POLICY DOCUMENT: PART 2

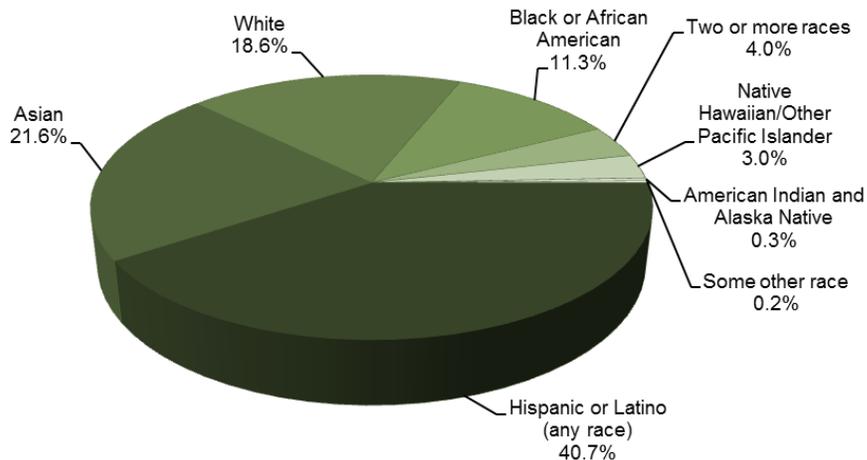
CITY PROFILE AND VISION

City Profile: What is Hayward Like today?

Hayward is a mid-sized, culturally diverse community that is centrally located within the San Francisco Bay Area. The city is located in Alameda County, approximately 14 miles south of Downtown Oakland, 20 miles southeast of Downtown San Francisco, and 25 miles north of Downtown San Jose. In 2012, Hayward had a population of over 147,000. The City of Hayward has a very diverse population where no single race or ethnicity is in the majority. According to the 2010 census, the largest ethnic group in Hayward is Hispanic or Latino, which represents over 40.0 percent of the population.



FIGURE 4-3: RACE AND ETHNICITY: 2010
City of Hayward



Source: US Census Bureau, Federal Decennial Census, 2010.

Geography and Geology

Hayward covers an area of approximately 63.7 square miles. 45.3 square miles are land and 18.4 square miles are covered by water of the San Francisco Bay. The city’s terrain ranges from the flat baylands along the San Francisco Bay to the steep hillsides that define the eastern edges of the city. Most of the urbanized parts of the city sit on a relatively flat plain located between the baylands and hillsides. The Hayward Fault traverses through the City along the base of the hillsides.



Hayward’s baylands (left), Downtown (center), and hillside (right). Source: City of Hayward.

Climate

Hayward has a Mediterranean climate that is characterized by relatively mild winters and warm summers. On average, there are 257 sunny days per year in Hayward. The July average high is approximately 71 degrees. The average January low is approximately 42 degrees.

Hayward’s climate is a major asset that attracts residents and businesses to the community. On Average, Hayward residents enjoy 257 sunny days per year. The average high in July is 71 degrees, and the average low in January is 42 degrees.

Transportation

The City of Hayward has an extensive regional transportation network. Interstate 880; State Routes 92, 238, and 185; and two BART lines traverse through the City and provide residents and

businesses convenient access to the Bay Area's major employment centers and ports. The city is also served by AMTRAK's Capital Corridor (passenger rail), Union Pacific freight rail lines, AC Transit bus service, and the Hayward Executive Airport.

Economy

Hayward has a diverse economic base that supported over 65,700 jobs in 2010. The largest employment sector in Hayward is manufacturing, which provides over 9,000 jobs. Manufacturing businesses are primarily located within the City's Industrial Technology and Innovation Corridor, a 3,500 acre area located along the western and southwestern edge of the city. Due to its easy access and central location within the East Bay, the Industrial Technology and Innovation Corridor has been the home of a variety of warehouse and distribution facilities. These same qualities, along with less expensive land, have also attracted high-technology, biotechnology, and food manufacturing firms to the area. Major businesses located in the Corridor include Gillig, Marelich Mechanical, Kobe Precision, Pepsi Beverages Company, and Impax Laboratories, Incorporated.

Shopping and Entertainment

Hayward has several shopping and entertainment centers. The two main centers are Southland Mall and Downtown Hayward. Southland Mall is a regional shopping and entertainment center that has a variety of retail stores, restaurants, and fitness and recreation facilities. Downtown Hayward is the historic core of the

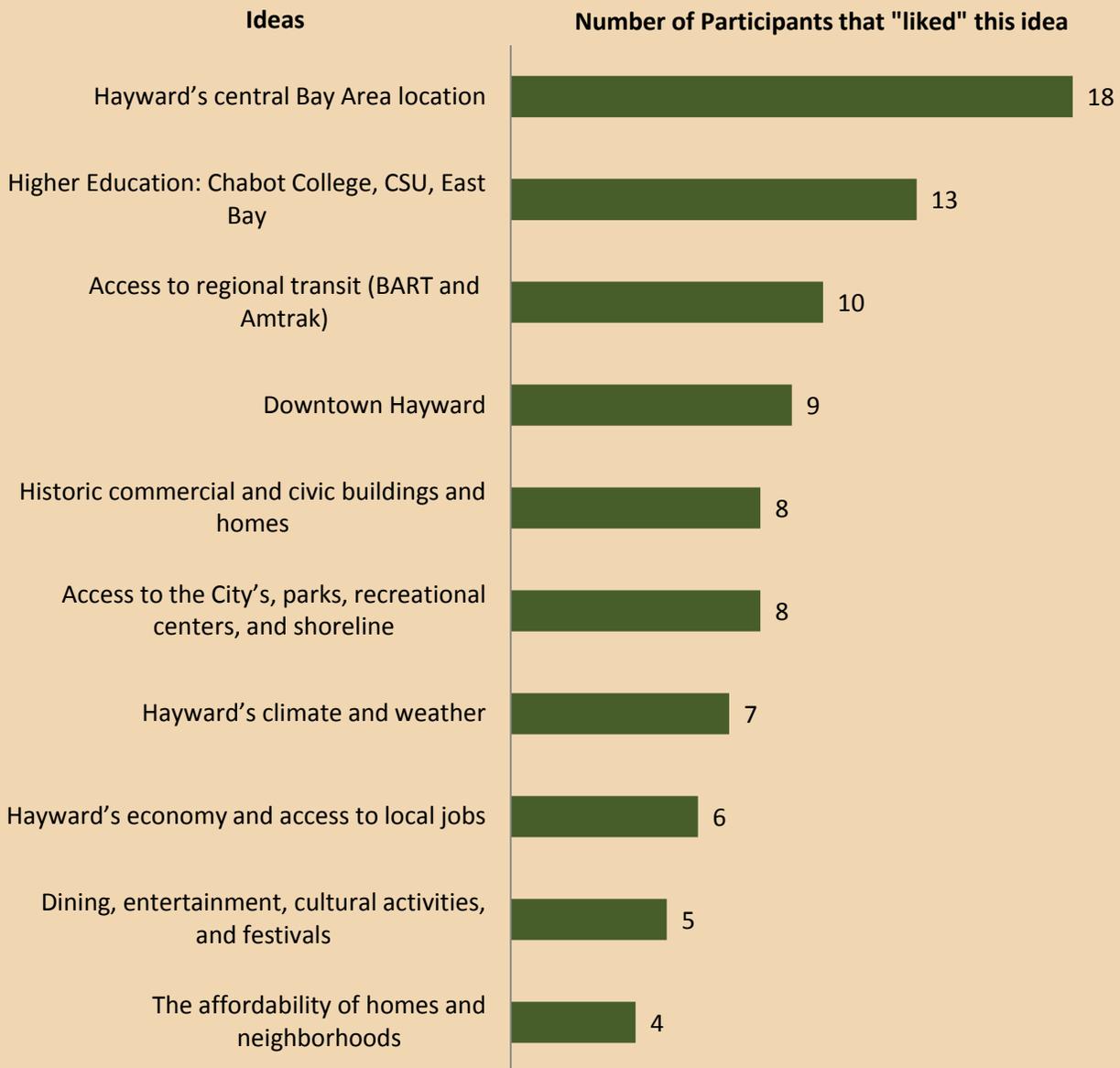


Street Party in Downtown Hayward. Courtesy of the Hayward Chamber of Commerce.

city. Since the 1990s, the City has implemented a variety of downtown revitalization projects, including the construction of streetscape improvements, a new City Hall, new housing, and a movie theater complex. Downtown serves as the cultural center of the City and hosts several civic events and celebrations throughout the year.

What do residents like the most about the Hayward Community?

During the community outreach efforts for the Hayward 2040 General Plan, the City used Hayward2040.org to ask Hayward residents about the three things that they liked most about Hayward. Below are the top responses:



What is the greatest challenge facing the Hayward Community?

During the community outreach efforts for the Hayward 2040 General Plan, the City used Hayward2040.org to ask residents what they thought were the top three greatest challenges facing the Hayward community. Below are the top responses:



Regional Parkland and Open Space

Parks and open space are significant community resources that contribute towards Hayward’s quality of life. Several thousand acres of regional parkland and open space are located within the City along the Hayward shoreline and within the eastern hillsides. The regional parkland and open space provide habitat for a variety of plant, animal, and migratory bird species, and provide opportunities for residents and guest to enjoy outdoor recreation and nature.

Higher Learning

Hayward is home to several institutions of higher learning, including Life Chiropractic, Heald College, Chabot College, and California State University, East Bay. The two main colleges, Chabot College and California State University, East Bay, served over 27,000 students during the 2010 and 2011 school year.



Images of Hayward’s regional parkland. Source: City of Hayward.



Aerial view of California State University, East Bay. Source: City of Hayward.

City History

Hayward was established in 1854 when Guillermo Castro subdivided his ranch and commissioned a survey for a town of 28 blocks. Castro sold a large tract of land to William Hayward, who built a general store and lodging house at present-day “A” Street and Main Street. A small town supported by agriculture, salt production, and weekend tourism slowly grew around Hayward’s store and lodging house. By 1870, Hayward had a thriving commercial district and a population of about 1,000. Hayward was incorporated in 1876 and remained a small agricultural town for several decades.

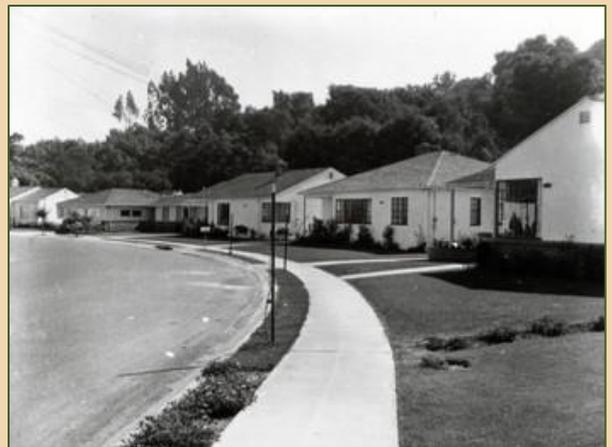
When the United States entered World War II in 1941, Hayward was still a small agricultural town with a population of about 7,000. The post-World War II housing boom brought drastic change and growth to Hayward. Vast tracts of agricultural land were annexed and developed with low-density housing tracts, suburban shopping centers, and industrial parks. A variety of Federal laws, such as the Federal Housing Act and the Veterans Administration loan program, fueled the demand for housing by helping families buy homes through government assisted mortgages. By 1960, the City was completely transformed into a suburban bedroom community with over 72,000 people and city limits that reached the San Francisco Bay.

A steady wave of industrial and residential development in the 1960s, 70s, and 80s brought additional jobs and housing opportunities to Hayward. Hayward also became an educational center in the 1960s when two local colleges were established: Chabot College and California State University, Hayward (now East Bay).

In the 1990s and 2000s, the City of Hayward began a new era of land use planning and urban design based on the principles of “smart growth.” The preservation of open space, infill development and revitalization, compact and mixed-use neighborhoods, pedestrian and bicycle-friendly streets, and transit-oriented developments are key principles of smart growth that the City of Hayward embraced and applied to planning and revitalization efforts for the Downtown, the Cannery Neighborhood, the South Hayward Bart Station Neighborhood, and the Mission Boulevard Corridor.



Looking down Mission Boulevard at C Street, c. 1895. Courtesy of the Hayward Area Historical Society.



Post-World War II housing in Hayward, c. 1955. Courtesy of the Hayward Area Historical Society.

2040 Vision: What is the Community's Vision for the Future of Hayward?

Imagine that you could transport yourself into the future to the year 2040. Imagine that you could see and experience the City of Hayward after years of forward progress and improvements to the community. What would be different about Hayward, and what positive changes would you see? What would be the same, and what assets or characteristics from today would remain in the future?

In late 2012 and early 2013, members of the Hayward community engaged in a variety of exercises to imagine or envision Hayward's future. Community members participated by attending community workshops and neighborhood meetings, taking a community survey, and posting and discussing ideas on an on-line visioning platform called Hayward2040.org. The goal of these efforts was to gain an understanding of the values, priorities, and aspirations of the Hayward community, and to formulate a vision that would preserve and enhance local assets, address community challenges, and capitalize on opportunities to improve the city.

The 2040 Vision synthesizes the collective input received from the City's visioning efforts and outlines a unified vision that generally captures the community's future aspirations. The vision is supported by guiding principles, which are broad statements that express the community's priorities and further define the City's focus for achieving the vision. The City used the Vision and Guiding Principles as a foundation to develop the goals, policies, and implementation programs of the Hayward 2040 General Plan.



Major Visioning Efforts

Below is a list of the major visioning efforts that occurred in late 2012 and early 2013 (see Part 1 of the Policy Document for a complete overview of the community engagement effort for General Plan update).

First Round of Community Workshops:

- November 29, 2012, City Hall
- December 1, 2012, City Hall
- December 3, 2012, Martin Luther King Middle School
- December 6, 2012, Fairway Park Baptist Church
- December 10, 2012, Southland Mall
- December 12, 2012, Hayward High School

Neighborhood Meetings:

- January 16, 2013: Community Services Commission
- January 19, 2013, Prospect Hill Neighborhood Association
- January 22, 2013, Woodland Estates Homeowners Association
- January 24, 2013, Photo Central (HARD)
- January 24, 2013: Keep Hayward Clean and Green Task Force
- January 26, 2013, Cotter Way Neighborhood
- January 30, 2013, Eden Shores Homeowners Association
- January 30 and 31, 2013, Hayward Senior Center
- February 5, 2013, Chabot College

Community Survey:

- Written surveys were distributed in December at all Community Workshops, City Hall, and the Hayward Public Library
- An on-line version of the survey was promoted through the City's email distribution lists and the City's website

Second Round of Community Workshops:

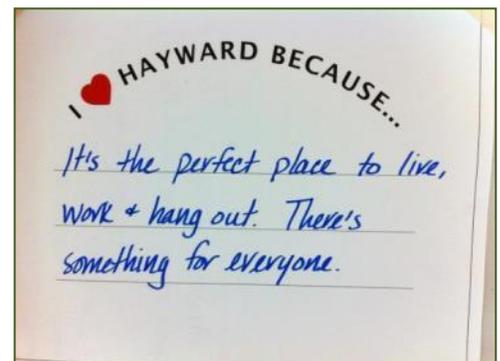
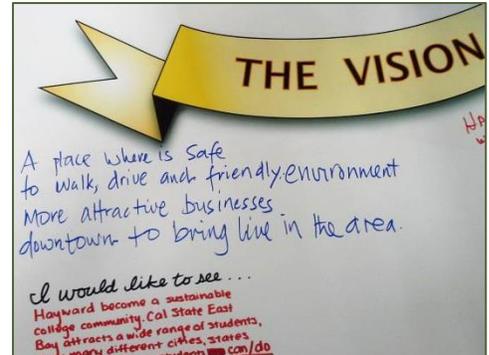
- March 6, 2013, City Hall
- March 11, 2013, Matt Jimenez Community Center

Hayward2040.org:

- An on-line brainstorming platform used to discuss ideas for the future of Hayward

City Council/Planning Commission Work Sessions:

- February 19, 2013: City Hall
- April 16, 2013: City Hall





City of Hayward 2040 Vision

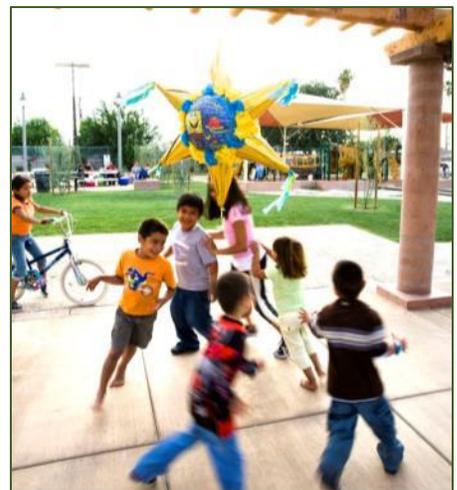
Hayward will be a distinct and desirable community known for its central Bay Area location, vibrant Downtown, sustainable neighborhoods, excellent schools, robust economy, and its growing reputation as a great college town. With a variety of clean, safe, and green neighborhoods, and an accessible network of parks and natural open space, Hayward will be home to one of the most diverse, inclusive, educated, and healthy populations in the Bay Area. It will be a destination for life-long learning, entertainment, arts and culture, recreation, and commerce. It will be a community that values diversity, social equity, transparent and responsive governance, civic engagement, and volunteerism. Hayward will be a thriving and promising community that individuals, families, students, and businesses proudly call home.

Guiding Principles

The following guiding principles further express the community's priorities and focus for achieving the 2040 Vision:

- Guiding Principle #1: Hayward should value, challenge, and support youth by providing **excellent public schools** and youth enrichment activities and programs.
- Guiding Principle #2: Hayward should have **safe and clean neighborhoods with an expanded network of parks and thriving commercial centers** that incorporate attractive design, provide easy access to jobs, support a diverse population, encourage long-term residency, and inspire all residents to live active, healthy, and green lifestyles.
- Guiding Principle #3: Hayward should **develop and enhance its utility, communications, and technology infrastructure**; and **provide exceptional police, fire, and emergency services**.
- Guiding Principle #4: Hayward should be a **business-friendly community** that has a **robust and diversified economy** based in innovation, creativity, and local entrepreneurship.
- Guiding Principle #5: Hayward should have a **safe, walkable, vibrant, and prosperous Downtown** that serves as an attractive area for business and a destination for shopping and dining, arts and entertainment, and college-town culture.
- Guiding Principle # 6: Hayward should have a reputation as a **great college town** and a community that offers a range of **opportunities for life-long learning**.
- Guiding Principle #7: Hayward residents, workers, and students should have access to an interconnected network of **safe, affordable, dependable, and convenient transportation options**.
- Guiding Principle #8: Hayward should **preserve, enhance, increase, and connect its baylands, hillsides, greenway trails, and regional parks** to protect environmental resources, mitigate the impacts of rising sea levels, and provide opportunities to live an active outdoor lifestyle.

Each Guiding Principle is described in greater detail on the following pages.





“Let us think of education as the means of developing our greatest abilities, because in each of us there is a private hope and dream which, fulfilled, can be translated into benefit for everyone and greater strength for our nation.”

John F. Kennedy, 35th President of the United States



Guiding Principle #1:

Hayward should value, challenge, and support youth by providing excellent public schools and youth enrichment activities and programs.

Improving Hayward’s public schools and enriching the lives of Hayward’s youth is a major priority of the Hayward community. While the City of Hayward does not have direct control over school administration or curriculum, it will expand and improve its youth enrichment services and programs and work with local school districts to provide access to cutting-edge technology, improve school safety and security, enhance school performance, and upgrade school facilities to create exceptional environments that foster school and community pride. Improving school performance will require coordination and collaboration with school administrators, teachers, parents, businesses, volunteers, the Hayward Area Recreation and Park District, and non-profit organizations. The City will develop policies and strategies to form new partnerships, seek creative solutions, and strategically invest resources to improve education, library services and programs, and other youth enrichment activities and programs offered throughout Hayward’s neighborhoods. The goal is to improve education and schools so that they are an asset that attracts and retains families and businesses to the Hayward community.



Guiding Principle #2

Hayward should have safe and clean neighborhoods with an expanded network of parks and thriving commercial centers that incorporate attractive design, provide easy access to jobs, support a diverse population, encourage long-term residency, and inspire all residents to live active, healthy, and green lifestyles.

The City of Hayward has a strong tradition of neighborhood planning and has made significant efforts to improve the safety and cleanliness of many Hayward neighborhoods. Despite these efforts, many neighborhoods are still struggling with pockets of blight and crime. Others lack convenient access to shopping, community services, healthy food, and parks and recreational uses. The City will adopt policies and strategies to transform Hayward's neighborhoods into safe, clean, and green communities that encourage long-term residency. The goal is to create complete neighborhoods that offer a high-quality of life and support a diverse, healthy, and civically-engaged population. The City will develop policies and strategies to rehabilitate homes, preserve historic neighborhoods, improve the energy and water efficiency of homes, address crime and safety, redevelop blighted properties, reduce homelessness, and improve neighborhoods with a mix of amenities, including parks, community centers, community gardens, affordable housing, farmers' markets, and neighborhood shopping and dining. The City will also develop policies and strategies to support street improvements and developments that provide all residents (young and old) with a safe, convenient, and enjoyable environment to exercise, walk, bike, or take transit. Grass roots efforts to serve Hayward's seniors and individuals with disabilities will also be supported. Universal Design policies and senior programs will help Hayward's older generation "age in place" and empower people of all ages to remain connected to their neighborhood and community.

"You take care of you and your family first. Then you go to your neighborhood, and then you spread it on out within the community."

Al Smith, 42nd Governor of New York





Guiding Principle #3

Hayward should develop and enhance its utility, communications, and technology infrastructure; and provide exceptional police, fire, and emergency services.



The quality of the City's infrastructure and police, fire, and emergency response services has a direct impact on Hayward's overall quality of life. The City will develop policies and strategies to improve public safety through better partnerships between neighborhood and non-profit organizations, residents, businesses, and the Police and Fire Departments. This will include new policies and strategies to ensure that the community is prepared and equipped to survive impending disasters, such as wildland fires, coastal and stream flooding, and the next major earthquake in the Bay Area. The City will develop policies and strategies to maintain and enhance existing infrastructure, including roads, sidewalks, power lines, communications and technology infrastructure, and water, sewer, and storm drain facilities. Sustainable infrastructure improvements that reduce the long-term use of water, energy, and financial resources will be prioritized. The City will also develop policies and strategies to ensure that new growth and development does not constrain the City's ability to provide adequate infrastructure and services to existing and future generations.





Guiding Principle #4

Hayward should be a business-friendly community that has a robust and diversified economy based in innovation, creativity, and local entrepreneurship.

Hayward has many assets that can help the City develop a robust and diversified economy, including an Industrial Technology and Innovation Corridor, Hayward Executive Airport, Downtown Hayward, Chabot College, and California State University, East Bay. With a central Bay Area location that is within 30 miles of San Francisco, the Silicon Valley, three international airports, and one of the largest marine ports along the west coast, Hayward is an ideal setting for local, regional and global businesses. The City also has excellent access to regional transportation routes, including freeways, freight rail, Amtrak, and BART. The City will develop policies and strategies to improve and diversify Hayward's economy through private-sector investment that creates high-quality jobs, especially for Hayward residents. This will mainly be accomplished by making regulations and permit procedures more business-friendly, implementing branding and marketing programs to enhance the image of the City, and improving business attraction, retention, and expansion efforts to create unique business clusters and a diverse economic base. The City will also develop policies and strategies that support local entrepreneurship, research and development partnerships with colleges and businesses, a college-based population and economy, and the revitalization of commercial centers and corridors, including Mission Boulevard, Tennyson Road, Hesperian Boulevard, Jackson Street, the Southland Mall area, and Downtown Hayward.





Guiding Principle #5

Hayward should have a safe, walkable, vibrant, and prosperous Downtown that serves as an attractive area for business and a destination for shopping and dining, arts and entertainment, and college-town culture.

While many communities in the Bay Area have goals to develop a city center or downtown, Hayward is one community that is blessed to have an authentic and historic Downtown. Preserving and enhancing this important community asset is a major priority. While the City has made significant investments that have improved the Downtown, the historic core of the City is still struggling and is far from reaching its full potential. The City will develop policies and strategies to encourage private-sector investment that transforms Downtown Hayward into a safe, vibrant, and prosperous arts and entertainment district. Downtown will be a regional destination that offers enhanced shopping, dining, and cultural experiences for residents, families, students, and visitors. The City will also continue to support the development of Downtown housing to create new opportunities for people to live in a safe, mixed-use, walkable, and transit-oriented urban neighborhood. Through these initiatives, Downtown Hayward will emerge as the heart and soul of the Hayward community, where everyone gathers to interact, shop, dine, play, and celebrate.

“Downtown Hayward is the hub of the City, where everyone shops, dines, plays, and celebrates.”

Member of Hayward

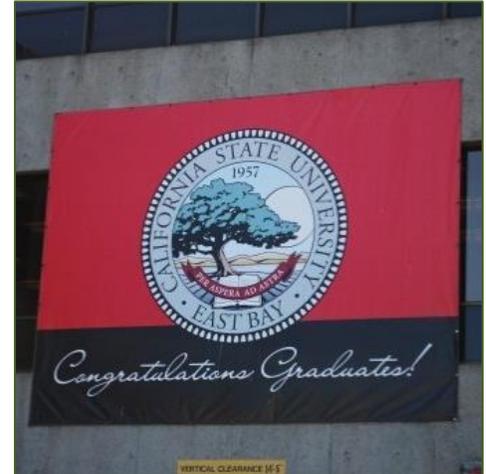




Guiding Principle #6

Hayward should have a reputation as a great college town and a community that offers a wide range of opportunities for life-long learning.

Hayward is home to Chabot College, California State University, East Bay, and various professional and vocational schools, such as Life Chiropractic and Heald College. Despite this fact, Hayward does not function or have a reputation as a college town. Chabot College and California State University, East Bay, are generally known as commuter schools that serve students living throughout the greater Bay Area. In general, most students do not have a strong connection to the Hayward community. While they may attend classes in Hayward, they are generally living, socializing, and spending money in other communities. The City will develop policies and strategies to transform Hayward into a true college town by supporting more student and faculty housing and businesses that cater to college students, particularly in Downtown Hayward and along Mission Boulevard (by California State University, East Bay) and Hesperian Boulevard (by Chabot College). These policies and strategies will encourage collaboration with college officials to develop better “town-gown” relationships, create research and development partnerships with local businesses, and promote events and festivals that foster college culture and a sense of college and community pride. Developing into a true college town or “communiversity” will help diversify the City’s economic base, generate businesses and jobs, and help the City’s economy during future economic recessions. Hayward will also develop policies and strategies that provide all residents with access to life-long learning and educational development opportunities.



“College Towns... are comparatively recession-proof because they are dominated by schools and the students who form a consistent population of spenders.”

American Institute for Economic Research





Guiding Principle #7

Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options.

Like many cities in California, Hayward’s transportation system and neighborhoods were largely developed with the assumption that the automobile would be the primary mode of transportation. Many current Hayward residents, students, and workers desire more transportation choices. The City of Hayward will continue to develop policies and strategies to support development patterns and transportation improvements that allow and encourage more and more residents, workers, and students to walk, bike, or take transit. The City recognizes that the automobile will still have a role in the future. However, the City will work to create a more balanced and multi-modal transportation system; a system that provides more options and choices for commuting and everyday trips. The City will continue to support compact and higher density residential and commercial development near BART and Amtrak stations, and along commercial corridors that are served by bus transit. This will allow people to live with less dependence on the automobile for everyday life, resulting in lower rates of automobile use and lower greenhouse gas emissions. Parking policies and standards will also be evaluated for developments in these locations. Enhanced transit or shuttle services between BART and Amtrak stations, Downtown Hayward, the city’s Industrial Technology and Innovation Corridor, Chabot College and Cal State University, East Bay, will also be developed to provide more travel options for residents, workers, and students. The City will also develop policies and strategies to support infrastructure improvements that give all people (young and old) safe and convenient opportunities to engage in active transportation, such as walking and biking. Policies and strategies will also address the transportation needs of seniors and people with disabilities by improving the reliability of para-transit services and enhancing sidewalks, walking paths, and curb cuts and ramps for wheelchair users and pedestrians.



Guiding Principle #8

Hayward should preserve, enhance, increase, and connect its baylands, hillsides, greenway trails, and regional parks to protect environmental resources, mitigate the impacts of rising sea levels, and provide opportunities to live an active outdoor lifestyle.

The natural baylands and hillsides that define the western and eastern edges of the City are major community assets and valuable environmental resources. They provide habitat for a variety of plant and animal species, contribute to the ecological health of the San Francisco Bay, and provide residents with opportunities to exercise, enjoy nature, and view scenic resources. These open space resources and passive recreational opportunities should be preserved and enhanced to improve the ecology of the San Francisco Bay Area and Hayward’s overall quality of life. The City will work in partnership with the East Bay Regional Parks District and the Hayward Area Recreation and Park District to develop policies and strategies to preserve and protect environmental resources, respond to rising sea levels, promote environmental stewardship, connect the baylands and hillsides with greenway trails, and expand access to compatible recreational activities within the bay, baylands, and hillsides, such as kayaking, boating, hiking, and biking.

“Look deep into nature, and then you will understand everything better.”

Albert Einstein, Theoretical Physicist



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POLICY DOCUMENT: PART 3

LAND USE AND COMMUNITY CHARACTER ELEMENT

With the exception of Downtown Hayward and a few residential neighborhoods, the majority of Hayward neighborhoods and districts were developed during the post-World War II housing boom of the 1950s, 60s, and 70s. As a result, the city's land use patterns and urban design features are generally characterized by single-use neighborhoods and centers, low-density housing tracts, strip commercial centers, and auto-oriented street networks. In the 1990s and 2000s, the City of Hayward began a new era of land use planning and urban design based on the principles of "smart growth." The preservation of open space, infill development and revitalization, compact and mixed-use neighborhoods, pedestrian and bicycle-friendly streets, and transit-oriented developments are key principles of smart growth that the City of Hayward embraced and applied to planning and revitalization efforts for the Downtown, the Cannery Neighborhood, the South Hayward BART Station Neighborhood, and the Mission Boulevard Corridor. To accommodate future population and employment growth and enhance Hayward's overall quality of life, the City will continue to implement the principles of smart growth and sustainability, and seek opportunities to improve and revitalize the Downtown, established neighborhoods, corridors, and shopping centers. To diversify and expand Hayward's economic base, the City will strive to further develop the Industrial Technology and Innovation Corridor with uses that create a healthy balance between a manufacturing-based economy and an information- and technology-based economy.

The Land Use and Community Character Element establishes goals and policies to strategically accommodate future growth and change while preserving and enhancing the qualities and characteristics that make Hayward a desirable place to live, work, learn, and play. The goals and policies are designed to enhance Hayward's neighborhoods and districts with an attractive mix of uses and amenities that expand the local economy, enhance social interaction, protect environmental resources, and improve the overall quality of life of residents. A variety of topics are discussed within the Element, including growth and sustainable development, the development of the city's Priority Development Areas, the revitalization of corridors and centers, the development of complete neighborhoods, the enhancement of the Industrial Technology and Innovation Corridor, the design of hillside developments, the preservation of historic resources and districts, and the design of compatible public and quasi-public land uses.

The goals and policies of the Land Use and Community Character Element are closely related to several other elements of the General Plan, including the Mobility Element, Economic Development Element, and Community Health and Quality of Life Element.

The Land Use and Community Character Element is divided into two sections. The first section provides an overview of the General Plan Land Use Diagram and a description of the city's land use designations. The Land Use Diagram establishes the overall pattern of planned land uses within the City and is closely aligned with the Transportation Diagram provided in the Mobility Element. The second section of the Element presents the land use and community character goals and policies.

Land Use Diagram and Land Use Designations

State planning law requires a general plan to describe the general distribution, location, and extent of planned land uses within the jurisdiction's planning area. The General Plan Land Use Diagram uses color-coded land use designations to express the intended use of land across the Hayward Planning Area (see Figure LU-1). For most properties, the land use designation shown on the Land Use Diagram matches the current land use of the property. This indicates that the City does not expect the use of the property to change. On other properties, the land use designation is different from the current use of the property. This indicates that the City expects the land use of the property to change as Hayward grows and develops between now and 2040.

A total of 19 land use designations are shown on the Land Use Diagram. This includes seven residential designations, two commercial designations, four mixed-use designations, two industrial designations, three open space designations, and one public and quasi-public designation. A description of each land use designation follows the Land Use Diagram. The descriptions include density and intensity standards to regulate development within each land use designation. A summary table of development standards for each land use designation is provided after the land use descriptions.

The Land Use Diagram is largely implemented through the City's zoning regulations. Each land use designation has a corresponding set of compatible zoning districts. Many of the land use designations have more than one corresponding

zoning district, which allows a more detailed interpretation of the Land Use Diagram based on existing uses and neighborhood conditions. Whereas the land use designations are intentionally broad, the zoning designations are more detailed and provide a variety of detailed development standards, including permitted and conditional uses, building heights, setbacks, lot coverage, and parking requirements. While the Land Use Diagram guides zoning, it is not the same as the City's Zoning Map. By definition, the Land Use Diagram is intended to be more general than the Zoning Map.

Because land use designations may not reflect specific property and neighborhood conditions, they should not be interpreted to either propose or preclude land uses or developments without consideration of the guiding principles, goals, and policies of the General Plan. Site considerations related to topography, geology, or historic preservation may be more important in establishing the specific use and intensity of a particular parcel than the parcel's specified land use designation. Similarly, the goals and policies of the General Plan may support certain types of uses that are not specifically listed within the description of the property's land use designation. Therefore, the guiding principles, goals, and policies should always be reviewed to determine if a proposed use or development is consistent with the General Plan.

Requests to amend the Land Use Diagram are subject to a public process involving the Planning Commission and City Council. Amendments are also subject to evaluation under the California Environmental Quality Act (CEQA).

Density and Intensity

For the purposes of this General Plan, building density and intensity is regulated and measured differently based on the type of development. The methods for regulating density and intensity for residential, commercial and industrial, and mixed-use developments are described below.

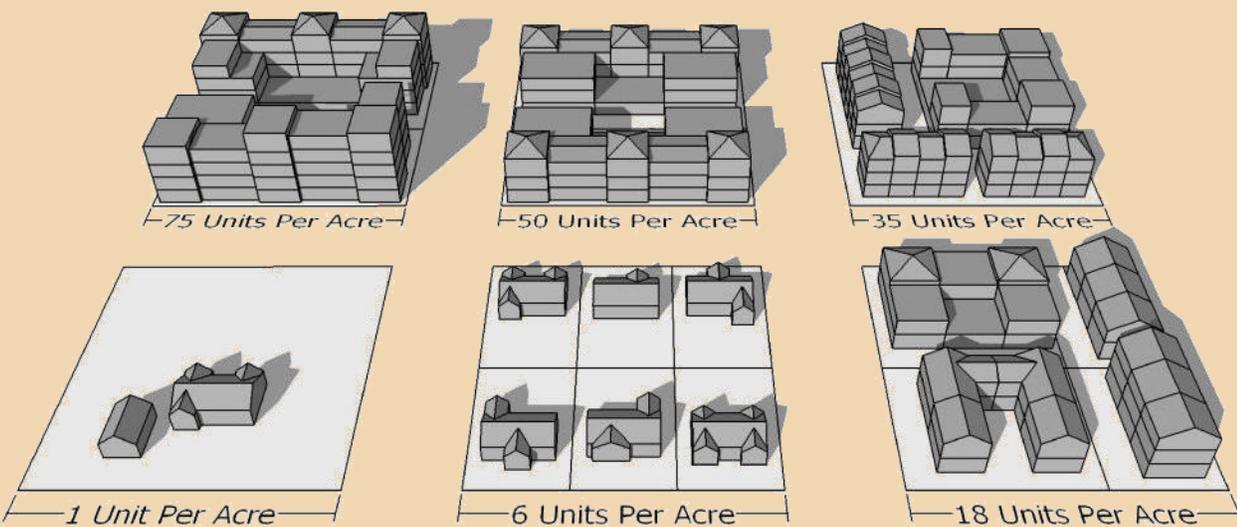
Residential Development

Residential developments are regulated by an allowed density range (minimum and maximum) measured in “housing units per acre.” Residential density is calculated by dividing the number of housings units on the site (excluding second units on single-family lots) by the net acreage of the site. Net acreage excludes land required for public and private streets, parks, and other public facilities. The diagram below shows prototypical examples of different residential densities for one-acre properties.

State planning law requires general plans to include standards for measuring population density. Population density is determined by multiplying the maximum number of units allowed within a land use designation by the average number of persons per household (as determined by US Census population data).

Commercial and Industrial Development

Commercial and industrial uses are regulated by a maximum floor area ratio (FAR) standard. FAR refers to the ratio of building floor space compared to the square footage of the site. FAR is calculated by dividing the floor area of all buildings on the site by the total square footage of the site. For example, a 12,500 square foot building on a 25,000 square foot site has a FAR of 0.5. The maximum FAR standard limits the overall size of development on a property. As an example, a maximum FAR of 0.75 would allow 75,000 square feet of building floor area on a 100,000 square foot lot. The 75,000 square feet could be provided in one building or divided between multiple buildings.

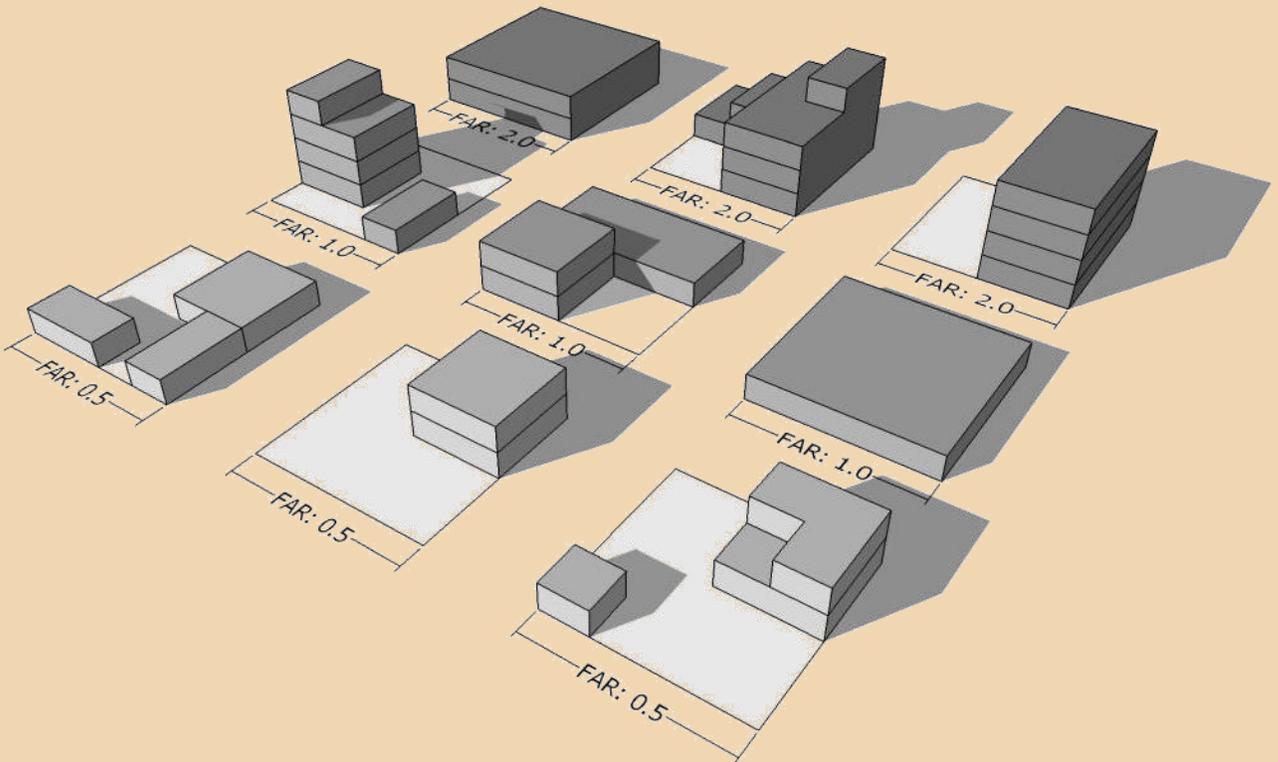


When calculating FAR, the building square footage includes finished interior spaces and excludes parking garages, structured parking levels, and exterior open space, such as courtyards, roof gardens, and balconies. The net acreage of the site is also used for the FAR calculation. Net acreage excludes land required for public and private streets, parks, and other public facilities.

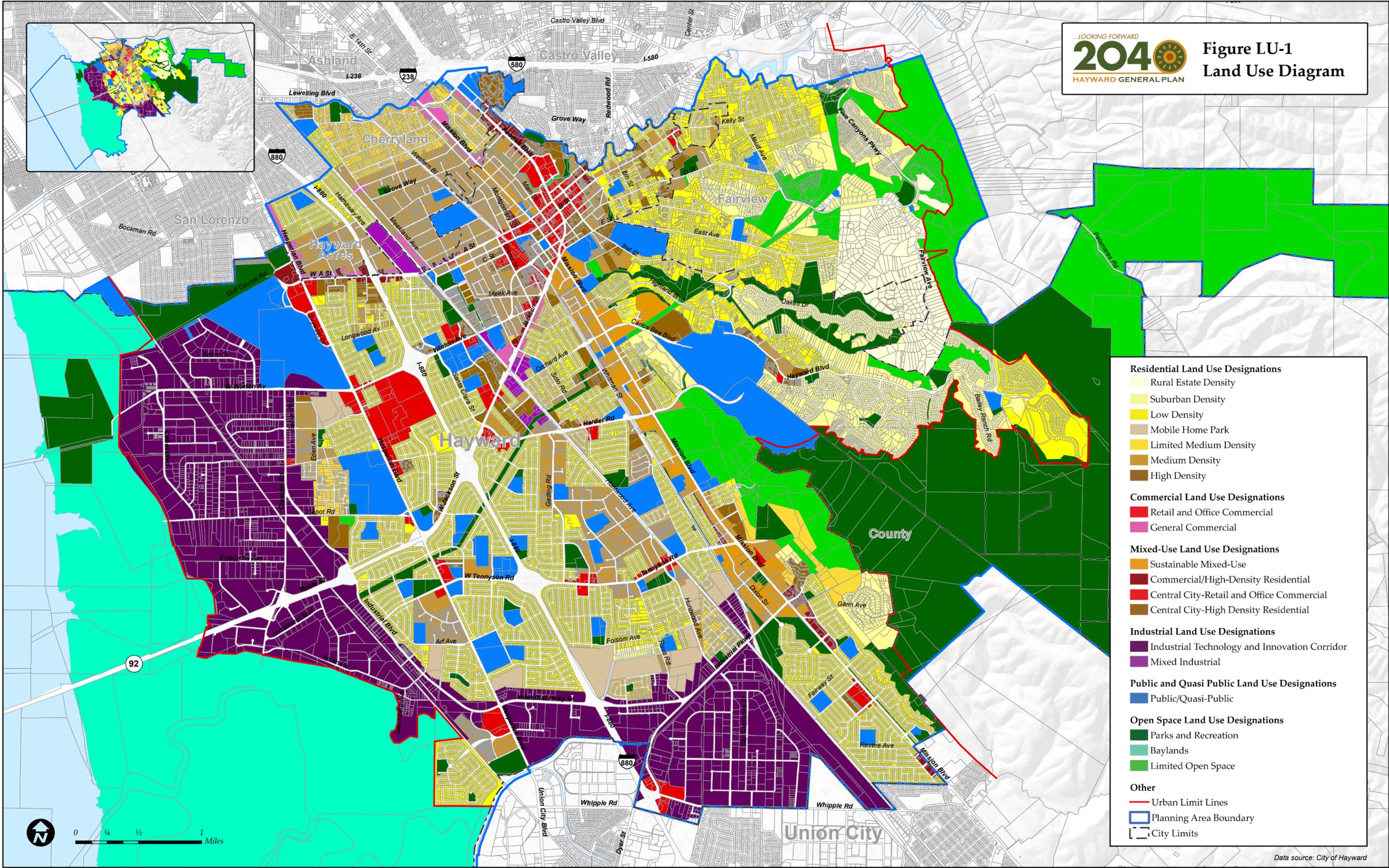
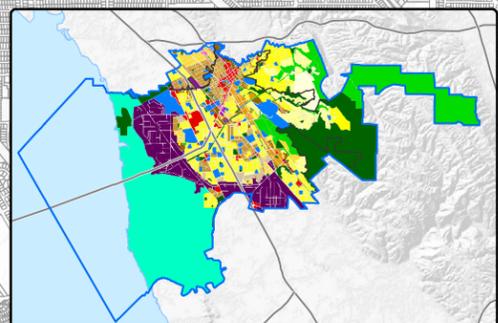
The diagram below illustrates various building configurations representing FARs of 0.5, 1.0, and 2.0. As shown in the diagram, different interpretations of the same FAR standard can result in very different building forms and site characteristics.

Mixed-Use Development

The density and intensity of mixed-use developments that include both commercial and residential uses are regulated by both the maximum residential density (units per acre) and the maximum FAR standard for the land use designation. As an example, a one acre site (43,560 sq. ft.) with a maximum FAR of 1.0 and an allowed density range of 17.5 to 35 units per acre could be developed with 43,560 square feet of total building space. The 43,560 square feet could be divided into a combination of commercial space and residential space. Up to 35 units would be allowed within the 43,560 square feet.



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- Residential Land Use Designations**
 - Rural Estate Density
 - Suburban Density
 - Low Density
 - Mobile Home Park
 - Limited Medium Density
 - Medium Density
 - High Density
- Commercial Land Use Designations**
 - Retail and Office Commercial
 - General Commercial
- Mixed-Use Land Use Designations**
 - Sustainable Mixed-Use
 - Commercial/High-Density Residential
 - Central City-Retail and Office Commercial
 - Central City-High Density Residential
- Industrial Land Use Designations**
 - Industrial Technology and Innovation Corridor
 - Mixed Industrial
- Public and Quasi Public Land Use Designations**
 - Public/Quasi-Public
- Open Space Land Use Designations**
 - Parks and Recreation
 - Baylands
 - Limited Open Space
- Other**
 - Urban Limit Lines
 - Planning Area Boundary
 - City Limits



Data source: City of Hayward

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Residential Land Use Designations

Rural Estate Density

The Rural Estate Density designation generally applies to rural areas located within the eastern hills of the Hayward Planning Area. Typical building types include single-family homes, second units, and ancillary structures. Typical lot sizes are generally one acre or greater. However, Planned Developments may include the clustering of units on smaller lots to preserve common open space. Future changes to Rural Estate Density areas are expected to be limited to additional residential development on vacant lots, building and landscaping improvements, and neighborhood enhancements that create more complete, walkable, and sustainable neighborhoods.

Allowed Uses

- Detached single-family homes

Supporting Uses

- Second units
- Home occupations
- Small-scale agriculture uses, such as orchards, gardens, and raising horses, chickens, and other livestock
- Parks, recreation facilities, open space, and trails
- Community gardens
- Compatible public and quasi-public uses
- Compatible neighborhood commercial and neighborhood mixed-use

Development Standards

- Density: 0.2 to 1.0 dwelling units per net acre
- Maximum FAR: 0.4 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)



Suburban Density

The Suburban Density designation generally applies to rural and suburban areas located within the eastern hills of the Hayward Planning Area. Typical building types include single-family homes, second units, and ancillary structures. Typical lot sizes generally range from 10,000 square feet to one acre. However, Planned Developments may include the clustering of units on smaller lots to preserve common open space. Future changes to Suburban Density areas are expected to be limited to additional residential development, building and landscaping improvements, and neighborhood enhancements that create more complete, walkable, and sustainable neighborhoods.

Allowed Uses

- Detached single-family homes

Supporting Uses

- Second units
- Home occupations
- Small-scale agriculture uses, such as orchards, gardens, and raising horses, chickens, and other livestock
- Parks, recreation facilities, open space, and trails
- Community gardens
- Compatible public and quasi-public uses
- Compatible neighborhood commercial and neighborhood mixed-use

Development Standards

- Density: 1.0 to 4.3 dwelling unit per net acre
- Maximum FAR: 0.4 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)



Low Density

The Low Density designation generally applies to suburban areas located throughout the Hayward Planning Area. Typical building types include single-family homes, second units, and ancillary structures. Typical lot sizes generally range from 5,000 to 10,000 square feet. However, Planned Developments may include the clustering of units on smaller lots to preserve common open space. Future changes to Low Density areas are expected to be limited to additional residential development, building and landscaping improvements, and neighborhood enhancements that create more complete, walkable, and sustainable neighborhoods.



Allowed Uses

- Detached single-family homes

Supporting Uses

- Second units
- Home occupations
- Parks, recreation facilities, open space, and trails
- Community gardens
- Compatible public and quasi-public uses



Compatible neighborhood commercial and neighborhood mixed-use

Development Standards

- Density: 4.3 to 8.7 dwelling unit per net acre
- Maximum FAR: 0.4 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)



Mobile Home Park

The Mobile Home Park designation applies to all established mobile home parks in the city. The typical building type is a manufactured home. Future changes to Mobile Home Parks are expected to be limited to building and landscaping improvements and various enhancements to mobile home parks that improve the quality of life of residents.

Allowed Uses

- Manufactured homes

Supporting Uses

- Community and recreational uses, such as community club houses, recreation facilities, laundry rooms, swimming pools, community gardens, playgrounds, and sports courts

Development Standards

- Density: 8.7 to 12.0 dwelling unit per net acre
- FAR: Not applicable



Limited Medium Density

The Limited Medium Density designation generally applies to suburban areas that contain a mix of housing types. Typical building types include single-family homes, second units, duplexes, triplexes, fourplexes, townhomes, apartment and condominium buildings, and ancillary structures. Future changes to Limited Medium Density areas are expected to be limited to additional residential development on vacant lots, building and landscaping improvements, the rehabilitation or redevelopment of older multi-family properties, and neighborhood enhancements that create more complete, walkable, and sustainable neighborhoods.

Allowed Uses

- Detached single-family homes
- Attached single-family homes
- Multi-family homes

Supporting Uses

- Second units
- Home occupations
- Parks, recreation facilities, open space, and trails
- Community gardens
- Compatible public and quasi-public uses
- Compatible neighborhood commercial and neighborhood mixed-use

Development Standards

- Density: 8.7 to 12.0 dwelling unit per net acre
- Maximum FAR: 0.5 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)



Medium Density

The Medium Density designation generally applies to suburban and urban areas that contain a mix of housing types. Typical building types include single-family homes, second units, duplexes, triplexes, fourplexes, townhomes, multi-story apartment and condominium buildings, and ancillary structures. Future changes to Medium Density areas are expected to be limited to additional residential development, building and landscaping improvements, the rehabilitation or redevelopment of older multi-family properties, and neighborhood enhancements that create more complete, walkable, and sustainable neighborhoods.



Allowed Uses

- Detached single-family homes
- Attached single-family homes
- Multi-family homes

Supporting Uses

- Second units
- Home occupations
- Parks, recreation facilities, open space, and trails
- Community gardens
- Compatible public and quasi-public uses
- Compatible neighborhood commercial and neighborhood mixed-use



Development Standards

- Density: 8.7 to 17.4 dwelling unit per net acre
- Maximum FAR: 0.6 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)



High Density

The High Density Residential designation generally applies to urban areas located near major activity centers or along arterial streets. Typical building types include townhomes, multi-story apartment and condominium buildings, and ancillary structures. Future changes to High Density areas are expected to be limited to additional residential development, building and landscaping improvements, the rehabilitation or redevelopment of older multi-family properties, and neighborhood enhancements that create more complete, walkable, and sustainable neighborhoods.



Allowed Uses

- Attached single-family homes
- Multi-family homes

Supporting Uses

- Home occupations
- Parks, recreation facilities, open space, and trails
- Community gardens
- Compatible public and quasi-public uses
- Compatible neighborhood commercial and neighborhood mixed-use



Development Standards

- Density: 17.4 to 34.8 dwelling unit per net acre
- Maximum FAR: 0.8 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)



Commercial Land Use Designations

Retail and Office Commercial

The Retail and Office designation generally applies to regional and community shopping centers and professional office developments. Retail and Office Commercial areas are generally located throughout the city along major arterial streets. Typical building types include commercial buildings, shopping centers, and office buildings. Future changes to Retail and Office Commercial areas are expected to include additional commercial and mixed-use development, building and landscaping improvements, the rehabilitation or redevelopment of underutilized commercial properties, and other enhancements that create more pedestrian-oriented commercial centers and corridors.

Allowed Uses

- Retail, dining, and service uses
- Professional office uses

Supporting Uses

- Lodging
- Automobile service and repair stations
- Entertainment and recreational uses
- Compatible public and quasi-public uses
- Religious and cultural facilities
- Live-work units
- Mixed-use with multi-family homes on upper floors

Development Standards

- Maximum FAR: 0.6
- Density (only applies to mixed-use projects): a maximum of 17.4 dwelling unit per net acre. A minimum density is not required.



General Commercial

The General Commercial designation generally applies to established auto-oriented commercial areas located along arterial streets. Typical building types include commercial buildings, shopping centers, office buildings, and automobile service and repair stations. Future changes to General Commercial areas are expected to include additional commercial and mixed-use development, building and landscaping improvements, the rehabilitation or redevelopment of underutilized commercial properties, and other enhancements that create more pedestrian-oriented commercial centers and multi-modal corridors.



Allowed Uses

- Retail, dining, and service uses
- Professional office uses

Supporting Uses

- Lodging
- Automobile service and repair stations
- Entertainment and recreational uses
- Compatible public and quasi-public uses
- Religious and cultural facilities
- Live-work units
- Mixed-use with multi-family homes or office on upper floors

Development Standards

- Maximum FAR: 0.6
- Density (only applies to mixed-use projects): A maximum of 17.4 dwelling unit per net acre. A minimum density is not required.



Mixed-Use Land Use Designations

Commercial/High-Density Residential

The Commercial/High-Density Residential designation generally applies to commercial and residential properties located along arterial streets. Typical building types include townhomes, live-work units, multi-story apartment and condominium buildings, commercial buildings, shopping centers, and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors. Future changes to Commercial/High-Density Residential areas are expected to include building and landscaping improvements; the rehabilitation or redevelopment of underutilized properties; additional commercial, residential, and mixed-use development; and other enhancements that create more pedestrian-oriented commercial centers and multi-modal corridors.

Allowed Uses

- Retail, dining, and service uses
- Professional office uses
- Mixed-use with multi-family homes or office on upper floors
- Attached single-family homes
- Multi-family homes
- Live-work units

Supporting Uses

- Lodging
- Entertainment and recreational uses
- Automobile service and repair stations
- Parks, recreation facilities, open space, and trails
- Community gardens

- Compatible public and quasi-public uses
- Religious and cultural facilities

Development Standards

- Maximum FAR: 0.8
- Density (only applies to mixed-use and residential projects): A maximum of 34.8 dwelling unit per net acre. A minimum density is not required.



Sustainable Mixed Use

The Sustainable Mixed-Use designation generally applies to areas near regional transit that are planned as walkable urban neighborhoods. Typical building types will vary based on the zoning of the property, but will generally include single-family homes, duplexes, triplexes, fourplexes, second units, townhomes, live-work units, multi-story apartment and condominium buildings, commercial buildings, and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors. Sustainable Mixed-Use areas are expected to change substantially in the future, as properties are planned to be developed or redeveloped at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors.

Allowed Uses

- Retail, dining, and service uses
- Professional office uses
- Detached single-family homes
- Attached single-family homes
- Multi-family homes
- Live-work units
- Mixed-use with multi-family homes or office on upper floors

Supporting Uses

- Second units
- Lodging
- Entertainment and recreational uses
- Automobile service and repair stations
- Parks, recreation facilities, open space, and trails

- Community gardens
- Compatible public and quasi-public uses
- Religious and cultural facilities
- Satellite college campus uses and student housing

Development Standards

- Maximum FAR: 2.0 or 2.75 if located within transit overlay zones established by zoning.
- Density (only applies to mixed-use and residential projects): Minimum and maximum densities vary greatly based on the property's zoning and proximity to regional transit. Densities range from 4.3 to 100 dwelling units per net acre.



Central City-Retail and Office Commercial

The Central City-Retail and Office Commercial designation generally applies to the core of Downtown Hayward. Typical building types include storefront commercial buildings and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors. Other building types that may be appropriate on properties outside of the retail core of the Downtown include townhomes, apartment and condominium buildings, and live-work units. Future changes to Central City-Retail and Office Commercial areas are expected to include the rehabilitation of historic buildings, infill commercial and mixed-use development, building and landscaping improvements, the rehabilitation or redevelopment of underutilized properties, and other district enhancements that help transform the Downtown into a vibrant, transit-oriented, and mixed-use city center.

Allowed Uses

- Retail, dining, and service uses
- Professional office uses
- Entertainment and recreational uses
- Mixed-use with multi-family homes or office on upper floors

Supporting Uses

- Attached single-family homes
- Multi-family homes
- Live-work units
- Lodging
- Compatible public and quasi-public uses
- Parks, recreation facilities, open space, and trails
- Community Gardens

- Religious and cultural facilities
- Satellite college campus uses and student housing

Development Standards

- Maximum FAR: 1.5
- Density (only applies to mixed-use and residential projects): Maximum densities vary greatly based on the property’s zoning and proximity to regional transit. Maximum densities range from 40 to 110 dwelling units per net acre. Minimum densities are not required.



Central City-High Density Residential

The Central City-High Density Residential designation generally applies to properties surrounding the core of Downtown Hayward. Typical building types include townhomes, live-work units, apartment and condominium buildings, and multi-story mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors. Future changes to Central City-High Density Residential areas are expected to include the rehabilitation of historic buildings; infill commercial, residential, and mixed-use development; building and landscaping improvements; the rehabilitation or redevelopment of underutilized properties; and other district enhancements that help transform the Downtown into a vibrant, transit-oriented, and mixed-use city center.

Allowed Uses

- Retail, dining, and service uses
- Professional office uses
- Mixed-use with multi-family homes or office on upper floors

Supporting Uses

- Entertainment and recreational uses
- Lodging
- Attached single-family homes
- Multi-family homes
- Live-work units
- Compatible public and quasi-public uses
- Parks, recreation facilities, open space, and trails
- Community Gardens
- Religious and cultural facilities

- Satellite college campus uses and student housing

Development Standards

- Maximum FAR: 1.5
- Density (only applies to mixed-use and residential projects): Maximum densities vary greatly based on the property's zoning and proximity to regional transit. Maximum densities range from 40 to 110 dwelling units per net acre. Minimum densities are not required.



Industrial Land Use Designations

Industrial Technology and Innovation Corridor

The Industrial Technology and Innovation Corridor designation applies to the large crescent-shaped industrial area located along Hayward’s western Urban Limit Line and southwestern city limits. Typical building types include warehouses, office buildings, research and development facilities, manufacturing plants, business parks, and corporate campus buildings. Future changes to the Industrial Technology and Innovation Corridor are expected to include building and landscaping improvements, infill development, and the redevelopment of underutilized properties. The Corridor is expected to grow as an economic and employment center and evolve to achieve a healthy balance of traditional manufacturing and information- and technology-based uses.

Allowed Uses

- Professional office uses
- Corporate campuses
- Research and development
- Warehousing and logistics
- Manufacturing (traditional, advanced, specialized, and food manufacturing)
- Bio-technology and high-technology uses

Supporting Uses

- Retail, dining, and service uses
- Automobile service and repair stations
- Lodging

Development Standards

- Density: Not applicable
- Maximum FAR: 0.8



Mixed Industrial

The Mixed Industrial designation generally applies to older industrial properties within the central part of the city. These properties are typically located near railroad tracks and are generally surrounded by residential neighborhoods and commercial uses. Typical building types include warehouses and light industrial buildings. Future changes to mixed-industrial areas are expected to include building and landscaping improvements, additional infill development on vacant lots, and the redevelopment of underutilized properties. Mixed Industrial areas that become obsolete in the future may be redeveloped as master-planned communities. An area plan, specific plan, or Planned Development application would be developed to guide the redevelopment of the industrial properties into a master planned community.

Allowed Uses

- Warehousing and logistics
- Automobile service and repair stations

Supporting Uses

- Manufacturing (traditional, advanced, specialized, and food manufacturing)
- Wholesale and service uses

Development Standards

- Density: Not applicable
- Maximum FAR: 0.8



Public and Quasi-Public Uses

The Public/Quasi-Public designation generally applies to major governmental, educational, cultural, and health care facilities located throughout the city. Properties may be developed with a variety of public and quasi-public uses, including community centers, recreation centers, government offices, hospitals, primary and secondary schools, college and university campuses, transit stations, and other related government facilities and services. Future changes to public and quasi-public properties are expected to include landscaping and building improvements, and the rehabilitation or redevelopment of older facilities to enhance public services and to accommodate the changing needs of the Hayward community.

Allowed Uses

- Primary and secondary schools
- Colleges and universities
- Federal, state, and local government offices and facilities
- Police and fire stations
- Public utilities and facilities
- Public transportation facilities (BART and Amtrak stations, Hayward Executive Airport, etc.)
- Health care facilities and hospitals
- Community and recreation centers

Supporting Uses

- Parks, recreation facilities, open space, and trails
- Community gardens

Development Standards

- Density: Not applicable
- Maximum FAR: 1.5



Open Space Land Use Designations

Parks and Recreation

The Parks and Recreation designation generally includes regional parks, community and neighborhood parks, and special use facilities, such as golf courses, historic homes and gardens, linear parks, and trails. Typical building types include park restrooms and ancillary park buildings. Recreation centers, community centers, nature centers, and golf course club houses and pro shops may also be located within some parks. Future changes to parks and recreation facilities are expected to include park improvements and the construction of new facilities to accommodate the changing recreational and social needs of the Hayward community.

Allowed Uses

- Parks, recreation facilities, open space, and trails
- Golf courses

Supporting Uses

- Ancillary educational and recreational support uses
- Community gardens
- Community centers and nature centers
- Golf course club houses and pro-shops

Development Standards

- Density: Not applicable
- Maximum FAR: 0.15



Baylands

The Baylands designation generally applies to the open space resources located along the Hayward shoreline. Future changes to the Baylands are expected to include the continued restoration of salt and fresh water marshes and upland habitat, improvements to regional levees to protect the shoreline from rising sea levels, and the construction of various trails and compatible recreational facilities throughout the area.

Allowed Uses

- Salt and freshwater marsh
- Upland habitat

Supporting Uses

- Ancillary educational and recreational support uses that are compatible with the ecology of the Bay and Baylands (fishing, hiking and bicycling, bird watching, wetland and marshland tours, and kayaking)
- Nature centers

Development Standards

- Density: Not applicable
- Maximum FAR: 0.05



Limited Open Space

The Limited Open Space designation generally applies to established cemeteries and hillside areas that are largely undevelopable due to natural resources, slopes, or other hazards. Limited Open Space areas are not anticipated to change substantially in the future, and will generally remain as undeveloped open space and grazing land.

Allowed Uses

- Permanent open space
- Grazing lands

Supporting Uses

- Detached single-family homes (on large lots)
- Agriculture
- Cemeteries
- Hiking and biking trails

Development Standards

- Density: A maximum of 0.2 dwelling units per net acre. A minimum density is not required.
- FAR: Not applicable



**TABLE LU-1
LAND USE DESIGNATION SUMMARY TABLE
Hayward Planning Area**

Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio	
Residential Land Use Designations				
	Rural Estate	0.2	1.0	<p style="text-align: center;">0.4</p> <p>(only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)</p>
	Suburban Estate	1.0	4.3	<p style="text-align: center;">0.4</p> <p>(only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)</p>
	Low Density	4.3	8.7	<p style="text-align: center;">0.4</p> <p>(only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)</p>

**TABLE LU-1
LAND USE DESIGNATION SUMMARY TABLE
Hayward Planning Area**

Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio	
	Mobile Home Park	8.7	12.0	N/A
	Limited Medium Density	8.7	12.0	0.5 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)
	Medium Density	8.7	17.4	0.6 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)

**TABLE LU-1
LAND USE DESIGNATION SUMMARY TABLE
Hayward Planning Area**

Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio
 <p>High Density</p>	17.4	34.8	<p>0.8 (only applies to public and quasi-public uses, neighborhood commercial uses, and neighborhood mixed-use)</p>
Commercial Land Use Designations			
 <p>Retail and Office Commercial</p>	N/A	17.4	0.6
 <p>General Commercial</p>	N/A	17.4	0.6

**TABLE LU-1
LAND USE DESIGNATION SUMMARY TABLE
Hayward Planning Area**

Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio	
Mixed-Use Land Use Designations				
	Commercial/High Density Residential	N/A	34.8	0.8
	Sustainable Mixed-Use	Minimum and maximum densities vary greatly based on zoning. Densities range from 4.3 to 100 dwelling units per net acre		2.0 (2.75 if located within a transit overlay zone established by zoning)
	Central City-Retail and Office Commercial	Maximum densities vary greatly based on zoning. Maximum densities range from 40 to 110 dwelling units per net acre		1.5

**TABLE LU-1
LAND USE DESIGNATION SUMMARY TABLE
Hayward Planning Area**

Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio
	Central City-High Density Residential	Maximum densities vary greatly based on zoning. Maximum densities range from 40 to 110 dwelling units per net acre	1.5
Industrial Land Use Designations			
	Industrial Technology and Innovation Corridor	N/A	N/A
	Mixed Industrial	N/A	N/A

TABLE LU-1 LAND USE DESIGNATION SUMMARY TABLE Hayward Planning Area				
Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio	
Public and Quasi-Public Land Use Designations				
	Public/Quasi-Public	N/A	N/A	1.5
Open Space Land Use Designations				
	Parks and Recreation	N/A	N/A	0.15
	Baylands	N/A	N/A	0.01

**TABLE LU-1
LAND USE DESIGNATION SUMMARY TABLE
Hayward Planning Area**

Land Use Designation	Minimum Density (Dwelling Units per Net Acre)	Maximum Density (Dwelling Units per Net Acre)	Maximum Floor Area Ratio
	Limited Open Space	N/A	0.2

Goal 1 Growth and Sustainable Development

The Bay Area is projected to grow by an additional 2.0 million people and 1.1 million jobs by the year 2040. With its centralized Bay Area location and regional transportation network, the city of Hayward will undoubtedly receive a share of the region's overall growth. This goal and its supporting policies are designed to promote sustainable development and local growth patterns that enhance Hayward's overall quality of life. Sustainable development is generally defined as an approach to land development that meets the needs of the current population without compromising the ability of future generations to meet their own needs. In more practical terms, a sustainable development project is designed and operated to minimize resource consumption, reduce dependency on the automobile, preserve sensitive environmental resources, reduce maintenance and utility expenses, and improve social health and interaction. The policies in this section support growth patterns that protect Hayward's open space and natural resources by maintaining established urban limit lines and directing housing and employment growth toward infill sites and underutilized properties. In addition, the policies in this section align with the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy by directing growth toward walkable and mixed-use areas that are planned to integrate housing with regional transit, employment, services, and amenities. These areas, which are called Priority Development Areas, are discussed further under Goal 2.

The policies in this section address growth and sustainable development at a city-wide level. Other goals in this Element provide more specific direction related to how growth and development should occur within the many neighborhoods, corridors, and centers of Hayward.

GOAL LU-1

Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions. [Source: New Goal; City Staff]

LU-1.1 Jobs-Housing Balance

The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution. [Source: Existing Policy; modified] (IGC/MPSP/RDR/PSR)

JOB HOUSING RATIO

In 2010, the City of Hayward had a jobs-housing ratio of 1.43 jobs for every housing unit. The California Department of Finance considers a ratio of 1.5 jobs for every housing unit to be a healthy ratio.

LU-1.2 Urban Limit Lines

The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources. [Source: Existing Policy, modified; City Staff] (MPSP/RDR)

LU-1.3 Growth and Infill Development

The City shall direct local population and employment growth toward infill development sites within the city, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan. *[Source: New Policy; GPUTF, Public] (MPSP)*



The 2040 General Plan policies direct growth and development toward vacant and underutilized sites (top) to preserve the Hayward shoreline (center) and hillsides (bottom) as open space.

LU-1.4 Revitalization and Redevelopment

The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth. *[Source: New Policy; GPUTF, Public] (MPSP/RDR)*

LU-1.5 Transit-Oriented Development 🌐

The City shall support high-density transit-oriented development within the city’s Priority Development Areas to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions. *[Source: Existing Policy, modified] (MPSP/RDR)*

LU-1.6 Mixed-Use Neighborhoods

The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities. *[Source: New Policy; GPUTF, Public] (MPSP/PSR, RDR)*

LU-1.7 Design Guidelines

The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies. *[Source: New Policy; City Staff] (MPSP/RDR)*

LU-1.8 Green Building and Landscaping Requirements 🌱

The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to:

- Reduce the use of energy, water, and natural resources.
- Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.

- Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors.
- Encourage the use of durable, sustainably-sourced, and/or recycled building materials.
- Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.

[Source: New Policy; City Staff] (RDR)

LU-1.9 Development Standards and Greenhouse Gas Emissions

The City shall explore the use of zoning and development standards that help reduce greenhouse gas emissions when preparing or updating plans and ordinances. *[Source: Climate Action Plan] (RDR/MPSP)*

LU-1.10 Infrastructure Capacities

The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city. *[Source: Existing Policy, modified] (RDR/MPSP)*



City of Hayward Water Pollution Control Facility

LU-1.11 Annexations

The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary. *[Source: New Policy; City Staff] (IGC/PSR/RDR)*

LU-1.12 Regional Planning

The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA). *[Source: New Policy; City Staff, GPUTF] (IGC/PSR/MPSP)*

LU-1.13 Local Plan Consistency with Regional Plans

The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining. *[Source: New Policy; City Staff] (MPSP/PSR)*

LU-1.14 Joint Planning with Alameda County

The City shall coordinate with Alameda County in reviewing proposed developments and plans within the unincorporated areas of the City's Sphere of Influence to ensure that they align with Hayward's 2040 Vision. *[Source: Existing Policy, modified] (RDR/IGC/PSR)*

Goal 2 Priority Development Areas

The Bay Area's Regional Transportation Plan and Sustainable Communities Strategy directs housing and employment growth toward Priority Development Areas located throughout the region. These areas include downtowns, employment centers, corridors, neighborhoods, and districts that are served by regional transit. Hayward has five Priority Development Areas:

- The Downtown City Center
- The Cannery Transit Neighborhood
- The Mission Boulevard Mixed-Use Corridor
- The South Hayward BART Mixed-Use Corridor
- The South Hayward BART Urban Neighborhood

This goal and its supporting policies encourage development within Hayward's Priority Development Areas. Development within Hayward's Priority Development Areas will decrease dependency on the automobile and allow more people to walk, bike, or take transit for commute and daily trips. This will help reduce automobile use, local and regional traffic congestion, and related greenhouse gas emissions.

The City of Hayward has adopted specific plans, area plans, or form-based codes for all of the Priority Development Areas. These plans and codes contain specific land use policies and design regulations for new development. With the exception of the Downtown City Center, the policies within this section support the implementation of these plans and codes to guide future development and infrastructure improvements within the Priority Development Areas. The adopted plan for the Downtown City

Center is relatively dated and new policies, strategies, and regulations are needed to support Downtown investment and revitalization. As a result, this section provides more policies for the Downtown City Center than the other Priority Development Areas. A policy is also provided to support the development of an updated Specific Plan for the Downtown City Center.

GOAL LU-2

Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the city's job centers and regional transit facilities. [Source: New Goal; GPUTF; Public; CC/PC]

LU-2.1 Downtown Arts and Entertainment

The City shall encourage private-sector investment in Downtown to transform it into a safe, vibrant, and prosperous arts and entertainment district that offers enhanced shopping, dining, recreational, and cultural experiences and events for residents, families, college students, and visitors. [Source: New Policy; GPUTF, Public] (MPSP/RDR)



Entertainment in Downtown Hayward. Courtesy of Cathy Breslow.

LU-2.2 Downtown Activities and Functions

The City shall maintain the Downtown as a center for shopping and commerce, social and cultural activities, and political and civic functions. *[New Policy; GPUTF, Public] (MPSP/JP/RDR/CSO)*

LU-2.3 Downtown Pedestrian Environment

The City shall strive to create a safe, comfortable, and enjoyable pedestrian environment in the Downtown to encourage walking, sidewalk dining, window shopping, and social interaction. *[Existing Policy, modified] (MPSP/RDR)*

LU-2.4 Downtown Retail Frontages

The City shall require retail frontages and storefront entrances on new and renovated buildings within the “retail core” of Downtown Hayward, which includes properties along:

- “A” Street between Mission Boulevard and Foothill Boulevard
- “B” Street between Watkins Street and Foothill Boulevard
- “C” Street between Mission Boulevard and Foothill Boulevard
- Main Street between “A” Street and “C” Street
- Mission Boulevard between “A” Street and “C” Street
- Foothill Boulevard between “C” Street and City Center Drive

This policy does not apply to historic buildings that were originally designed without a retail frontage or storefronts. *[Source: Existing Policy, modified] (MPSP/RDR)*



Examples of attractive streetscape elements and retail frontages that help create a safe, comfortable, and enjoyable pedestrian environment.

LU-2.5 Downtown Housing

The City shall encourage the development of a variety of urban housing opportunities, including housing units above ground floor retail and office uses, in the Downtown to:

- Increase market support for businesses,
- Extend the hours of activity,
- Encourage workforce housing for a diverse range of families and households,
- Create housing opportunities for college students and faculty, and
- Promote lifestyles that are less dependent on automobiles.

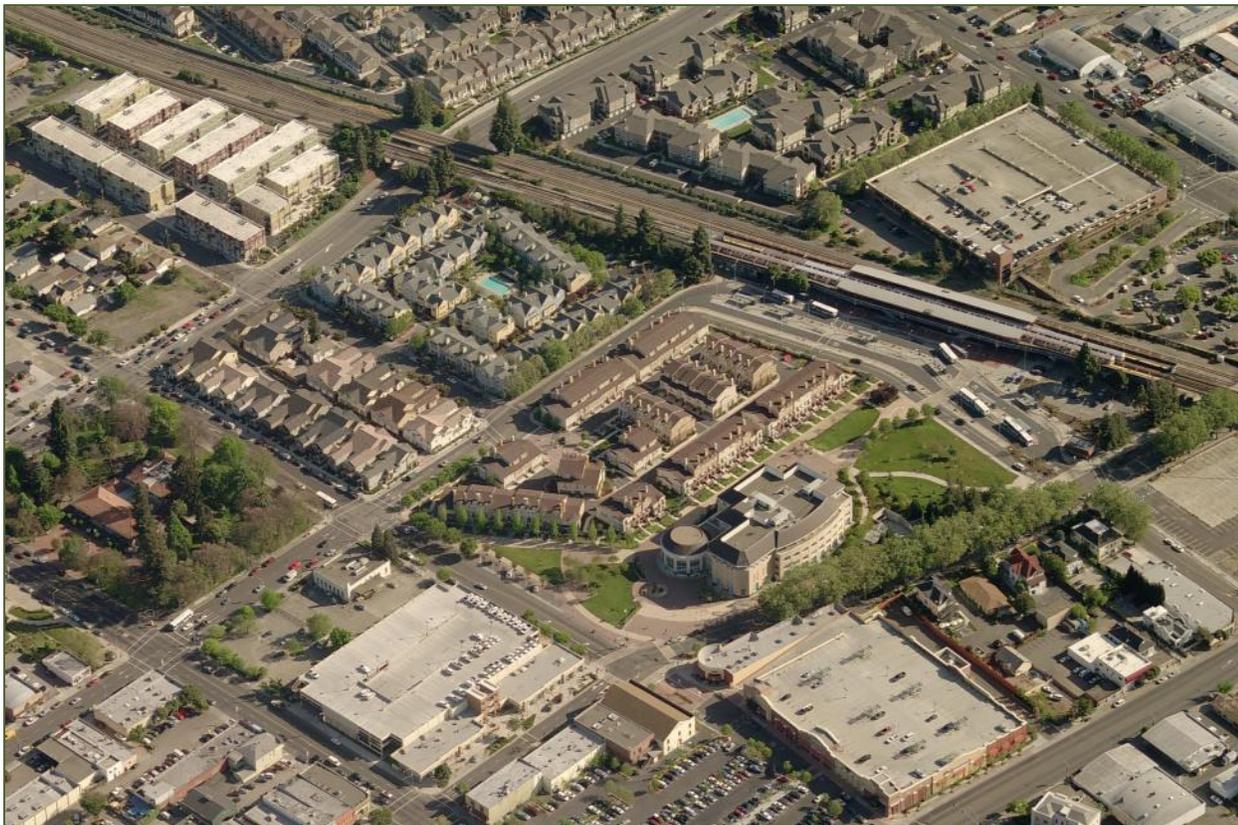
[Existing Policy, modified; GPUTF, Public] (RDR/MPSP)

LU-2.6 Downtown BART Station

The City shall encourage a mix of commercial, office, high-density residential, and mixed-use development in the area surrounding the Downtown BART Station. *[Source: Existing Policy, modified] (MPSP/RDR)*

LU-2.7 Downtown Specific Plan

The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements. *[Source: New Policy; City Staff] (MPSP/PSR)*



Aerial view of urban housing constructed near the Downtown Hayward BART Station and City Hall

LU-2.8 South Hayward BART Urban Neighborhood and Mixed-Use Corridor

The City shall encourage the development of vibrant, compact, mixed-use, and walkable urban neighborhoods within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor. *[Source: Existing Policy, modified]* (MPSP/RDR)

LU-2.9 South Hayward BART Form-Based Code

The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor. *[Source: New Policy; City Staff]* (MPSP/RDR)



Images of vibrant, compact, mixed-use, and walkable urban neighborhoods envisioned within the South Hayward BART Urban Neighborhood and Mixed-Use Corridor. Source: South Hayward BART/Mission Boulevard Form-Based Code Poster.

LU-2.10 The Cannery Transit Neighborhood

The City shall encourage redevelopment of the remaining industrial parcels in the former Hunt's Cannery Area to complete the urban neighborhood with a variety of residential uses, a network of parks, a school, and supporting commercial, office, and live-work uses. [Source: Existing Policy; modified] (MPSP/RDR)

LU-2.11 The Cannery Area Design Plan

The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood. [Source: Existing Policy; modified] (MPSP/RDR)



Example of townhomes constructed in the Cannery Transit Neighborhood.



Illustrative view of the Cannery Area. Source: Cannery Area Design Plan

LU-2.12 Mission Boulevard Mixed-Use Corridor

The City shall encourage the redevelopment of the Mission Boulevard corridor to create an attractive mixed-use boulevard with a variety of commercial functions and residential densities that support walking and transit. *[Source: Existing Policy; modified] (MPSP/RDR)*

LU-2.13 Mission Boulevard Specific Plan

The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor. *[Source: New Policy; City Staff] (MPSP/RDR)*



Image of a new retail center at the northeast corner of Carlos Bee Boulevard and Mission Boulevard. Source: Mission Boulevard Corridor Specific Plan



Image of a walkable Mission Boulevard (north of "A" Street). Source: Mission Boulevard Corridor Specific Plan

LU-2.14 University-Oriented Uses

The City shall support the development of university-oriented uses, including student and faculty housing, satellite campuses, and university-oriented retail and service uses, within the City’s Priority Development Areas (excluding the Cannery Transit Neighborhood). *[Source: New Policy; GUTF, Public] (MPSP/RDR/IGC)*

LU-2.15 Office and Employment Uses and Amenities

The City shall encourage the establishment of professional office and employment uses within the Priority Development Areas. Major office and employment uses should include amenities for employees, such as courtyards and plazas, outdoor seating areas, fitness facilities, bicycle storage areas, and showers. *[Source: New Policy, City Staff] (MPSP/RDR)*

LU-2.16 Uses to Attract the Creative Class

The City shall encourage the development of uses and amenities to attract creative-class professionals and businesses to Hayward’s Priority Development Areas, including:

- Restaurants and cafes;
- Art studios and galleries;
- Entertainment and cultural venues;
- Urban housing and live-work units;
- Exercise and physical fitness facilities;
- Office space and business incubators; and
- Community-operated workspaces where people with common interests can meet, collaborate, and develop their business ideas and products (e.g. hacklabs, hackerspaces, or makerspaces).

[Source: New Policy; GPUTF] (RDR/MSPS)

LU-2.17 Youth and Family Entertainment

The City shall encourage the establishment of youth and family entertainment uses within the Downtown and/or the Mission Boulevard Corridor. Appropriate uses include ice skating, climbing walls, bowling alleys, trampoline gyms, indoor miniature golf, arcades, billiards, climbing and play structures, water play or “spray parks”, and family-friendly dining. *[Source: New Policy; GPUTF, Public] (RDR/MSPS)*

LU-2.18 Future Priority Development Areas

The City shall work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to consider establishing new Priority Development Areas during future updates to the Regional Transportation Plan and Sustainable Communities Strategy. *[Source: New Policy; City Staff] (IGC/MPSP/PSR)*

THE CREATIVE CLASS

Richard Florida, an economist and social scientist, coined the term “creative class” to describe a group of highly creative and innovative professionals that design goods and offer service to solve complex problems. The creative class includes scientists, engineers, educators, computer programmers, web designers, researchers, artists, architects, designers, and media workers. According to Florida, the creative class is a key driving force of economic development within post-industrial cities throughout the United States. For a city to attract the creative class, Florida argues, that it must possess "the three "T"s":

- Talent: a highly talented, educated, and skilled population;
- Tolerance: a diverse community that has a 'live and let live' ethos; and
- Technology (the technological infrastructure necessary to fuel an entrepreneurial culture).

LU-2.19 Unincorporated Priority Development Areas within the Hayward Planning Area

The City shall coordinate with Alameda County to pursue joint planning efforts and to review future plans for County Priority Development Areas that are located within the City's Sphere of Influence (i.e., Hesperian Boulevard Transit Neighborhood, the Meekland Avenue Mixed-Use Corridor, and the East 14th Street and Mission Boulevard Mixed-Use Corridor). *[Source: New Policy; City Staff] (IGC/PSR)*

Goal 3 Complete Neighborhoods

Most of Hayward's neighborhoods were developed under land use and zoning regulations that required the separation of land uses. As a result, many Hayward neighborhoods do not provide their residents with safe and convenient access to schools, parks, shopping, community services, and other neighborhood amenities. This goal and its supporting policies are designed to create more complete neighborhoods. Complete neighborhoods meet the daily needs of residents and provide a mix of amenities, including pedestrian- and bicycle-friendly streets, parks, community centers, day care centers, community gardens, affordable housing, libraries, and neighborhood commercial and service uses.

Supporting goals and policies related to complete neighborhoods are also provided in the Mobility Element and the Health and Quality of Life Element.

The policies in this section apply to most neighborhoods within the City. They do not apply to the City's Priority Development Areas, as more specific policies for those areas are provided under Goal 2.

GOAL LU-3

Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities. *[Source: New Goal; Public; GPUTF, CC/PC].*

LU-3.1 Complete Neighborhoods

The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments. *[Source: New Policy; GPUTF, City Staff] (RDR)*

LU-3.2 Centralized Amenities

The City shall encourage the development of neighborhood amenities and complimentary uses in central locations of the neighborhood whenever feasible. *[Source: New Policy; City Staff; GPUTF; Public] (RDR/IGC)*



Example of a local park that serves as a centralized neighborhood amenity.

LU-3.3 Neighborhood Commercial and Mixed-Use Developments

The City shall allow neighborhood commercial and mixed-use developments on properties with residential land use designations, subject to community input from residents and conditions of approval that ensure that these uses are located, designed, and operated in a manner that maintains neighborhood compatibility and contributes to an enhanced quality of life. Appropriate locations for neighborhood commercial and mixed-use developments include:

- Corner lots located along collector or arterial streets.
- Corner lots located adjacent to or across from a school, park, community center, or other neighborhood gathering place.

[Source: New Policy; City Staff] (RDR)

LU-3.4 Design of New Neighborhood Commercial and Mixed Use Development

The City shall require new neighborhood commercial and mixed-use developments to have a pedestrian-scale and orientation by:

- Placing the building and outdoor gathering spaces along or near the sidewalk.
- Locating parking to the rear of the building or along the internal side yard of the property.
- Designing the building with ground floor retail frontages or storefronts that front the street.
- Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.

[Source: New Policy; City Staff] (RDR)



Example of a compatible neighborhood mixed-use project that incorporates the design strategies outlined in Policy LU-3.4. Source: Mission Boulevard Corridor Specific Plan

LU-3.5 Mixed-Density Development Projects

The City shall encourage infill residential developments that provide a mix of housing types and densities within a single development on multiple parcels. Individual parcels within the development may be developed at higher or lower densities than allowed by the General Plan, provided that the net density of the entire development is within the allowed density range.

[Source: New Policy; City Staff] (RDR)

LU-3.6 Residential Design Strategies

The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

- Creating a highly connected block and street network.
- Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.
- Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.
- Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home.
- Locating parking facilities below or behind apartment and condominium buildings.
- Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.
- Ensuring that windows are provided on facades that front streets or public spaces.

[Source: New Policy; City Staff] (RDR)



Examples of residential developments that incorporate the design strategies outlined in Policy LU-3.6.

LU-3.7 Infill Development in Neighborhoods

The City shall protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features. *[Source: New Policy; City Staff]* (RDR)

LU-3.8 Home Additions

The City shall require home additions to be compatible with the mass, scale, and character of the existing home and neighborhood by using compatible building forms, materials, and features. Home additions along rear or side facades are encouraged. *[Source: New Policy; City Staff]* (RDR)

LU-3.9 Home Conversions

If residential homes are converted to non-residential uses, the City shall ensure that the property maintains the residential character of the neighborhood by minimizing changes to landscaped front yards and exterior building elevations, and requiring low-profile monument signs for businesses. *[Source: New Policy; City Staff]* (RDR)



Example of a home to office conversion that retained the character of the residential neighborhood.

LU-3.10 Mobile Home Parks

The City shall encourage private-sector investments to maintain local mobile homes parks, and shall discourage the conversion of mobile home parks to alternative uses. *[Source: New Policy; City Staff]* (RDR/PI/JP)

LU-3.11 Gated Neighborhoods

The City shall discourage gated neighborhoods to encourage social cohesion and to promote an interconnected and accessible street network that allows public access through all city neighborhoods. *[Source: New Policy; City Staff; GPUTF; Public]* (MPSP, RDR)

Goal 4 Corridors

The city of Hayward has a variety of arterial streets that traverse the community. These arterial corridors are generally lined with auto-oriented commercial uses, such as gas stations, fast-food restaurants, and a variety of strip commercial developments. The land uses and development patterns along Hayward’s corridors generally serve motorist driving through the neighborhood or city. Most of the commercial properties do not offer convenient access and attractive amenities that encourage nearby residents and employees to walk or bike to businesses and services. Some corridor segments are also lined with blighted properties and residential sound walls and fences. These areas are targets for litter and graffiti, which degrade the image and perceived safety of the city. This goal and its supporting policies are designed to reinvent Hayward’s corridors to create more attractive and economically viable uses. Rather than creating conditions that exclusively serve motorists driving through the neighborhood or city, the policies support efforts to create more pedestrian-oriented developments that foster commercial and social activity for nearby residents and employees.

Supporting policies related to complete and multi-modal streets are provided in the Mobility Element.

The policies in this section apply to the majority of corridors within the City. They do not apply to corridor segments within the City’s Priority Development Areas and Industrial Technology and Innovation Corridor. Policies for the Priority Developments Areas and the Industrial Technology and Innovation Corridor are provided under Goal 2 and Goal 6, respectively.

GOAL LU-4

Create attractive commercial and mixed-use corridors that serve people traveling through the city, while creating more pedestrian-oriented developments that foster commercial and social activity for nearby residents and businesses. *[Source: New Goal; City Staff; GPUTF, Public]*

LU-4.1 Mixed-Use Corridors

The City shall encourage a variety of development types and uses along corridors to balance the needs of residents and employees living and working in surrounding areas with the needs of motorists driving through the community. *[Source: New Policy; City Staff] (RDR)*

LU-4.2 Transformation of Auto-Oriented and Strip Commercial Uses

The City shall support the transformation of auto-oriented and strip commercial uses into attractive pedestrian-oriented developments that frame and enhance the visual character of the corridor. *[Source: New Policy; GPUTF, City Staff] (RDR)*

LU-4.3 Mixed-Use Developments within Commercial-Zoned Properties

The City shall allow mixed-use developments within commercially-zoned properties along corridors and ensure that these uses are located,

designed, and operated in a manner that maintains compatibility with adjacent residential uses. *[Source: New Policy; City Staff] (RDR)*



Examples of pedestrian-oriented developments that frame and enhance the visual character of the corridor.

LU-4.4 Design Strategies for Corridor Developments

The City shall encourage corridor developments to incorporate the following design strategies:

- Widen and improve public sidewalks to accommodate street trees, pedestrian-scaled lighting, and streetscape furniture. When sidewalks cannot be widened within the public right-of-way, the City shall encourage developers to extend sidewalk improvements on private property to create room for improvements.
- Place buildings and outdoor gathering and dining spaces along or near the public sidewalk of the corridor.
- Locate parking lots to the rear or side of buildings or place parking within underground structures or above-ground structures located behind buildings.
- Design commercial and mixed-use buildings with articulated facades and transparent storefront entrances that front the corridor.
- Design residential buildings with articulated facades and entries that front the corridor.
- Enhance commercial and mixed-use building facades with awnings, shade structures, pedestrian-oriented signage, decorative lighting, and other attractive design details and features.
- Enhance residential building facades with stoops, porches, balconies, and other attractive design details and features.

[Source: New Policy; City Staff] (RDR)



Example of how auto-oriented and strip commercial properties (top right) can be transformed into attractive pedestrian-oriented developments that frame and enhance the visual character of corridors (bottom) by incorporating the design strategies in Policy LU-4.4.

LU-4.5 Massing, Height, and Scale

The City shall require corridor developments to transition the massing, height, and scale of buildings when located adjacent to residential properties. New development shall transition from a higher massing and scale along the corridor to a lower massing and a more articulated scale toward the adjoining residential properties. *[Source: New Policy; City Staff]* (RDR)



Example of a project that transitions in mass, height, and scale as it approaches adjacent single-family residential properties. (Source: South Hayward BART/Mission Boulevard Concept Design Plan)

LU-4.6 Commercial Signs

The City shall maintain, implement, and enforce sign regulations and design standards to reduce sign clutter and illegal signage along corridors. *[Source: New Policy; City Staff]* (RDR)

LU-4.7 Parcel Consolidation

The City shall promote the consolidation of small and irregular shaped parcels along corridors to improve the economic feasibility of development projects. *[Source: New Policy; City Staff]* (RDR)

LU-4.8 Shared Driveways and Parking Lots

The City shall encourage adjoining properties along corridors to use shared driveways and shared parking lots to promote the efficient use of land, reduce the total land area dedicated to parking, and to create a more pedestrian-friendly environment by minimizing curb-cuts along the sidewalk. *[Source: New Policy; City Staff]* (MPSP/RDR)

LU-4.9 Existing Sound Walls and Fences

The City shall encourage landscaping improvements along sound walls and fences to discourage graffiti and to enhance the visual character of corridors. Where landscaping is not feasible, the City shall encourage the painting of murals on sound walls. *[Source: New Policy; City Staff]* (RDR/CSO/MPSP)



Examples of murals painted on sound walls.

LU-4.10 New Sound Walls and Fences

The City shall discourage the construction of new soundwalls and fences along corridors and shall encourage new developments to front corridors whenever feasible. This policy does not apply to the reconstruction of existing soundwalls or fences that shield existing residential uses from noise. *[Source: New Policy; City Staff] (RDR)*

LU-4.11 Streetscape Enhancements

The City shall strive to improve the visual character of corridors by improving streetscapes with landscaped medians, and widened sidewalks that are improved with street trees, pedestrian-scaled lighting, underground utilities, landscaping, and streetscape furniture and amenities. *[Source: New Policy; City Staff] (RDR/MPSP)*

LU-4.12 Hesperian Boulevard College Corridor

The City shall develop, maintain, and implement a plan to create a mixed-use and pedestrian-oriented corridor along the segment of Hesperian Boulevard near Chabot College (between Winton Avenue and State Route 92). The City shall encourage a variety of student- and neighborhood-oriented uses along the corridor, including student housing, restaurants, entertainment uses, and cafes. *[Source: New Policy; City Staff] (MPSP/PSR)*

LU-4.13 “A” Street and Redwood Road Corridor

The City shall coordinate with Alameda County to prepare a coordinated corridor enhancement and land use plan for the “A” Street and Redwood Road Corridor. *[Source: New Policy; City Staff] (IGC/MPSP)*

LU-4.14 Grants for Corridor Planning

The City shall pursue grant funding to prepare land use, urban design, and mobility plans for additional corridors in Hayward. *[Source: New Policy; City Staff] (CSO/MPSP/PSR)*

LU-4.15 Gateway Monument Signs

The City shall provide gateway monument signs or archways at major corridor entrances to the city, including:

- Mission Boulevard (at the north and south City Limits),
- Hesperian Boulevard (at the north and south City Limits),
- Foothill Boulevard (at the north City Limit),
- “A” Street and Redwood Road (at the north City Limit),
- B Street (at the northeast City Limit), and
- Industrial parkway Southwest (at the south City Limit).

[Source: New Policy; City Staff] (MPSP)



Gateway sign for Downtown Hayward.

Goal 5 Centers

Centers are commercial and mixed-use developments that contain a mix of commercial businesses and at least one anchor tenant. For the purpose of this General Plan, the City of Hayward has two types of centers: regional centers and community centers. Regional centers, such as the Southland Mall, are large commercial developments that serve residents from Hayward and other nearby communities in Alameda County. Regional centers are generally located at the intersections of major arterial streets and near freeway interchanges. Community centers are smaller commercial developments that primarily serve local residents and business within nearby neighborhoods. Community centers are typically located along arterial streets. As a result, they may be confused with corridor developments (see Goal 4). The key differences between community centers and corridor developments are the size of the property and the tenant mix. Community centers are larger properties that contain a mix of commercial businesses and at least one anchor tenant, such as a grocery store or large health gym. Corridor developments are located on smaller sites and do not have an anchor tenant.

This goal and its supporting policies are designed to promote attractive and vibrant regional and community centers that provide opportunities for commerce, shopping, services, entertainment, and culture. The policies support the renovation, reuse, and redevelopment of underutilized and obsolete centers to create more economically viable developments. In some circumstances, residential and mixed-use developments may be appropriately integrated within existing and new centers to improve the economic viability of properties. However, the integration of these uses should support, rather than replace, the primary commercial and service functions of the center.

Because of the continuing growth of online retailing, convenience and experience are becoming more and more important in the design of regional and community centers. To attract customers and drive sales, centers need to give people additional reasons to visit. As a result, centers are being reinvented to enhance the social experience of shopping by offering quality indoor and outdoor spaces, wireless networks, quality dining experiences, and community gathering spaces, such as sidewalk dining, play areas for children, and plazas for community events. The policies in this section support these types of improvements and enhancements to existing and new centers.

The policies in this section apply to most centers within the City. They do not apply to the centers within the City's Priority Development Areas, as more specific policies for those areas are provided under Goal 2.

GOAL LU-5

Promote attractive and vibrant community and regional centers that provide convenient and enhanced opportunities for shopping, services, entertainment, social interaction, and culture. [Source: New Goal; City Staff]

LU-5.1 Mix of Uses and Activities

The City shall encourage a mix of retail, service, dining, recreation, entertainment, and cultural uses and activities in regional and community centers to meet a range of neighborhood and citywide needs. [Source: New Policy; City Staff] (MPSP/RDR)

LU-5.2 Flexible Land Use Regulations

The City shall maintain flexible land use regulations that allow the establishment of economically productive uses in regional and community centers. [Source: New Policy; City Staff] (MPSP/RDR)

LU-5.3 Design Strategies for New Centers

The City shall encourage new and redeveloped centers to incorporate the following design strategies:

- Place large anchor retail buildings (big-box stores) to the rear of the site and away from streets.
- Place smaller commercial or mixed-use buildings along street frontages and/or internal driveways that function as small pedestrian-oriented “Main Street” environments. Orient the main entrances to these buildings toward streets rather than internal parking lots.
- Minimize large expanses of parking along streets by placing parking lots and structures behind buildings and within the interior of the site.

Encourage pedestrian-friendly sidewalks and outdoor gathering and dining spaces along building frontages.

- Incorporate pedestrian connections and access routes to connect building entrances to adjacent sidewalks, transit stops, parks and greenways, and neighborhoods.
- Design buildings with articulated facades and transparent storefront entrances.
- Enhance building facades with awnings, shade structures, pedestrian-oriented signage, decorative lighting, and other attractive design details and features.

[Source: New Policy; City Staff] (RDR)



Example of a center that is designed to generally comply with the design principles in Policy LU-5.3.

LU-5.4 Parking Lot Enhancements

The City shall require new and renovated community and regional centers to incorporate landscaping and shade trees into parking lots to capture and filter stormwater runoff, minimize the heat island affect, and improve the visual appearance of properties. Parking lot shade structures with solar panels may also be used as an alternative to shade trees. *[Source: New Policy; City Staff]* (RDR)



Examples of parking lots improved with landscaping that filters stormwater and provides shade.

LU-5.5 Southland Mall

The City shall support private-sector efforts to improve the economic health and vitality of the Southland Mall, including major redevelopment efforts that transform the property into a regional destination for shopping, dining, and family and youth entertainment and recreation. *[Source: New Policy; GPUTF, Public]* (MPSP/RDR/JP/PSR)

LU-5.6 Adaptive Reuse, Renovation or Redevelopment

The City shall support the adaptive reuse, renovation, or redevelopment of community and regional shopping centers that are no longer viable due to changing market conditions, demographics, or retail trends. The City shall consider alternative land uses if market conditions limit the feasibility of commercial uses. *[Source: New Policy; City Staff]* (RDR)

LU-5.7 Integrating Centers with Residential or Mixed-Use Developments

The City shall consider the integration of residential or mixed-use developments into new and existing community and regional centers. The integration of these uses should support, rather than replace, the primary commercial and service functions of the center. *[Source: New Policy; City Staff]* (RDR)

Goal 6 Industrial Technology and Innovation Corridor

The Industrial Technology and Innovation Corridor is a crescent-shaped corridor located along the western and southwestern edge of the City's Urban Limit Line. Due to its centralized Bay Area location, freeway access, and relatively low land costs, the Industrial Technology and Innovation Corridor has attracted a variety of warehouse and distribution facilities, food manufacturing companies, bio-technology firms, and high technology businesses. As the main

employment area of the city, the Corridor is an important economic asset that needs to be protected and enhanced. This goal and its supporting policies are designed to maintain and improve the Industrial Technology and Innovation Corridor and expand the economic and employment base of Hayward. The policies support land use changes that will help Hayward transition from a manufacturing-based economy to an information- and technology-based economy.

Supporting goals and policies related to the Industrial Technology and Innovation Corridor are provided in the Economic Development Element and Mobility Element. Additional policies related to the regulation of industrial uses that involve hazardous materials are provided under Goal HAZ-6 of the Hazards Element.

GOAL LU-6

Enhance the Industrial Technology and Innovation Corridor to expand the economic and employment base of Hayward and to achieve a healthy balance between a manufacturing-based economy and an information- and technology-based economy. [Source: New Goal; City Staff].

LU-6.1 Land Uses

The City shall encourage employee-intensive uses, such as professional office, corporate campuses, research and development, traditional and specialized manufacturing, throughout the Industrial Technology and Innovation Corridor. [Source: New Policy; GPUTF, Public] (MPSP/RDR)

LU-6.2 Industrial and Warehouse Conversions

The City shall encourage the conversion of obsolete industrial and warehouse distribution space to a productive use, such as advanced manufacturing, professional office centers, corporate campuses, research and development parks, and flex space. [Source: Existing Policy, modified] (MPSP)

LU-6.3 Parcel Consolidation

The City shall promote the consolidation of small and irregular shaped parcels within the Industrial Technology and Innovation Corridor to improve the economic feasibility of development projects. [Source: New Policy; City Staff] (RDR)

LU-6.4 Incidental Commercial Uses

The City shall encourage incidental commercial uses that support employees and businesses within the Industrial Technology and Innovation Corridor, such as restaurants, business services, business hotels, gas stations, and similar uses. [Source: Existing Policy, modified] (RDR)

LU-6.5 Incompatible Uses

The City shall protect the Industrial Technology and Innovation Corridor from the encroachment of uses that would impair industrial operations or create future land use conflicts. [Source: New Policy, City Staff] (RDR)

LU-6.6 Property Upgrades

The City shall encourage property owners to upgrade existing buildings, site facilities, and landscaped areas to improve the economic viability of properties and to enhance the visual character of the Industrial Technology and Innovation Corridor. [Source: New Policy, City Staff] (PI/RDR)

LU-6.7 Design Strategies

The City shall encourage developments within the Industrial Technology and Innovation Corridor to incorporate the following design strategies:

- Provide attractive on-site landscaping and shade trees along street frontages and within employee and visitor parking lots.
- Screen areas used for outdoor storage, processing, shipping and receiving, and other industrial operations with a combination of landscaping and decorative fences or walls.
- Encourage consistent architectural facade treatments on all sides of buildings.
- Screen roof-top equipment with roof parapets.
- Design shipping and receiving areas and driveways to accommodate the turning movements of large trucks.
- Develop coordinated and well-designed signage for tenant identification and way-finding.
- Incorporate attractive building and site lighting to prevent dark pockets on the site.
- Provide pedestrian walkways to connect building entrances to sidewalks.
- Use landscaped buffers with trees and attractive sound walls to screen adjacent residential areas and other sensitive uses.

[Source: New Policy, City Staff] (RDR)



Example of a development that generally complies with the design standards in Policy LU-6.7.

LU-6.8 Employee Amenities

The City shall encourage the provision of employee-serving amenities for major employment uses within the Industrial Technology and Innovation Corridor, such as courtyards and plazas, outdoor seating areas, fitness facilities, bicycle storage areas, and showers. *[Source: New Policy, City Staff] (MPSP/RDR)*

LU-6.9 Industrial Technology and Innovation Corridor Assessment District

The City shall encourage the creation of an assessment district or other funding mechanisms to implement streetscape improvements and enhanced transit or shuttle service within the Industrial Technology and Innovation Corridor. *[Source: Existing Policy, modified; City Staff] (CSO/JP/PI/MPSP/PSR)*

Goal 7 Hillside Development

Hayward contains a number of unique hillside neighborhoods and hillside developments. This goal and its supporting policies are designed to preserve the rural and natural character of hillside development areas. The policies in this section support hillside developments that are sensitively located and designed to retain natural slopes, ridgelines, and sensitive habitat areas. They also require developments to provide connections to adjacent open space and trail networks.

Additional policies related to hillside development, such as landslide hazards and wildland fires, are provided under Goal HAZ-1 and Goal HAZ-5 of the Hazards Element.

GOAL LU-7

Preserve the rural and natural character of hillside development areas. *[Source: Existing Policy, modified]*

LU-7.1 Slopes

The City shall prohibit the construction of buildings on unstable and steep slopes (slopes greater than 25 percent). *[Source: Existing Policy, modified] (RDR)*

LU-7.2 Ridgelines

The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside. *[Source: Existing Policy, modified] (RDR)*



Ridgeline in Hayward that is maintained as open space

LU-7.3 Hillside Street Layouts

The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading. *[Source: Existing Policy, modified]* (RDR)



Example of curvilinear street in Hayward that respects the natural topography of the hillside.

LU-7.4 Hillside Street Design

The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curbs and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses. *[Source: Existing Policy, modified]* (RDR)



Example of narrow street with soft shoulders.

LU-7.5 Clustered Developments

The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings. *[Source: New Policy, City Staff]* (MPSP/RDR)

LU-7.6 Open Space Access

The City shall require new hillside developments to provide public trail access (as appropriate) to adjacent greenways, open space corridors, and regional parks. *[Source: Existing Policy, modified]* (RDR)



Open space trail access from a public street.

LU-7.7 De-Annexations

The City shall consider de-annexing properties outside of the City's sphere of influence (e.g., Pleasanton Ridgeline) if cooperative agreements with Alameda County, Pleasanton, and the East Bay Regional Park District are in place to permanently preserve the properties as open space or regional parkland. *[Source: New Policy; City Staff]* (PSR/IGC)

Goal 8 Historic Districts and Resources

Historic preservation greatly enhances a community’s overall sense of place and quality of life. Not only does it help residents and visitors appreciate local history, but it also helps to revitalize and stabilize downtowns, business districts, and neighborhoods. Historic preservation efforts can also produce local jobs, promote heritage tourism, and increase local property values. This goal and its supporting policies strive to preserve Hayward’s many unique historic resources, including its civic and commercial buildings, and colonial, Victorian and Queen Anne homes and cottages. The policies also support the establishment of historic districts to preserve the character of Downtown Hayward, the Upper B Street District, the B Street Historic Streetcar District, and the Prospect Hill Historic Neighborhood.

GOAL LU-8

Preserve Hayward’s historic districts and resources to maintain a unique sense of place and to promote an understanding of the regional and community history. [Source: New Goal; City Staff]

LU-8.1 Value of Historic Preservation

The City shall recognize the value and co-benefits of local historic preservation, including job creation, economic development, increased property values, and heritage tourism. [Source: New Policy; City Staff] (CSO)

LU-8.2 Local Preservation Programs

The City shall strive to enhance its local historic preservation programs to qualify for additional preservation grants and financing programs. [Source: New Policy; City Staff] (MPSP)



Buildings that contribute to the historic character of Downtown Hayward.

LU-8.3 Historic Preservation Ordinance

The City shall maintain and implement its Historic Preservation Ordinance to safeguard the heritage of the city and to preserve historic resources. *[Source: New Policy; City Staff] (MPSP/RDR)*

LU-8.4 Survey and Historic Reports

The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the city. *[Source: New Policy; City Staff] (CSO)*

LU-8.5 Flexible Land Use Standards

The City shall maintain flexible land use standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures. *[Source: New Policy; City Staff] (MPSP/RDR)*

LU-8.6 Historic Preservation Standards and Guidelines

The City shall consider *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* when evaluating development applications and City projects involving historic resources, or development applications that may affect scenic views or the historic context of nearby historic resources. *[Source: New Policy; City Staff] (MPSP/RDR)*

LU-8.7 Historic Districts

The City shall encourage the establishment of National Park Service Certified Historic Districts to encourage the preservation of Hayward's historic neighborhoods and districts, and to qualify property owners for the Federal Preservation Tax Incentives Program. *[Source: New Policy; GPUTF] (PSR/IGC,/JP)*



House that contribute to the historic character of Upper "B" Street (Potential Historic District).

LU-8.8 Marks Historic Rehabilitation District

The City shall maintain the current Marks Historic Rehabilitation District for Downtown Hayward to issue tax-exempt revenue bonds for financing the rehabilitation of historic structures. *[Source: New Policy; City Staff] (MPSP/IGC/JP)*

LU-8.9 State Historic Building Code

The City shall promote the use of the State Historic Building Code to facilitate the reuse and conversion of historic buildings to alternative uses. *[Source: New Policy; City Staff] (MPSP/CSO)*

LU-8.10 Mills Act

The City shall participate in the California Mills Act Property Tax Abatement Program to provide property owners of historic resources an economic incentive (property tax relief) to restore, preserve, and maintain qualified historic properties. *[Source: New Policy; City Staff] (MPSP/IGC/JP)*

LU-8.11 Federal Historic Preservation Tax Incentives

The City shall promote the use of the Federal Historic Preservation Tax Incentives Program to encourage the rehabilitation of income-producing historic structures in Hayward. *[Source: New Policy; City Staff] (PI)*

LU-8.12 Federal Historic Preservation Tax Credit Program

The City shall promote the Federal Historic Preservation Tax Credit Program to encourage the charitable contribution of historic resources and the establishment of conservation easements for historic preservation purposes. *[Source: New Policy; City Staff] (PI)*

LU-8.13 Planning Study Considerations

The City shall consider historical and cultural resources when developing planning studies and documents. *[Source: New Policy; City Staff] (MPSP/PSR)*

LU-8.14 Demolition of Historic Resources

The City shall prohibit the demolition of historic resources unless one of the following findings can be made:

- The rehabilitation and reuse of the resource is not structurally or economically feasible.
- The demolition is necessary to protect the health, safety, and welfare of the public.
- The public benefits of demolition outweigh the loss of the historic resource.

[Source: New Policy; City Staff] (RDR)

Goal 9 Public and Quasi-Public Uses

Hayward has a variety of public and quasi-public uses, including government facilities, college campuses, medical centers, and a municipal airport. This goal and its supporting policies are designed to ensure that public and quasi-public land uses enhance the quality of life of residents and meet the service needs of the community. Policies encourage public and quasi-public uses to be designed and operated in a manner that is compatible with surrounding properties.

Similar policies that are related to medical centers, parks and recreation, and senior care facilities are provided in the Health and Quality of Life Element.

GOAL LU-9

Provide quality public and quasi-public uses that benefit residents and businesses and enhance the city's overall quality of life and economic viability. *[Source: New Goal; City Staff]*

LU-9.1 Design of City Public Facilities

The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located. *[Source: New Policy; City Staff] (RDR)*

LU-9.2 Design of Non-City Public Facilities

The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located. *[Source: New Policy; City Staff] (IGC)*

LU-9.3 Medical Centers

The City shall coordinate with the owners of existing and planned medical centers to encourage site development or redevelopment in a manner that is compatible with surrounding areas. *[Source: New Policy; City Staff]* (JP/IGC/MPSP)

LU-9.4 Alameda County Government Center

The City shall encourage the expansion and enhancement of the Alameda County Government Center area on Winton Avenue to increase employment opportunities and provide additional services and amenities to employees and residents. *[Source: New Policy; City Staff]* (IGC/RDR)



Alameda County Government Center.

LU-9.5 Cal State University, East Bay

The City shall coordinate with California State University, East Bay to encourage campus development that:

- Maintains compatibility with adjacent residential areas,
- Improves access routes to the campus,
- Protects sensitive habitat and steep slopes as open space,

- Provides additional student and faculty housing and services on campus,
- Supports the City's economic development policies and programs,
- Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and
- Promotes sustainable design and maintenance practices.

[Source: New Policy; City Staff] (IGC, MPSP)

LU-9.6 Chabot College

The City shall coordinate with Chabot College to encourage campus development that maintains compatibility with adjacent residential areas, promotes sustainable design and maintenance practices, and mitigates neighborhood compatibility issues, such as student parking on city streets. *[Source: New Policy; City Staff]* (IGC/MPSP)



Aerial view of Chabot College.

LU-9.7 Hayward Municipal Airport

The City shall maintain and implement an airport master plan to guide the long-term development of the Hayward Municipal Airport. *[Source: New Policy; City Staff]* (MPSP)

LU-9.8 Co-location of Public and Quasi-Public Uses

The City shall encourage the co-location of public and quasi-public uses within commercial and mixed-use developments. *[Source: New Policy; City Staff] (IGC/JP/RDR/PSR)*

POLICY DOCUMENT: PART 3

MOBILITY ELEMENT

Mobility, defined as the ability to move people and goods within and through a city or region, greatly affects a community's economy, environment, and overall quality of life. When mobility networks are overburdened and inefficient, communities can fail to live up to their full potential, and the economy and overall quality of life can suffer. Time is lost in traffic congestion, businesses are less efficient and less profitable, energy resources are wasted, and air quality and natural resources are degraded. In contrast, efficient and convenient mobility networks, when combined with compatible land use patterns, have the potential to increase economic efficiency, reduce pollution and greenhouse gas emissions, and improve community health and quality of life.

The Mobility Element establishes goals and policies to improve the mobility of people and goods within and through the city of Hayward. Rather than focusing on automobile transportation, the Mobility Element seeks to create a balanced transportation network that supports and encourages walking, bicycling, and transit ridership. The goals and policies address a variety of topics, including multimodal transportation, regional coordination, complete streets, local circulation, pedestrian facilities, bikeways, public transit, transportation demand management, parking, aviation, goods movement, and transportation funding. A number of the goals and policies also serve as Climate Action Plan actions, which are designed to reduce local greenhouse gas emissions.

The goals and policies in the Mobility Element are interrelated with several of the Land Use and Community Character goals and policies, particularly as they relate to the City's Priority Development Areas (areas served by regional transit) and the creation of complete, walkable, and transit-oriented neighborhoods, corridors, and districts. The Community Health and Quality of Life Element also has supporting policies related to walking and bicycling.

The Mobility Element is divided into two sections. The first section provides an overview of the Transportation Diagrams. The Transportation Diagrams shows the transportation network that are planned to serve the future land uses within the City. The Transportation Diagram is closely aligned with the Land Use Diagram provided in the Land Use and Community Character Element. The second section of the Element contains the mobility goals and policies.

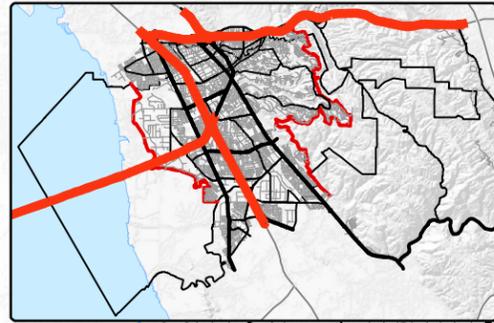
Transportation Diagrams

The transportation networks that are planned to serve the future land uses within the city are identified in the following figures:

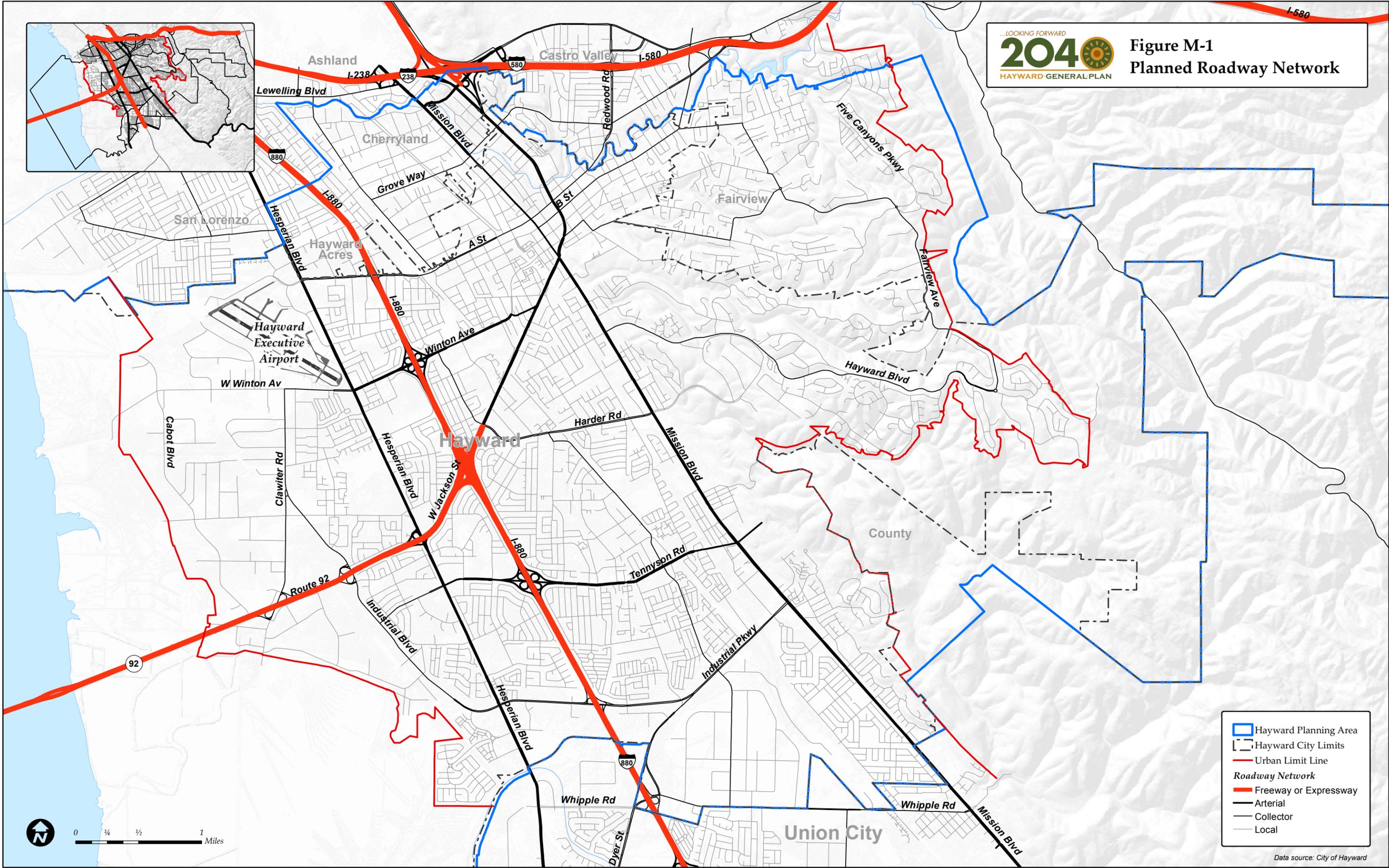
- Figure M-1: Planned Roadway Network: This figure identifies the network of existing and proposed freeways, highways, and arterial streets that are planned to serve the future land uses within the city.
- Figure M-2: Planned Bicycle Network: This figure identifies the network of existing and proposed bike paths, bike lanes, and bike routes that are planned to serve the future land uses within the city.
- Figure M-3: Planned Transit and Passenger Rail Network: This figure

identifies the network of existing and proposed bus, BART, and passenger rail (AMTRAK) stations and routes that are planned to serve the future land uses within the city.

- Figure M-4: Planned Trucking and Freight Rail Network: This figure identifies the network of existing and proposed truck routes and freight rail lines that are planned to serve the future land uses within the city.



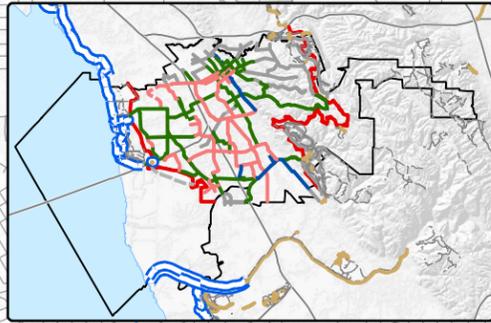
...LOOKING FORWARD
2040
HAYWARD GENERAL PLAN
**Figure M-1
Planned Roadway Network**



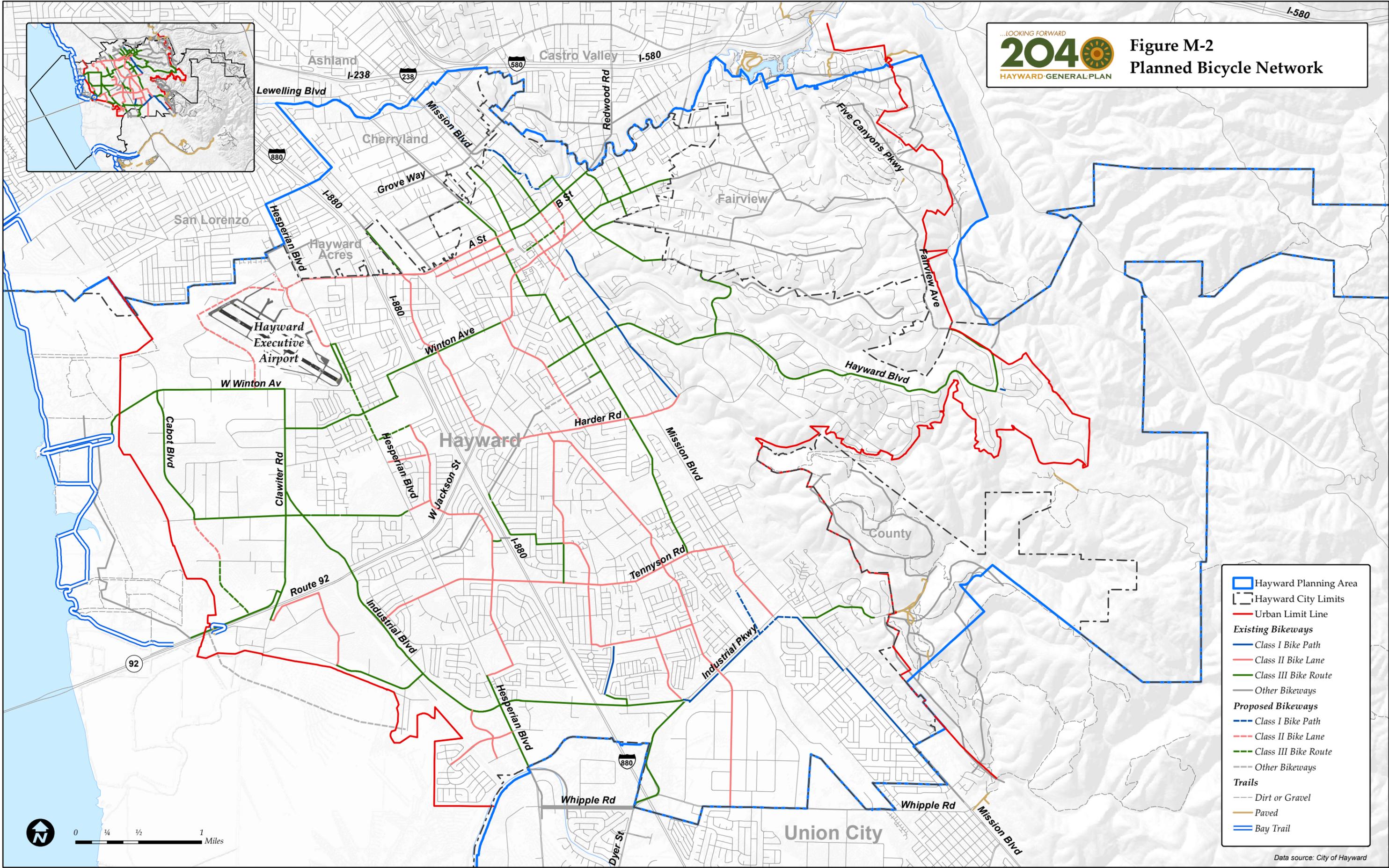
- Hayward Planning Area
- Hayward City Limits
- Urban Limit Line
- Roadway Network**
- Freeway or Expressway
- Arterial
- Collector
- Local

Data source: City of Hayward

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...LOOKING FORWARD
2040 HAYWARD GENERAL PLAN
**Figure M-2
 Planned Bicycle Network**



	Hayward Planning Area
	Hayward City Limits
	Urban Limit Line
Existing Bikeways	
	Class I Bike Path
	Class II Bike Lane
	Class III Bike Route
	Other Bikeways
Proposed Bikeways	
	Class I Bike Path
	Class II Bike Lane
	Class III Bike Route
	Other Bikeways
Trails	
	Dirt or Gravel
	Paved
	Bay Trail

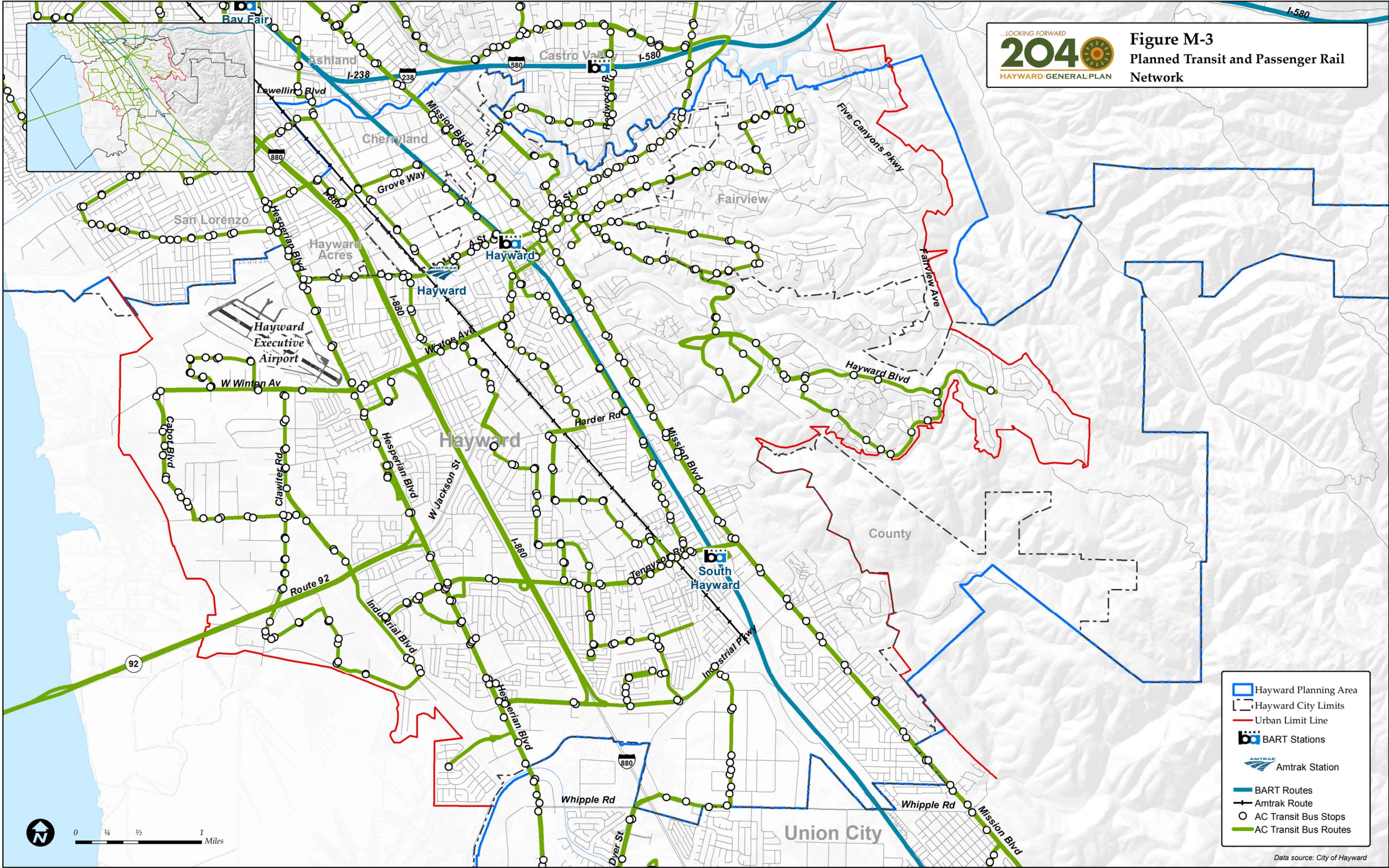


Data source: City of Hayward

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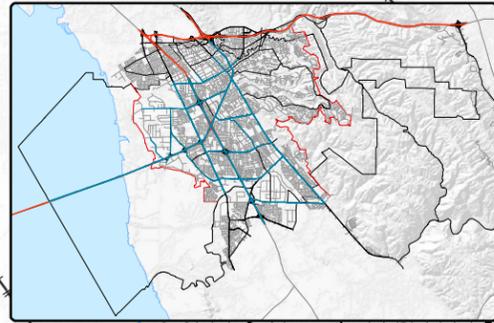
Figure M-3
Planned Transit and Passenger Rail
Network



- Hayward Planning Area
- Hayward City Limits
- Urban Limit Line
- BART Stations
- Amtrak Station
- BART Routes
- Amtrak Route
- AC Transit Bus Stops
- AC Transit Bus Routes

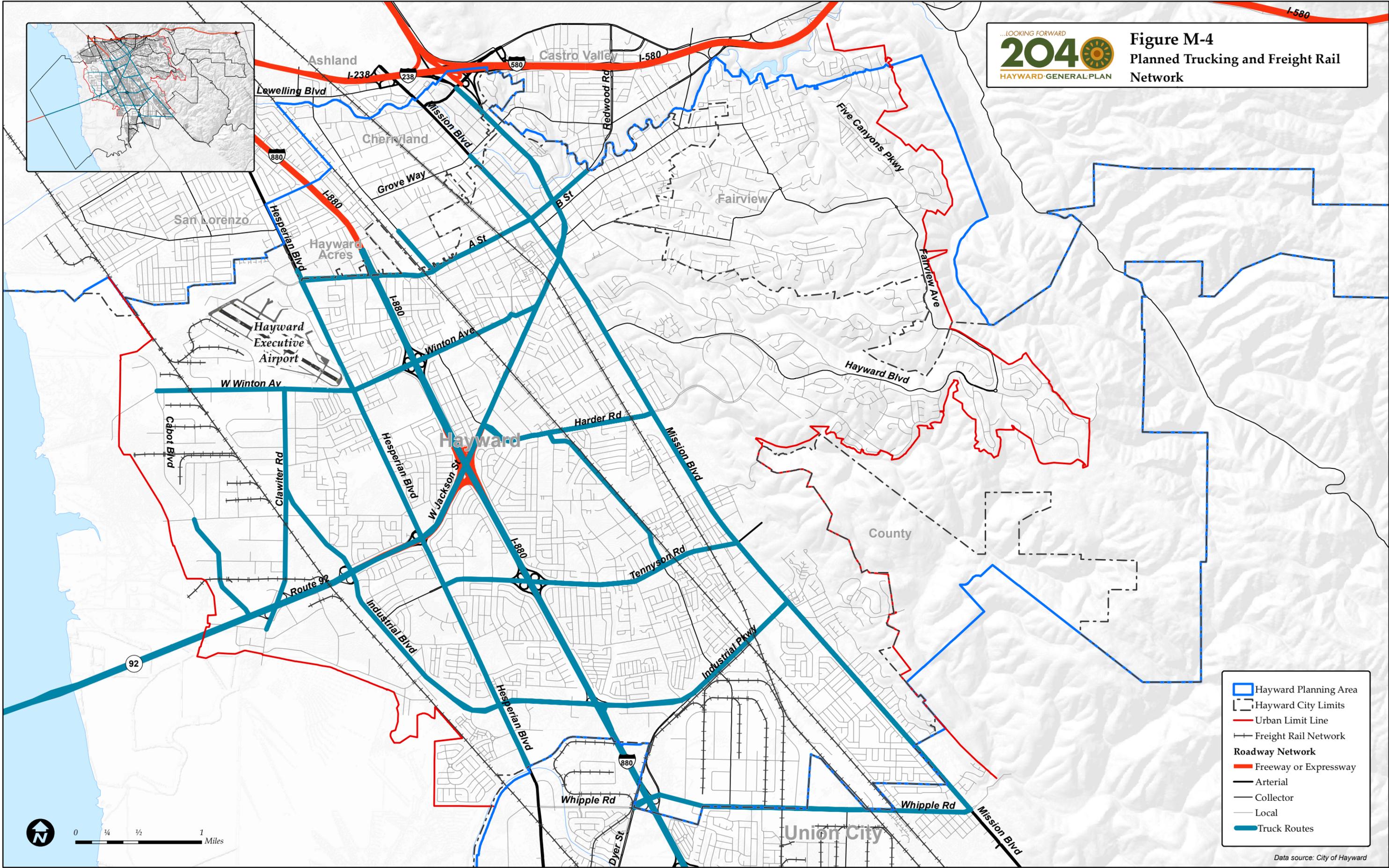
Data source: City of Hayward

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...LOOKING FORWARD
2040
 HAYWARD GENERAL PLAN

Figure M-4
 Planned Trucking and Freight Rail Network



- Hayward Planning Area
- Hayward City Limits
- Urban Limit Line
- Freight Rail Network
- Roadway Network**
- Freeway or Expressway
- Arterial
- Collector
- Local
- Truck Routes

Data source: City of Hayward

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Goal 1 Multimodal System

The transportation system in Hayward serves both regional and local travel needs across a broad spectrum of modes. A multimodal approach to transportation is intended to create an integrated transportation and circulation system that allows for opportunities to travel by any mode of travel (e.g., walking, bicycling, transit, and automobiles) to reach key destinations in a community and region safely and directly. Multimodal approaches to transportation have multiple benefits. They can lead to safer travel for all roadway users. They can improve health by allowing people to walk or bicycle or take transit. These travel modes promote active lifestyles and reduce automobile-related emissions and pollution. Finally, they can provide options and increase mobility for people who cannot or do not drive.

Policies in this section guide the overall provision for a balanced multi-modal system of transportation facilities and services in Hayward. This multi-modal system includes the roadway, which serves automobiles, trucks, public transit, and bicycles, as well as pedestrian ways, such as sidewalks and trails, to serve all users of the public right-of-way. Policies in subsequent sections of this Element address specific facilities, travel modes, and programs and contribute to the improvement of the city's roadways into a multimodal transportation network, from the development of complete streets (Goal 3); to improved pedestrian, biking, and transit options (Goals 5, 6, and 7); to the implementation of Transportation Demand Management strategies (Goal 8).

GOAL M-1

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel. [Source: New Goal]

M-1.1 Transportation System

The City shall provide a safe and efficient transportation system for the movement of people, goods, and services through, and within Hayward. [Source: Existing Policy] (MPSP/CSO)

M-1.2 Multimodal Choices

The City shall promote development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation. [Source: New Policy, City Staff] (MPSP/CSO)



Example of an arterial street that is designed with amenities that attract and support pedestrians, bicyclists, and transit riders.

M-1.3 Multimodal Connections

The City shall implement a multimodal system that connects residents to activity centers throughout the city, such as commercial centers and corridors, employment centers, transit stops/stations, the airport, schools, parks, recreation areas, and other attractions. *[Source: New Policy, City Staff] (MPSP/CSO)*

M-1.4 Multimodal System Extensions

The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the city’s multimodal system, maximizes connections, and minimizes barriers to connectivity. *[Source: New Policy, City Staff] (RDR)*

M-1.5 Flexible LOS Standards

The City shall consider flexible Level of Service (LOS) standards, as part of a multimodal system approach, for projects that increase transit-ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions. *[Source: New Policy, City Staff] (RDR/MPSP)*

LEVEL OF SERVICE

Level of Service (LOS) is a method of evaluating traffic congestion. A LOS of A represents free flowing traffic, and a LOS of F represents severe traffic congestion with substantial delays. In general, the strict enforcement of LOS standards has forced cities to make transportation improvements that favor automobiles and hurt other modes of transportation. For example, a city may be forced to widen an intersection and eliminate pedestrian crosswalks to achieve a minimum LOS standard. While this improves traffic flow for vehicles, it ultimately discourages walking. Adopting a more flexible LOS approach allows cities to consider other modes of transportation when evaluating traffic impacts and making roadway improvements.

M-1.6 Bicycling, Walking, and Transit Amenities

The City shall encourage the development of facilities and services, (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation. *[Source: Existing Policy; modified] (MPSP/CSO)*



Streetscape amenities for pedestrians, bicyclists, and transit riders in Downtown Hayward.

M-1.7 Eliminate Gaps

The City shall strive to create a more comprehensive multimodal transportation system by eliminating “gaps” in roadways, bikeways, and pedestrian networks, increasing transit access in underserved areas, and removing natural and man-made barriers to accessibility and connectivity. *Source: New Policy, City Staff] (RDR/MPSP)*

M-1.8 Transportation Choices

The City shall provide leadership in educating the community about the availability and benefits of using alternative transportation modes. *[Source: Existing Policy; modified] (PI)*

Goal 2 Regional Transportation Context

Hayward is located in central Alameda County at the crossroads of several regional transportation facilities necessitating coordination with neighboring jurisdictions and sharing regional through traffic on local streets. The city is a major cross road for key interstate highways (I-238, I-580 and I-880), and State highways (SR 92, and SR 185). In addition, two BART lines (Fremont-Richmond and Fremont-Daly City/Millbrae) serve the city, with a 3rd line (East Dublin/Pleasanton-SFO Airport) operating just north of the city, and Amtrak service connects the city via a station nearby downtown to Sacramento and San Jose.

Policies in this section focus on the regional transportation context. With a significant portion of traffic volume on its local streets attributable to regional through traffic, these policies seek to must coordinate with adjacent communities as well as county, regional, and state agencies to address local traffic congestion, provide access to regional transit systems, and connect the city's transportation facilities to adjacent and regional systems.

GOAL M-2

Connect Hayward to regional and adjacent communities' transportation networks and reduce the impacts of regional through traffic in Hayward. [Source: Existing Goals 1 and 5; modified]

M-2.1 Regional Coordination

The City shall continue to coordinate its transportation planning with regional agencies (Caltrans, Metropolitan Transportation Commission, and Alameda County Transportation Commission) and adjoining jurisdictions. [Source: Existing Policy; modified] (IGC)

M-2.2 Regional Plans

The City shall support regional and countywide transportation plans (e.g., Plan Bay Area, Countywide Transportation Plan) that make alternatives to automobile use a transportation-system priority. [Source: Existing Policy; modified] (MPSP/IGC)

M-2.3 Multi-Jurisdictional Transportation Corridors

The City shall work with the Metropolitan Transportation Commission, Caltrans, BART, AC Transit, and adjacent communities to improve city roadways, pedestrian ways, bicycle facilities, and transit corridors to connect with neighboring and regional transportation networks and contribute to a regional multimodal transportation system. [Source: New Policy, City Staff] (MPSP/IGC)

M-2.4 Regional Transit Options

The City shall work with adjacent communities, AC Transit, BART, and Amtrak to assess transit options and provide facilities and services that efficiently move local and regional transit riders through Hayward. [Source: Existing Policy; modified] (PSR/IGC)



BART train traveling through the City of Hayward

M-2.5 Regional Traffic Impacts

The City shall review and comment on development applications in Alameda County and adjoining cities which may impact Hayward's transportation systems, and shall suggest solutions to reduce negative effects on local circulation and mobility. *[Source: Existing Policy; modified] (CSO/IGC)*



During commute hours, 25 to 40 percent of the traffic on Hayward arterials is contributed to motorists that are driving through Hayward to avoid regional congestion on freeways.

Goal 3 Complete Streets

“Complete streets” are streets designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit. Careful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the City by reducing road construction, repair and maintenance costs and expanding the tax base; it can improve public health by encouraging active lifestyles and improving roadway safety; it can provide economic benefits to property owners and businesses; and it can decrease pollution. In 2013 the City adopted a Complete Streets Policy, which implements the California Complete Streets Act (AB 1358, 2008) and requirements adopted by the Metropolitan Transportation Commission (Resolution 4035) and Alameda County Transportation Commission (Master Program Funding Agreement) that require the development complete streets in order receive transportation infrastructure funding.

Policies in this section, as well as the goals and policies in other sections of this Mobility Element, support the City’s Complete Streets Policy through the development of a well-balanced, connected, safe, and convenient network of complete streets that are designed and constructed to serve all modes (e.g., driving, walking, bicycling, or taking transit) and all users, regardless of their age or ability. Policies also seek to connect, balance, and prioritize transportation modes based on surrounding uses, activities, and right-of-way allowances; integrate different types of facilities into existing streets to make them more complete; and plan and design new streets to create complete streets.

GOAL M-3

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

M-3.1 Serving All Users

The City shall provide safe, comfortable, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, and motorists, movers of commercial goods, and users and operators of public transportation. *[Source: New Policy; Complete Streets Policy]* (MPSP/CSO)

M-3.2 Non-Auto Needs

The City shall consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and street design. *[Source: Existing Policy; modified]* (RDR/MPSP)

M-3.3 Balancing Needs

The City shall balance the needs of all travel modes when planning transportation improvements and managing transportation use in the public right-of-way. *[Source: Existing Policy; modified]* (MPSP/CSO)



Difference between an auto-oriented street (top) and a complete street that is designed to accommodate multiple modes of transportation (bottom). Both streets contain the same number of vehicle lanes and the same right-of-way widths. The bottom street dedicates more space for pedestrians, bicyclists, and transit riders.

M-3.4 Routine Practice

The City shall continue to work towards making complete streets practices (e.g., considering and accommodating all users and all modes within the appropriate context) a routine part of everyday transportation decision-making. *[Source: New Policy; Complete Streets Policy]* (RDR/MPSP/CSO)

M-3.5 All Projects and Phases

The City shall incorporate appropriate complete streets infrastructure into transportation planning, funding, design, approval, and implementation processes and projects. *[Source: New Policy; Complete Streets Policy]* (RDR/MPSP)

M-3.6 Context Sensitive

The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets. *[Source: New Policy; Complete Streets Policy]* (RDR/MPSP)

M-3.7 Development Review

The City shall consider the needs of all transportation users in the review of development proposals to ensure on-site and off-site transportation facility improvements complement existing and planned land uses. *[Source: Existing Policy; modified]* (RDR)

M-3.8 Connections with New Development

The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways, and transit facilities. *[Source: New Policy, City Staff]* (RDR)

M-3.9 Private Complete Streets

The City shall encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal

complete streets that connect to the existing public roadway system and provide a seamless transition to existing and planned transportation facilities. *[Source: New Policy, City Staff]* (RDR)

M-3.10 Motorists, Bicyclists, and Pedestrian Conflicts

The City shall develop safe and convenient bikeways and pedestrian crossings that reduce conflicts between pedestrians, bicyclists, and motor vehicles on streets, multi-use trails, and sidewalks. *[Source: New Policy, City Staff]* (MPSP)

M-3.11 Adequate Street Tree Canopy

The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. *Source: New Policy, City Staff]* (MPSP)



Examples of streets with attractive tree canopies.

M-3.12 Americans with Disabilities Act Compliance

The City shall continue to implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities. *[Source: Existing Policy; modified]* (RDR)

Goal 4 Local Circulation

The existing streets and highways serve many different functions as presented in the hierarchy of street classifications. The average daily traffic (ADT) volume roadways provide an indication of the key corridors serving both regional through traffic and local access. The City defines its streets by functional classifications, creating a hierarchy of streets and highways that range from regional-serving, limited access freeways, such as Interstate 880, to local streets that primarily provide access to abutting properties. Local access and circulation effects not only vehicular travel, but also walking, biking, and transit. Local access and circulation for all modes include managing the roadway system to improve traffic flow, while protecting the neighborhoods from through traffic.

Policies in this section support maintaining necessary quality of service to meet the local access and circulation needs of existing and future residents and businesses. The vehicle level of service (LOS) standard allows for planned growth in downtown and multimodal districts, while considering effects on alternative modes.

GOAL M-4

Enhance and maintain local access and circulation, while protecting neighborhoods from through traffic. *[Source: Existing Policy; modified]*

M-4.1 Traffic Operations

The City shall strive to address traffic operations, including traffic congestion, intersection delays, and travel speeds, while balancing neighborhood safety concerns. *[Source: Existing Policy; modified]* (CSO)

M-4.2 Roadway Network Development

The City shall develop a roadway network that categorizes streets according to function and type as shown on the Circulation Diagram and considering surrounding land use context. *[Source: New Policy, City Staff]* (MPSP)

M-4.3 Level of Service

The City shall maintain a minimum vehicle Level of Service E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. *[Source: Existing Policy; modified]* (RDR/MPSP)

M-4.4 System Management

The City shall encourage alternatives to road construction and expansion (e.g., adaptive signals and coordinated signals) as necessary for improving traffic flows. *[Source: Existing Policy, modified]* (RDR/MPSP)

M-4.5 Emergency Access

The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies. *[Source: New Policy, City Staff]* (MPSP)

M-4.6 Transit Arterials

The City shall consider improvements, on arterials with transit service to preserve bus operating speeds. *[Source: Existing Policy; modified] (MPSP/IGC)*

M-4.7 Neighborhood Traffic Calming

The City shall continue to evaluate circulation patterns and implement appropriate traffic-calming measures to prevent speeding in neighborhoods. *[Source: Existing Policy; modified] (MPSP/CSO)*



Examples of neighborhood traffic calming measure: traffic circle (top) and bulb-out at pedestrian crossing (bottom).

M-4.8 Priority Development Areas

The City shall improve access to and circulation within the Downtown City Center, Cannery Transit Neighborhood, South Hayward BART Mixed-Use Corridor and Urban Neighborhood, and Mission Boulevard Mixed-Use Corridor Priority Development Areas, consistent with adopted plans. *[Source: Existing Policy; modified] (MPSP)*

Goal 5 Pedestrian Facilities

The city is served by a network of pedestrian facilities that include sidewalks, paths, and recreational trails. Walking is the most basic form of transportation and is an important part of healthy and active lifestyles. In Hayward, with its temperate climate, extensive transit services, and many activity centers, walking is used for both transportation and recreation. However, the level of pedestrian activity is influenced by surrounding land use and urban design. People are more likely to walk in mixed-use communities with higher population densities, diverse land uses, and transit-friendly design.

Policies in this section support the goal of making Hayward a more pedestrian-friendly city. Safe, walkable environments will be created through the provision of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and improve energy resource conservation goals.

The Public Facilities and Services Element and Community Health and Quality of Life Element include goals and policies related to the walking and the city’s trails and open space corridors.

GOAL M-5

Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking. [Source: New Goal; City staff]

M-5.1 Pedestrian Needs 🌐

The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design. [Source: Existing Policy; modified] (RDR/MPSP)

M-5.2 Pedestrian System 🌐

The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways throughout the city that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles. [Source: Existing Policy; modified] (MPSP /CSO)

M-5.3 Access to Transit

The City shall enhance and maintain sidewalk and other pedestrian improvements for access to key transit stops and stations for seniors and other persons with special needs. [Source: Existing Policy; modified] (MPSP/CSO)

M-5.4 Sidewalk Design

The City shall require that sidewalks, wherever possible, be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. [Source: New Policy, City Staff] (RDR/MPSP)



Examples of a narrow sidewalk with insufficient width (top) compared to a wide sidewalk that can accommodate street trees and a variety of pedestrian amenities (bottom)

M-5.5 Streetscape Design

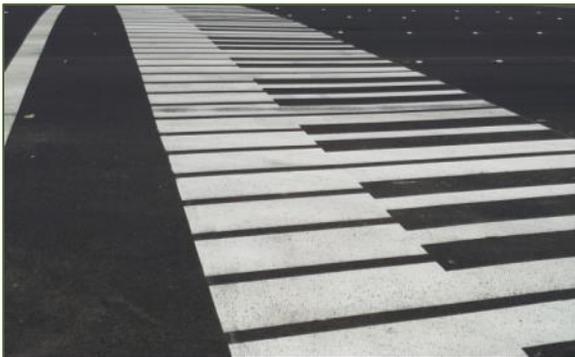
The City shall require that pedestrian-oriented streets be designed and maintained to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. [Source: New Policy, City Staff] (MPSP)

M-5.6 Safe Pedestrian Crossings

The City shall strive to improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths, and/or audio sound warnings. *[Source: New Policy, City Staff] (CSO)*



Example of a well-marked pedestrian crossing within a residential neighborhood.



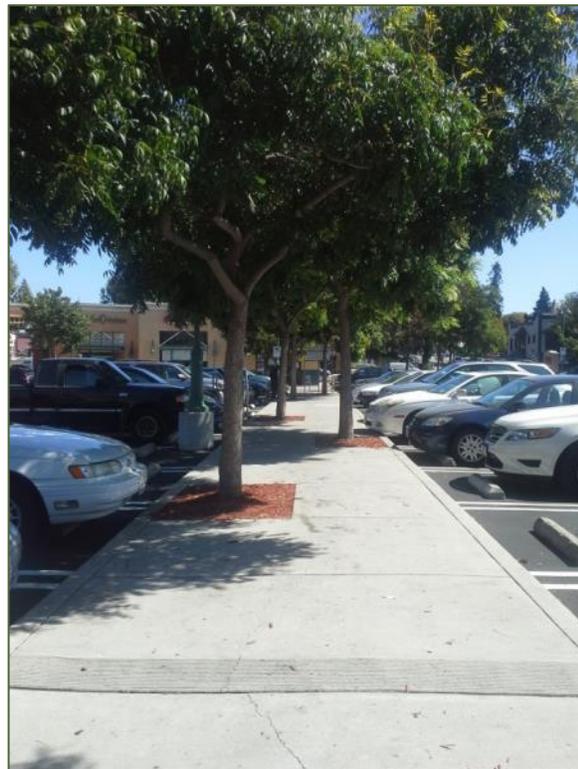
Example of a well-marked pedestrian crossing that is designed to look like piano keys.

M-5.7 Safe Sidewalks

The City shall develop safe and convenient pedestrian facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians. *[Source: New Policy, City Staff] (RDR)*

M-5.8 Parking Facility Design

The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined internal corridors and walkways connecting parking areas with buildings and adjacent sidewalks and transit stops and adequate lighting. *[Source: New Policy, City Staff] (RDR)*



Example of a pedestrian walkway through a shopping center parking lot.

Goal 6 Bikeways

The city is served by a network of designated bicycle facilities including on-street facilities and regional recreational trails. Combined with good transit service, temperate weather, and relatively flat topography, bicycling in Hayward is an effective transportation and recreation option. Bicycle activity and purpose differ by geographic

areas in Hayward with more utilitarian bicycle trips occurring on on-street bikeways in the flatlands, while recreational bicyclists use the Bayland trails and experienced cyclists climb the steeper roads and trails in the Hill Area. While bicyclists are permitted on all roads (with the exception of access-controlled freeways), the City recognizes that certain roadways provide more optimal routes for bicyclists, for reasons such as directness or access to key destinations.

Policies in this section support an increase in trips taken by bicycling and implementation of the Hayward Bicycle Master Plan. The Hayward Bicycle Master Plan sets forth detailed goals and objectives and identifies existing and recommended facilities for providing the opportunity to travel by bicycle as an alternative mode of transportation and recreation for physical, environmental and social benefits. With its location in the central Alameda County, bikeways in Hayward are also a key part of the countywide and regional bikeway network. The construction of a comprehensive citywide bikeway network, support facilities such as convenient and secure bicycle parking, and an educated driving public will help facilitate increased bicycling.

GOAL M-6

Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all. *[Source: New Goal; City staff]*

M-6.1 Bikeway System 🌐

The City shall maintain and implement the Hayward Bicycle Master Plan. *[Source: Existing Policy; modified]* (MPSP)

M-6.2 Encourage Bicycle Use 🌐

The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common. *[Source: New Policy, City Staff]* (PI)

M-6.3 Appropriate Bikeway Facilities

The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. *[Source: New Policy, City Staff]* (MPSP)



Bicyclist in Downtown Hayward.



“Sharrow” pavement marking that reminds motorists to share the road with bikes.

M-6.4 Bicycles on Transit

The City shall encourage AC Transit and BART to expand access to cyclists, including providing bike racks on buses and trains and secure bicycle parking at transit stations and stops. *[Source: Existing Policy; modified] (IGC)*

M-6.5 Connections between New Development and Bikeways

The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways and do not interfere with existing and proposed bicycle facilities. *[Source: New Policy, City Staff] (RDR)*

M-6.6 Bike Safety for Children

The City shall support infrastructure and programs that encourage children to bike safely to school. *[Source: New Policy, City Staff] (MPSP/CSO)*

M-6.7 Conversion of Underused Facilities

The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever desirable and financially feasible. *[Source: New Policy, City Staff] (MPSP/CSO)*



Bike lane marking on Whitman Street.

M-6.8 Bicycle Wayfinding

The City shall encourage bicycling by providing wayfinding and signage that directs bicyclists to bike routes and to civic places, cultural amenities, and visitor and recreational destinations. *[Source: New Policy, City staff] (MPSP)*

Goal 7 Public Transit

Hayward is served by a number of transit services providing viable transit options to residents and visitors through a network of local, regional and intercity bus services, paratransit services, and rapid transit and regional rail services. These services are provided by a number of public and private transportation agencies and companies including Bay Area Rapid Transit (BART), Alameda-Contra Costa Transit District (AC Transit), Amtrak, and Greyhound Lines. Public transportation facilities are planned, funded, installed and maintained under an integrated regulatory framework that includes Federal, State, and local funding sources that contribute to capital and operational costs.

Policies in this section support coordination with public transit providers to meet Hayward’s local transit needs. Since the city relies primarily on other transit providers, including AC Transit for bus service and BART and Amtrak for commuter rail services, coordination is an essential part of the City’s strategy to identify and serve the transit needs of the community. The City contributes to the creation of a robust transit system by ensuring adequate transit-support facilities are provided as appropriate.

GOAL M-7

Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility. [Source: Existing Goal; modified]

M-7.1 Transit System

The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities. [Source: New Policy, City Staff] (RDR/MPSP)

M-7.2 Agency Coordination

The City shall coordinate with AC Transit, BART, Amtrak and other transit providers to meet the travel needs of Hayward residents, students, visitors, and businesses. [Source: Existing Policy; modified] (IGC)



AC Transit bus at the Hayward BART Station.

M-7.3 Transit Service Expansion

The City shall collaborate with BART and AC Transit to expand short- and long-term opportunities to expand services (e.g., extend rapid bus service from Bayfair to the South Hayward BART Station), pursue a hydrogen fueling station for both buses and personal vehicle use, and improve transit stations by expanding

amenities at stations. [Source: New Policy, Climate Action Plan] (IGC)

M-7.4 Transit Links

The City shall encourage improved transit links from the BART and Amtrak stations to major activity centers within the city (e.g., Downtown, the Industrial Technology and Innovation Corridor, Southland Mall, Chabot College, and California State University East Bay). [Source: Existing Policy; modified] (MPSP/IGC)

M-7.5 Transit Needs

The City shall work with transit providers to identify transit needs and develop options for providing expanded service to underserved areas in the city. [Source: Existing Policy; modified] (PSR/IGC)

M-7.6 Safe System

The City shall work with AC Transit, BART, and Amtrak to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city. [Source: New Policy, City Staff] (CSO/IGC)



BART Police monitoring the Hayward BART Station.

M-7.7 Transit Information

The City shall work with AC Transit to coordinate routes and service times and to post routes and schedules at bus stops. [Source: Existing Policy] (CSO/IGC)

M-7.8 Service Disruptions

The City shall advise AC Transit of proposed changes in street networks which may affect bus service. *[Source: Existing Policy; modified] (CSO/IGC)*

M-7.9 Development Impacts on Transit

The City shall require developers of large projects to identify and address, as feasible, the potential impacts of their projects on AC Transit ridership and bus operations as part of the project review and approval process. *[Source: Existing Policy; modified] (RDR)*

M-7.10 New Facilities 🗺️

The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, and new station locations. *[Source: New Policy, City Staff] (RDR/MPSP/IGC)*

M-7.11 Shuttle Service 🗺️

The City shall evaluate the need for shuttle service citywide and support public and private efforts and activities to bridge gaps in existing transit service. *[Source: Existing Policy; modified] (CSO/IGC/JP)*



A shuttle service for California State University, East Bay was established in 2013 to connect the campus to Downtown Hayward.

M-7.12 Paratransit

The City shall continue to support paratransit services to meet the transportation and mobility needs of all Hayward residents with special needs. *[Source: Existing Policy; modified] (IGC/JP)*

M-7.13 Taxi Service

The City shall promote the continued operation of taxi services, including the provision of a dedicated taxi stand at the Downtown Hayward BART Station, on-street loading spaces (where appropriate), incremental improvements in gas mileage, and improved access for passengers with disabilities. *[Source: New Policy, City Staff] (MPSP/JP)*

Goal 8 Transportation Demand Management

Transportation demand management (TDM) programs include a variety of measures that can be an effective way to reduce vehicle trips and parking demand. TDM programs include a variety of strategies ranging from financial incentives, carpool and vanpools, telecommuting, and informational and promotional activities. TDM programs are typically implemented at the local level by the City, major employers, developers, and public and private institutions. Regional agencies also provide TDM programs, such as the Guaranteed Ride Home (GRH) funded by the Alameda CTC, and the 511.org, which provide transit information and rideshare matching.

Policies in this section focus on TDM strategies and programs that the City can implement to reduce congestion, vehicle miles traveled, and parking demand. For a primarily urban, built-out city where opportunities to widen intersections and roadways to accommodate future growth are limited, TDM strategies and programs provide another option to address the transportation needs of residents, visitors, and employees.

GOAL M-8

Encourage transportation demand management strategies and programs to reduce vehicular travel, traffic congestion, and parking demand. [Source: Existing Policy]

M-8.1 Increase Vehicle Occupancy 🌐

The City shall work with a broad range of agencies (e.g., Metropolitan Transportation Commission, BAAQMD, AC Transit, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. [Source: New Policy, City Staff] (MPSP/PI/IGC)

M-8.2 Citywide TDM Plan 🌐

The City shall maintain and implement a citywide Travel Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. [Source: Existing Policy; modified] (MPSP)

M-8.3 Employer-based Strategies 🌐

The City shall encourage employers to participate in TDM programs (e.g., guaranteed ride home, subsidized transit passes, carpool and vanpool programs) and to participate in or create Transportation Management Associations to reduce parking needs and vehicular travel. [Source: Existing Policy; modified] (RDR/MPSP)

M-8.4 Automobile Commute Trip Reduction 🌐

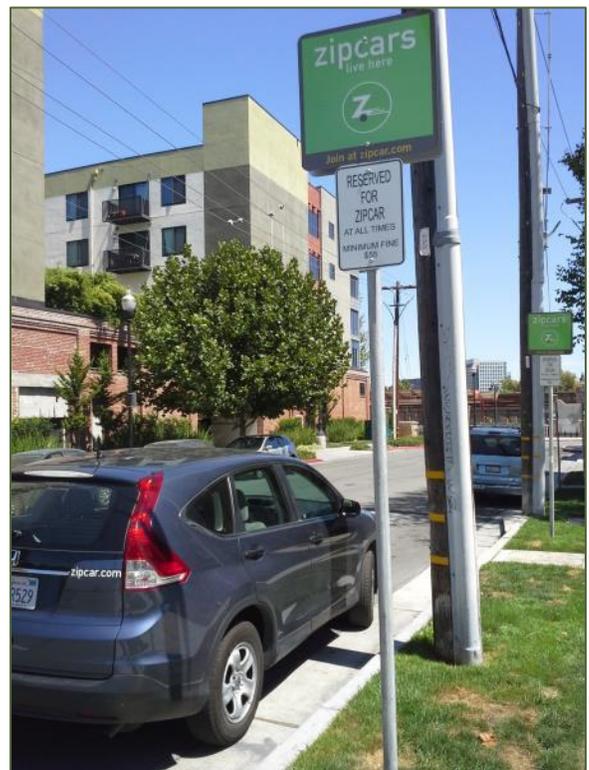
The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools. [Source: New Policy, City Staff] (RDR/MPSP)

M-8.5 Commuter Benefits Programs 🌐

The City shall assist businesses in developing and implementing commuter benefits programs (e.g., offers to provide discounted or subsidized transit passes, emergency ride home programs, participation in commuter rideshare programs, parking cash-out or parking pricing programs, or tax credits for bike commuters). [Source: New Policy, Climate Action Plan] (JP)

M-8.6 Car/Bike Sharing Programs 🌐

The City shall assist businesses in developing and implementing car and bike sharing programs, and shall encourage large employers (e.g., colleges, Hayward Unified School District (HUSD)) and the BART stations to host car and bike sharing programs available to the public. [Source: New Policy, Climate Action Plan] (IGC/JP)



Car share program operated within a transit-oriented neighborhood of San Jose. Similar programs could become feasible in Hayward if a critical mass of housing is developed near BART stations.

M-8.7 Public-Private Transportation Partnerships

The City shall encourage public-private transportation partnerships (e.g., car sharing companies) to establish programs and operations within the city to reduce single-occupant vehicle use. *[Source: New Policy, City Staff] (IGC/JP)*

M-8.8 Regional TDM Program

The City shall implement the Alameda County Transportation Commission Travel Demand Management Element of the Congestion Management Program, which includes a checklist covering specific TDM strategies that the city could employ as part of its own TDM plan (e.g., preferential parking, car/van pools, casual car pools, subsidized transit passes). *[Source: Existing Policy; modified] (RDR/MPSP)*

M-8.9 City Facility Locations

When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations. *[Source: New Policy, Climate Action Plan] (CSO/IGC)*

Goal 9 Parking

Hayward residents and visitors generally want to have parking readily available on their neighborhood streets, at commercial centers, and at transit stations. On-street parking is provided on most roadways in both residential and commercial areas of the city. The majority of the on-street parking is currently free and unrestricted even though the City's Traffic Code allows for metered parking. The City does own and maintain public parking facilities in the downtown area. Parking in these facilities is free to the public. In addition, as part of a Joint Powers Agreement with BART, parking along Tennyson Road and Dixon Street adjacent to the South Hayward

BART station is paid parking. Detailed parking requirements are included in the City's Parking Ordinance.

Policies in this section support the provision and management of parking, recognizing that parking provision should be balanced with other City objectives such as encouraging transit uses, bicycling, and walking, as well as reduction in emissions.

GOAL M-9

Provide and manage a balanced approach to parking that meets economic development and sustainability goals. *[Source: Existing Goal; modified]*

M-9.1 Appropriate Parking

The City shall ensure that adequate parking is provided appropriately to all areas of the city, while prioritizing alternative transportation modes and Transportation Demand Management strategies that reduce parking demand. *[Source: Existing Policy; modified] (RDR/MPSP)*

M-9.2 Parking Reductions

The City shall consider reduced parking requirements for projects located near public transit, or new residential developments that fulfill senior, disabled, or other special housing needs. *[Source: Existing Policy; modified] (RDR/MPSP)*

M-9.3 Parking Off-Sets

The City shall encourage developers and employers to offer programs (e.g., transit passes or other transit enhancements) to reduce parking demand and shall consider reducing parking requirements where programs are in place or planned. *[Source: Existing Policy; modified] (RDR/MPSP)*

M-9.4 Parking Management 🌐

The City shall continue to coordinate with other public and institutional parking suppliers (e.g., BART, Chabot College, and Cal State University, East Bay) to provide sufficient parking, and to implement parking charges and preferential parking programs (e.g. designated parking spaces for carpool/vanpool, electric vehicle, and carshare closer to building entrances.), and shall work with such agencies to minimize the impacts of their parking policies on adjacent residential streets. *[Source: Existing Policy; modified] (MPSP/IGC)*

M-9.5 Identify Parking Deficiencies and Conflicts

The City shall monitor parking supply and use to identify deficiencies or conflicts as they develop, particularly for public parking areas Downtown. *[Source: New Policy, City Staff] (PSR)*

M-9.6 Reduction of Parking Areas

The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking, and the implementation of Transportation Demand Management strategies to reduce parking needs. *[Source: New Policy, City Staff] (RDR/MPSP)*

M-9.7 Residential Permit Parking

The City shall maintain and implement the Residential Permit Parking Program to minimize the adverse effects of spillover parking into residential areas. *[Source: New Policy, City Staff] (MPSP)*

M-9.8 Downtown Parking 🌐

The City shall maintain and implement a Downtown Parking Management Plan that considers consolidation and expansion of downtown parking with multi-level parking structures and other options to address

Downtown parking needs. *[Source: Existing Policy; modified] (MPSP)*

M-9.9 Alternative Fuel Vehicle Parking 🌐

The City shall require new private parking lots to grant low-carbon vehicles access to preferred parking spaces, and shall require new private parking lots to provide electric vehicle charging facilities. The City shall provide electric vehicle charging facilities in public parking lots. *[Source: New Policy, Climate Action Plan] (RDR, CSO)*



Electric car charging facility in Downtown Hayward parking structure.

M-9.10 Unbundled Multifamily Parking 🌐

The City shall encourage multifamily development projects to separate (i.e., unbundle) the cost of parking from lease or rent payments. *[Source: New Policy, Climate Action Plan] (RDR)*

M-9.11 Multifamily Charging Stations 🌐

The City shall consider requiring electric vehicle charging stations in new multifamily development projects. *[Source: New Policy, Climate Action Plan] (RDR)*

Goal 10 Aviation

The Hayward Executive Airport is owned and operated by the City of Hayward. It is a reliever airport serving smaller jets and general aviation operations. The function of a reliever airport is to reduce the aircraft mix at a commercial service primary airport and provide less congested airport for smaller jet and general aviation operations. The Airport Master Plan (2002) for the Hayward Executive Airport lays out the future development of the airport to meet projected airside and landside facilities needs and improve the airport’s overall efficiency of operation.

Policies in this section support general aviation while encouraging compatibility with adjacent properties.

Policies related to airport compatibility and safety and aircraft noise are provided in the Hazards Element.

GOAL M-10

Develop the airport to meet projected airside and landside facilities needs and improve the overall efficiency of operations as a reliever airport. [Source: Existing Goal; modified]

M-10.1 Airport Master Plan

The City shall maintain and implement the Airport Master Plan and the Airport Layout Plan. [Source: New Policy] (MPSP)



Hayward Executive Airport.

M-10.2 Airport Land Use Compatibility

The City shall ensure uses surrounding the Hayward Executive Airport are compatible with existing and planned airport operations and comply with all applicable federal statutes (including 49 U.S.C. 47107), federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA’s Airport Compliance Manual, FAA Advisory Circulars and other forms of written guidance, and State law, with respect to criteria related to land use safety and airspace protection. [Source: New Policy, City Staff] (RDR/MPSP)

Goal 11 Goods Movement

Goods movement in Hayward is provided primarily by trucks using Interstate and State highways to deliver goods from the port of Oakland to city residences and businesses. The City has a designated truck route system made up of freeways, state routes and other major streets within the city roadway network. The trucking system is supplemented by railroad networks and aviation facilities. Union Pacific (UP) has three rail lines that run through the city. The UP’s Coast subdivision (Mulford Line) runs between the Bay and Interstate 880 through the entire length of Hayward serving freight as well as the Amtrak Coast Starlight long distance passenger train. The City’s Hayward Executive Airport provides air freight service.

Policies in this section support the movement of goods via trucks, rail, and air transportation to promote economic vitality, while addressing impacts of rail and truck operations on residential neighborhoods.

GOAL M-11

Balance the safe and efficient movement of goods with local access and circulation needs.
[Source: Existing Goal; modified]

M-11.1 Goods Movement

The City shall provide a efficient transportation system for the movement of goods and services through and within Hayward, while meeting the safety and mobility needs of all roadway users.
[Source: Existing Policy; modified] (MPSP)

M-11.2 Designated Truck Routes

The City shall require trucks to use designated routes and shall prohibit trucks on local streets to address traffic operations and safety concerns in residential neighborhoods. *[Source: Existing Policy; modified] (RDR)*



Delivery trucks at a warehouse distribution site.

M-11.3 Truck Parking in Neighborhoods

The City shall prohibit overnight and other specified truck parking activities in residential areas. *[Source: Existing Policy; modified] (RDR)*

M-11.4 Rail Crossings

The City shall coordinate with the California Public Utilities Commission to address safety

concerns and conflicts at at-grade rail crossings.
[Source: New Policy; modified] (MPSP/IGC)

Goal 12 Funding

Policies in this section support the identification and pursuit of sufficient funds to construct, maintain, manage, and operate a multimodal transportation system. Transportation funding sources include federal funds with the passage of MAP-21 as well as state, regional, and local funds.

GOAL M-12

Maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.
[Source: Existing Goal; modified]

M-12.1 Federal and State Funding

The City shall identify, develop, and prioritize transportation projects to compete for Federal and State funds for freeway, highway, transit, bicycle and pedestrian improvements. *[Source: Existing Policy; modified] (MPSP/FB)*

M-12.2 Regional Funding

The City shall continue to seek funding through regional and county measures for transportation improvements. *[Source: Existing Policy; modified] (FB)*

M-12.3 Local Funding Mechanisms

The City shall continue to use local financing mechanisms, such as Measure B, gas tax and the Vehicle Registration Fee, to help fund transportation projects. *[Source: Existing Policy; modified] (FB)*

M-12.4 Funding for Alternative Modes

The City shall identify and pursue all available funding for alternative modes of transportation.
[Source: Existing Policy; modified] (FB)

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POLICY DOCUMENT: PART 3

ECONOMIC DEVELOPMENT ELEMENT

The global, national, and regional economy has experienced dramatic changes in the last several decades. The U.S. economy has evolved from an emphasis on manufacturing to one increasingly based on innovation, creativity, technology, information, and global trade. These changing economic conditions provide both challenges and opportunities for the Hayward economy. With its centralized Bay Area location and a variety of economic, community, and transportation assets, Hayward possesses a strong foundation to develop a robust, diversified, and stable economy with a diverse range of employment, shopping, and cultural opportunities for local residents.

The Economic Development Element contains goals and policies to improve the local economy of Hayward by diversifying the economic base, supporting entrepreneurship and innovation, expanding employment opportunities through business retention and expansion programs, and collaborating with local colleges to develop a college-town economy and culture. The Economic Development Element also includes goals and policies to improve the image and reputation of Hayward so that it is recognized as the most desirable and business-friendly place to locate and conduct business in the East Bay.

For Hayward to reach its full economic potential, the City must address the related challenges of crime and public safety, traffic congestion, underperforming public schools, and community blight. For these reasons, several other General Plan elements contain goals and policies that directly and indirectly support economic development, including the Education and Lifelong Learning Element, Land Use and Community Character Element, Mobility Element, and Community Safety Element.

Goal 1 A Diversified and Robust Economy

Local economies that are dependent on a limited number of business sectors are generally vulnerable to fluctuating business cycles and economic downturns. When business cycles enter a period of decline, communities suffer from lay-offs and decreased spending within the local economy. This causes other supporting businesses to suffer, causing further economic decline, the loss of tax revenue, and decreased funding for important city services. Communities that have a diversified economic base generally have a more stable economy that is less vulnerable to fluctuating business cycles and recessions. A diversified economic base also creates a range of local jobs within a variety of different business sectors, which gives residents more opportunities to find new or better jobs. This goal and its supporting policies strive to diversify and stabilize the local economy to increase the number of quality job opportunities for Hayward residents, and to improve access to local goods and service.

GOAL ED-1

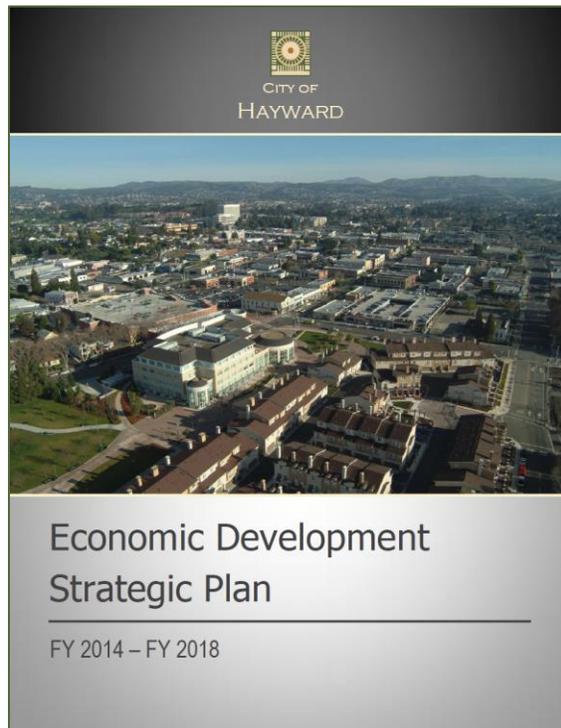
Diversify the economic base of Hayward to support a robust and stable economy with a diverse range of employment, shopping, and cultural opportunities for local residents.
[Source: New Goal; GPUTF, Public]

ED-1.1 Regional Economic Diversification

The City shall coordinate with other cities, counties, businesses, labor organizations, and other economic development and research organizations to help diversify and expand the economic base of the greater East Bay. *[Source: New Policy, City Staff] (CSO/JP/IGC)*

ED-1.2 Economic Development Strategic Plan

The City shall maintain and implement an Economic Development Strategic Plan that identifies short- and mid-term goals and strategies to diversify and expand the Hayward economy. *[Source: New Policy, City Staff] (MPSP)*



The City's first Economic Development Strategic Plan was adopted in 2013.

ED-1.3 Commercial and Industrial Development

The City shall encourage commercial and industrial development by ensuring the availability of suitable sites for development and providing appropriate zoning. *[Source: Existing Policy, modified] (RDR/PI)*

ED-1.4 Emerging and Growing Business Sectors

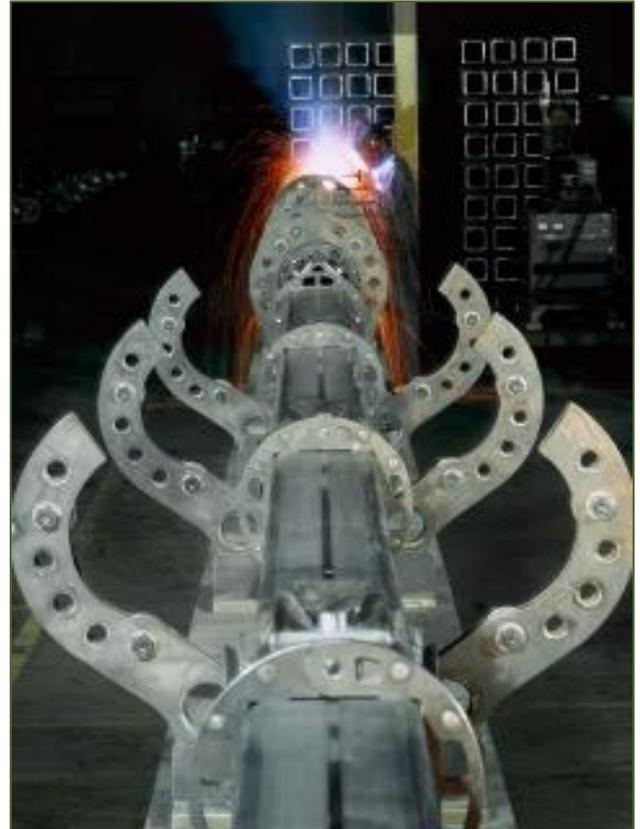
The City shall establish business attraction efforts that focus on small and medium-sized businesses within emerging and growing business sectors. *[Source: Existing Policy, modified] (CSO)*

ED-1.5 Knowledge- and Innovation-Based Industry Clusters

The City shall encourage the establishment and expansion of knowledge- and innovation-based industry clusters to increase the number of professional, scientific, and technical service jobs within the local economy, and to attract venture capital funding to Hayward. *[Source: New Policy, City] (CSO)*

ED-1.6 Advanced and Specialized Manufacturing

The City shall encourage the establishment and expansion of advanced and specialized manufacturing businesses to counter declining employment trends in traditional industrial manufacturing. *[Source: New Policy; City Staff] (CSO)*



Specialized manufacturing in Hayward. Courtesy of ConXtech and the Hayward Chamber of Commerce.



Warehouse and distribution facilities in Hayward. Courtesy of Plastikon, Inc. and the Hayward Chamber of Commerce.

ED-1.7 Clean and Green Industry Cluster

The City shall encourage the establishment of a clean and green technology cluster to create a more sustainable industrial base. *[Source: New City Policy; City Staff] (MPSP/JP/IGC)*

ED-1.8 International Business and Trade

The City shall develop relationships, partnerships, and programs to promote international business and trade opportunities in Hayward. *[Source: New Policy; City Staff] (IGC/JP/MPSP/PI)*

ED-1.9 Culturally Diverse Businesses

The City shall encourage the development of specialty businesses that reflect the diverse ethnic and cultural groups of the Hayward community. *[Source: New Policy; PC/CC] (RDR/PI)*

ED-1.10 Opportunity Sites

The City shall promote key retail, office, and manufacturing opportunity sites, as identified in the City’s Economic Development Strategic Plan, General Plan, and other specific plans and master plans. *[Source: Existing Policy, modified; EDSP] (PI)*

ED-1.11 Local-Serving Retail

The City shall encourage the establishment and expansion of commercial businesses that increase local spending within Hayward and provide needed goods and services to local residents and businesses. *[Source: New Policy; EDSP; Public, GPUTF] (CSO)*

ED-1.12 Neighborhood Commercial

The City shall consider the integration of quality neighborhood commercial businesses and developments within residential areas to support the concept of “complete neighborhoods.” *[Source: New Policy, GPUTF, Public] (RDR)*



Example of a neighborhood commercial development that provides services to nearby residents.

ED-1.13 Regional-Serving Retail

The City shall encourage private-sector investment to physically upgrade existing regional shopping centers and to create new centers at key retail opportunity sites. *[Source: New Policy; GPUTF; Public; CC/PC] (CSO)*



The Southland mall is the city’s main regional shopping center.

ED-1.14 Hospitality and Entertainment Business Clusters

The City shall encourage the development of a hospitality and entertainment business cluster within Downtown Hayward and other appropriate locations to improve opportunities for shopping, dining, arts and entertainment, lodging, business conventions, and cultural events. *[Source: New Policy; GPUTF; Public] (MPSP/JP)*

ED-1.15 Industrial Technology and Innovation Corridor

The City shall protect the viability of the Industrial Technology and Innovation Corridor as its main employment base by discouraging the intrusion of uses that would erode the integrity of the corridor and maintaining zoning for manufacturing; professional, scientific, and technical services; research and development; and supporting uses. *[Source: Existing Policy, modified; GPUTF; Public] (RDR)*

ED-1.16 Industrial Technology and Innovation Corridor Strategies

The City shall develop, maintain, and implement strategies to facilitate economic investment by improving and promoting the Industrial Technology and Innovation Corridor. *[Source: Existing Policy, modified] (MPSP)*

ED-1.17 Airport-Related Businesses

The City shall encourage and promote the development of airport-related businesses, such as flight schools, aircraft maintenance, and executive airline services, at Hayward Executive Airport. *[Source: New Policy, City Staff] (RDR/PI)*



Business park at the Hayward Executive Airport.

ED-1.18 Business Councils

The City shall coordinate with businesses and business organizations to develop and/or expand business councils for local growing industries, such as a bioscience council, logistics council, and food manufacturing council. *[Source: Existing Policy, modified; EDSP] (JP/IGC)*

ED-1.19 Local Hiring 

The City shall promote local hiring, including youth employment and paid internships, to increase community ownership and resident retention, help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions. *[Source: New Policy, City Staff] (CSO/PI)*

Goal 2 Local Entrepreneurship

Many cities focus their economic development efforts on recruiting existing businesses from other communities and trying to convince them to relocate to their city. This approach, known as “economic hunting”, can have limited results because over time, gains in employment by recruiting are off-set by local companies relocating to other locations. As a result, many communities are expanding their economic development efforts to include strategies to invest in local entrepreneurs and small businesses. This approach, known as “economic gardening”, recognizes that companies that start and expand locally generally create more jobs than “economic hunting.”

The City of Hayward recognizes the economic potential of supporting local entrepreneurship and the creation of new businesses. This goal and its supporting policies seek to create a culture of local entrepreneurship and to expand the local economy by supporting the establishment of home-grown businesses. Goal 3 and its supporting policies provide further strategies to help these businesses, as well as other Hayward businesses, expand and remain in Hayward.

GOAL ED-2

Cultivate a culture of entrepreneurship to encourage and support local business start-ups. *[Source: New Goal; Public; GPUTF]*

ED-2.1 Assist Entrepreneurs

The City shall support and assist local entrepreneurs who are starting businesses within the Hayward community. *[Source: New Policy; GPUTF; Public] (PI/CSO)*

ED-2.2 Entrepreneur Services and Resources

The City shall coordinate with organizations that provide free or affordable services and resources to entrepreneurs and small businesses (such as East Bay SCORE, the Alameda County Small Business Development Center, and the US Small Business Administration). *[Source: New Policy; City Staff] (PI/JP/IGC)*

ED-2.3 Financing Programs

The City shall coordinate with organizations that provide microloans, small business loans, and other financial resources to fund new businesses (such as Opportunity Fund, banks that provide SBA loans, and on-line crowdfunding services). *[Source: New Policy; City Staff] (PI/JP/IGC)*

ED-2.4 Crowdsourcing

The City shall encourage entrepreneurs to use crowdsourcing techniques to obtain needed services, ideas, or content by soliciting contributions from an interested on-line community. *[Source: New Policy; GPUTF] (PI/JP)*

CROWDSOURCING

Crowdsourcing is the practice of obtaining needed services, ideas, or content by soliciting contributions from a large online community of volunteers. Entrepreneurs can use crowdsourcing techniques in place of hiring outside businesses or consultants.

ED-2.5 Community-Operated Workspaces

The City shall encourage the development of, community-operated workspaces where people with common interests can meet, collaborate, and develop their business ideas and products (e.g. hacklabs, hackerspaces, or makerspaces). *[Source: New Policy; GPUTF] (PI/JP)*

ED-2.6 Business Incubators

The City shall encourage the establishment of local business incubators (programs designed to support the successful development of entrepreneurial companies through an array of business support resources and services). *[Source: New Policy, City Staff] (JP/IGC)*

ED-2.7 Training and Support Programs

The City shall coordinate with local college, trade schools, and technical training institutes to promote programs that offer training and support to potential entrepreneurs. *[Source: New Policy; City Staff] (IGC/JP)*

ED-2.8 Home-Based Businesses

The City shall encourage the formation and operation of home-based businesses that are compatible with the surrounding neighborhood. *[Source: New Policy; City Staff] (RDR)*

Goal 3 Business Expansion and Retention

According to “Building on our Assets: Economic Development & Job Creation in the East Bay”, over 39 percent of the annual job creation in the East Bay is attributed to the expansion of existing business establishments that are already located within the region. The City of Hayward recognizes the value of existing businesses and their potential to expand and grow local employment opportunities. This goal and its supporting policies are designed to retain existing

businesses and support their local expansion efforts.

GOAL ED-3

Grow the local economy and employment base by supporting efforts to expand and retain local businesses. [Source: Existing Policy; Public; GPUTF].

ED-3.1 BEAR Program

The City shall develop, maintain, and implement a Business Expansion and Retention (BEAR) program that that helps businesses stay, grow, and become more committed to the Hayward community. The City shall primarily focus its BEAR efforts on small businesses with high growth potential and other local companies that have a demonstrated commitment to the Hayward community. [Source: New Policy, City Staff] (CSO)

ED-3.2 Fast Growing Industries

The City shall monitor industry and market trends to identify fast-growing industries, and coordinate with local businesses within those industries to proactively assist with potential business expansion plans. [Source: Existing Policy; modified] (CSO/PSR)

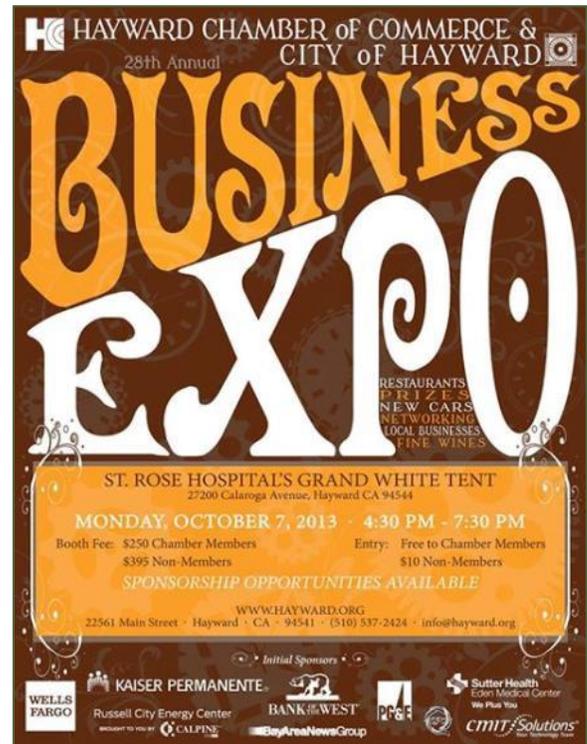
ED-3.3 Buy Local

The City shall encourage residents, local businesses, colleges, trade schools, and community organizations to purchase goods and services from other local businesses to support local jobs and to recirculate money within the local economy. [Source: New Policy; City Staff] (PI/JP)

ED-3.4 Networks and Organizations

The City shall coordinate with business networks and organizations (such as East Bay SCORE, the Alameda County Small Business Development Center, and the US Small Business Administration) that help local business owners

and operators sustain and expand their business within the Hayward community. [Source: New Policy; City Staff] (IS/JP/IGC)



Advertising for a business expo sponsored by the City of Hayward and the Hayward Chamber of Commerce.

ED-3.5 Loans and Financing Programs

The City shall coordinate with organizations that provide loans and financing programs for businesses expansion efforts. [Source: New Policy; City Staff] (PI/IGC/JP)

ED-3.6 Business Advisory Groups

The City shall coordinate with local business organizations and college business programs to create retail, restaurant, and business advisory groups (groups of trained volunteers that visit stores, restaurants, and businesses to provide constructive advice to business owners). [Source: New Policy, GPUTF] (JP)

Goal 4 Town-Gown Economy

The city of Hayward is home to California State University, East Bay, Chabot College, and several vocational schools and technical training institutes. Despite this fact, the City of Hayward does not function or have a reputation as a college town. In general, most students do not have a strong connection to the Hayward community and are generally living, socializing, and spending money in other communities. This goal and its supporting policies strive to develop a robust college-based economy by increasing the local population of students and faculty, and developing “town-gown” or “communiversity” partnerships to improve the local economy and the quality of life of students, faculty and residents. Building the connections between the Hayward community and local colleges will also encourage more college graduates to live long-term in Hayward.

GOAL ED-4

Develop a robust college-town economy through “town-gown” and “communiversity” partnerships. [Source: New Goal: Public, GPUTF]

ED-4.1 Town Gown and Communiversity Partnerships

The City shall collaborate with local colleges to develop strategic “town gown” or “communiversity” partnerships that enhance the Hayward community and economy, improve the overall educational experience of college students, and assimilate college students and graduates into the Hayward community. [Source: New Policy: Public, GPUTF] (IGC)

ED-4.2 Expanding Higher Education

The City shall encourage the expansion of local colleges, trade schools, and technical training institutes to increase local employment opportunities within the education sector and increase the number of students in Hayward.

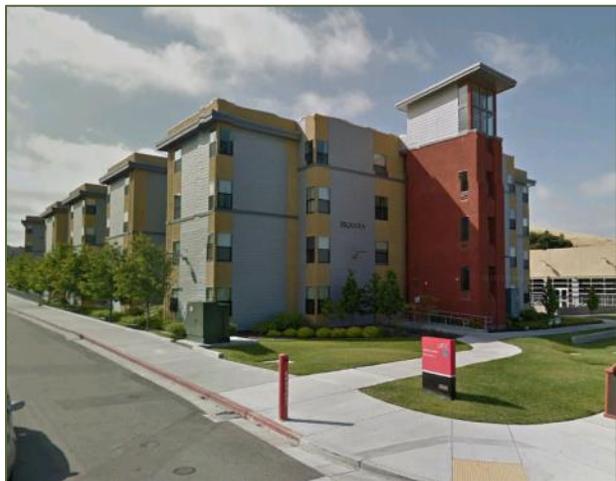
[Source: New Policy; City Staff] (IGC/PI)



California State University, East Bay.

ED-4.3 Student and Faculty Population

The City shall support on- and off-campus student and faculty housing to increase the demand for local services and businesses that cater to students and faculty. [Source: New Policy; Public, GPUTF] (RDR/IGC/JP)



Student housing at California State University, East Bay.

ED-4.4 College-Serving Businesses

The City shall encourage the development of businesses that cater to college and higher-education students, administrators, and faculty members, particularly within Downtown Hayward and along Mission Boulevard (near Cal State University, East Bay) and Hesperian Boulevard (near Chabot College). *[Source: New Policy; Public; GPUTF] (RDR)*

ED-4.5 Events and Festivals

The City shall support and promote community events and festivals that foster college culture and a sense of college and community pride. *[Source: New Policy; Public; GPUTF] (PI/IGC/JP)*



*College students celebrating at a Downtown Street Party.
Courtesy of Cathy Breslow.*



Downtown Street Party. Courtesy of the Hayward Chamber of Commerce.

ED-4.6 Research and Development Partnerships

The City shall coordinate with local colleges and businesses to seek funding for research and development programs. *[Source: New Policy; Public; GPUTF] (JP/IGC)*

ED-4.7 College Technology Research Parks and Business Incubators

The City shall coordinate with local colleges and business organizations to explore the feasibility of developing college technology research parks and business incubators. *[Source: New Policy; GPUTF, Public] (IGC/JP)*

Goal 5 City Image

The City of Hayward recognizes that business owners and operators consider the image and reputation of a community when deciding where to locate or expand their business. Business owners and operators are generally looking for communities that have a good reputation and are desirable places to live, work, visit, and raise a family. This goal and its supporting policies strive to increase economic investment in Hayward by enhancing the overall image and reputation of the community. Hayward’s image, reputation, and overall economic development potential are also influenced by the reputation of public schools.

Goals and policies related to improving public schools are discussed in the Education and Life-Long Learning Element.

GOAL ED-5

Encourage economic investment by enhancing the image and reputation of Hayward. *[Source: EDSP, modified; GPUTF; Public; CC/PC]*

ED-5.1 Economic and Community Assets

The City shall promote Hayward as a livable community and excellent place to do business by showcasing the community’s competitive advantages and economic and community assets, through the development of a unique brand and related marketing program. *[Source: Existing Policy, modified; EDSP] (PI)*

ED-5.2 Community Events and Festivals

The City shall collaborate with businesses, business organizations, and the community to organize and promote events and festivals that help residents and visitors develop positive associations with the Hayward community. *[Source: EDSP] (CSO/IGC/JP/PI)*

ED-5.3 Amenities to Attract the Creative Class

The City shall maintain and enhance the social and cultural amenities of the City (such as attractive public spaces, restaurants, sidewalk cafes, and art galleries) to help attract creative, artistic, skilled, and innovative people (the creative class) to the Hayward community. *[Source: New Policy; City Staff, GPUTF] (CSO/MPSP)*

ED-5.4 Community Appearance Programs

The City shall maintain and implement programs that are specifically designed to address Hayward’s community appearance problems (graffiti, litter, abandoned vehicles, illegal dumping, weed abatement, property maintenance, illegal signs, etc.). *[Source: Existing Policy, modified] (FB/CSO)*



Utility box murals used to reduce graffiti.

ED-5.5 Quality Development

The City shall require new development to include quality site, architectural and landscape design features to improve and protect the appearance and reputation of Hayward. *[Source: Existing Strategy, modified] (RDR)*

ED-5.6 College Town Image

The City shall develop Hayward's image and reputation as a college town to attract both businesses that serve students and faculty, and businesses looking for a trained and educated workforce. *[Source: New Policy; Public, GPUTF, CC/PC] (IGC/PI)*

ED-5.7 Business Improvement Districts

The City shall encourage the formation of business improvement districts by coordinating with property and business owners who want to improve the image and reputation of their district. *[Source: New Policy; City Staff] (JP)*

Goal 6 A Business-Friendly City

The Hayward community wants to encourage private-sector investment to encourage business development, enhance local employment opportunities, and improve the overall quality of life for residents. The City recognizes that it can facilitate private-sector investment and the creation of jobs by creating a business-friendly environment. This goal and its supporting policies stress the importance of customer service, fair and predictable permit procedures, the removal of unnecessary regulatory barriers, and the creation of incentives and partnerships as ways to attract private sector investment to the Hayward community.

GOAL ED-6

Achieve recognition as the most desirable and business-friendly place to locate and conduct business in the East Bay. *[Source: Existing Policy, modified; GPUTF; Public, CC/PC]*

ED-6.1 Business-Friendly Values

The City shall ensure that the entire City organization, including employees, volunteers, and elected and appointed officials, understand and embrace Hayward's business-friendly values. *[Source: New policy; City Staff] (CSO)*

ED-6.2 Land Use Certainty

The City shall strive to enhance land use certainty for businesses by identifying and removing unnecessary regulatory barriers that discourage private-sector investment. *[Source: Existing Policy, modified; EDSP; GPUTF; Public] (JP)*

ED-6.3 Customer Service

The City shall provide excellent customer service by creating a culture that listens, gains an understanding of customer concerns and goals, and proactively seeks solutions to address challenges. *[Source: Existing Policy, modified] (CSO)*



Business grand opening. Courtesy of the Hayward Chamber of Commerce.

ED-6.4 Permit Processing

The City shall ensure a timely, fair, and predictable permit process that seeks to integrate multiple City departments into a single coordinated organization. *[Source: Existing Policy; EDSP; Modified]* (CSO)

ED-6.5 Permit Technology

The City shall optimize its permit procedures by using technology and other tools that improve efficiency and reduce costs. *[Source: Existing Policy, modified; EDSP; GPUTF]* (CSO)

ED-6.6 Customer Feedback

The City shall consider customer recommendations to improve its customer service and permit processing procedures. *[Source: Existing Policy, modified]* (CSO)

ED-6.7 Business Incentives

The City shall provide incentives to attract, expand, and retain businesses that offer high-quality jobs, generate local sales tax revenue, and/or provide needed goods or services to residents. *[Source: Existing Policy, modified; EDSP; GPUTF, Public]* (CSO)

ED-6.8 Public/Private Partnerships

The City shall support and encourage public/private partnerships to implement strategic projects that align with the City's economic and community development goals. *[Source: New Policy; City Staff]* (IGC/JP)

ED-6.9 Infrastructure and Utilities

The City shall encourage the construction and maintenance of utility, communications, and technology infrastructure that will help attract business and industry to the Hayward community. *[Source: Existing Policy, modified; EDSP; GPUTF, Public, CC/PC]* (MPSP)

ED-6.10 Sustainable Business Practices

The City shall promote sustainable business practices that reduce the use of energy and water resources and reduce overhead expenses for businesses. *[Source: New Policy; City; CC/PC]* (PI/IGC)

ED-6.11 Expand and Promote the Green Business Program 

The City shall coordinate with Alameda County, the Hayward Chamber of Commerce, and local businesses to develop strategies to promote the Alameda County Green Business Program to the Hayward business community. *[Source: New Policy; Climate Action Plan]* (IGC, PI)

ED-6.12 Business Visitation Program

The City shall maintain and enhance its Business Visitation Program to learn about new industries and technologies, discuss specific needs of local businesses, identify business expansion opportunities, and determine if City policies and regulations are reflective of changing and emerging business needs. *[Source: New Policy; City; CC/PC]* (CSO)

POLICY DOCUMENT: PART 3

COMMUNITY SAFETY ELEMENT

Community safety is one of the top challenges and priorities of Hayward. Like most urban communities in the San Francisco Bay Area, Hayward's safety challenges range from protecting people and property from crime, to responding to fires, medical emergencies, and natural disasters. The City recognizes that safety concerns, both real and perceived, have a major impact on the health, economic viability, and quality of life of the community. To achieve its full potential, the City will need to improve community safety and diligently work to enhance the image of Hayward.

The Community Safety Element contains goals and policies that are designed to improve community safety by enhancing the programs and services of the Hayward Police Department and Hayward Fire Department. The goals and policies focus on crime prevention, police protection services, fire prevention, fire and emergency medical services, and disaster preparedness, response, and recovery. The goals and policies recognize that the Police Department and Fire Department are not solely responsible for the safety of Hayward. Rather, the City recognizes that community safety is the responsibility of all members of the Hayward community and that partnerships and collaboration between the City, residents, businesses, and neighborhood and community organizations are key factors to improving the safety and well-being of the community.

Several other Elements of the General Plan provide supporting goals and policies related to community safety, including the Education and Lifelong Learning Element, Economic Development Element, Land Use and Community Character Element, Community Health and Quality of Life Element, and Hazards Element.

Goal 1 Crime Prevention

In general, three factors come together when a crime occurs: a criminal, a target (either a person or property), and an opportunity to commit the crime with a relatively low risk of getting caught. Crime prevention strategies are generally designed to remove (or reduce) one or more of the three factors. For example, the number of criminals can be reduced, not only by arrests and prosecutions, but also by intervention programs that direct at-risk youth and adults towards positive activities and opportunities. The number of targets can be reduced by educating people about how to avoid dangerous situations, such as going out alone at night, parking in an unsupervised area, and leaving valuable belongings in a car. Opportunities to commit crime can also be reduced by increasing human activity on streets and public spaces, and by siting and designing buildings to allow people to monitor outside activity. Technology, such as surveillance cameras and alarms, can aid in crime prevention by increasing the criminal's perceived risk of getting caught. This goal and its supporting policies are designed to promote a safer community by developing community partnerships and strategies to prevent crime. The policies are specifically designed to prevent crime by reducing one or more of the three factors of crime (criminal, target, or opportunity).

Additional policies that can help prevent crime are also provided in other elements of the General Plan, especially the Health and Quality of Life Element, the Economic Development Element, and the Education and Lifelong Learning Element.

GOAL CS-1

Strengthen partnerships with the Hayward community to develop strategies and solutions that prevent crime. *[Source: New Policy, City Staff; GPUTF; Public, CC/PC]*

CS-1.1 Community Partnerships

The City shall coordinate with residents, businesses, schools, park districts, and community and neighborhood organizations to develop and expand partnerships to prevent crime. *[Source: New Policy, City Staff; GPUTF; Public] (JP/IGC/PI)*



Hayward Police building relationships with the Woodland Estates community.

CS-1.2 Crime Prevention Programs

The City shall maintain and consider new Police Department programs that support residents and businesses in their efforts to prevent crime and improve neighborhood safety, such as Hayward Neighborhood Alert, Neighborhood Watch, Business Watch, Crime Free Multi-Housing Program, and Synchronized Multi-Agency Safe Housing (SMASH). *[Source: New Policy, City Staff; GPUTF; Public] (JP/CSO/PI)*

CS-1.3 Gang Intervention Programs

The City shall coordinate with school districts to maintain and further develop Police programs, services, and strategies that keep children and teens out of gangs and involved in positive activities. *[Source: New Policy, City Staff; GPUTF; Public] (CSO)*

CS-1.4 Gang Enforcement Strategy

The City shall maintain a comprehensive gang enforcement strategy, including a gang-injunction program, to reduce gang activity throughout the city. *[Source: New Policy, City Staff;] (CSO)*

CS-1.5 Services for At-Risk Youth

The City shall coordinate with school districts to provide services that help at-risk youth escape the path of crime, such as on-site counseling, crisis intervention services, emergency hotlines, case management services, job and internship opportunities, and recreation programs. *[Source: New Policy, City Staff; GPUTF; Public] (IGC)*



Hayward Police Department's Junior Giants Summer Baseball Program.

CS-1.6 Recreation and After-School Programs

The City shall coordinate with park districts, youth organizations, faith-based organizations, and community centers to provide recreation and after-school programs that deter children and young adults from crime and foster a greater sense of civic engagement. *[Source: New Policy, City Staff; GPUTF; Public] (IGC/JP)*

CS-1.7 Crime Awareness Campaigns

The City shall coordinate with schools, colleges, businesses, and neighborhood and community groups to develop, promote, and/or sponsor awareness campaigns about various crimes, including burglaries, child abuse, bullying, domestic violence, sexual assault, human trafficking, fraud, and identity theft. *[Source: New Policy, City Staff; GPUTF; Public] (JP/IGC/PI)*

CS-1.8 Cyber Safety

The City shall coordinate with local school districts, parent-teacher organizations, and community centers to educate residents (especially children and seniors) about the dangers they could encounter on the Internet and how to avoid them. *[Source: New Policy, City Staff] (IGC/JP/PI)*

CS-1.9 Crime Prevention Through Environmental Design

The City shall continue to include the Police Department in the review of development projects to promote the implementation of Crime Prevention Through Environmental Design (CPTED) principles. *[Source: New Policy; City Staff] (RDR)*

CS-1.10 Lighting

The City shall encourage property owners to use appropriate levels of exterior lighting to discourage criminal activity, enhance natural surveillance opportunities, and reduce fear. *[Source: New Policy; City Staff] (RDR)*

CS-1.11 Technology

The City shall encourage and support the use of technology (such as private surveillance cameras, deployed public camera systems, theft-prevention devices, emergency call boxes, alarms, and motion-sensor lighting) to discourage crime. *[Source: New Policy, City Staff] (RDR/PI)*



Hayward police using computer technology to prevent crime.

CS-1.12 On-Site Security

The City shall require conditions of approval related to the provision of on-site security and safety measures for bars, nightclubs, live entertainment businesses, and related uses. Conditions of approval shall promote a healthy balance of public safety and nightlife vibrancy, and may include surveillance cameras, crowd management practices, and on-site security staff. *[Source: New Policy, City Staff] (JP/RDR)*

CS-1.13 Park Security and Safety

The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and East Bay Regional Park District (EBRPD) to address crime and safety concerns within Hayward parks. *[Source: New Policy; GPUTF] (IGC)*

CS-1.14 Coordination of Homeless Services

The City shall coordinate with community organizations to develop and maintain a comprehensive system of services to alleviate homelessness, panhandling, and related public safety concerns. *[Source: New Policy; City Staff] (JP/IGC)*

CS-1.15 Blight, Litter, Graffiti, Illegal Dumping and Abandoned Vehicles

The City shall maintain and implement programs that address conditions that foster crime or the fear of crime, such as blight, litter, graffiti, illegal dumping, and abandoned vehicles. *[Source: New Policy; City Staff] (CSO)*

CS-1.16 Immigrant Outreach Programs

The City shall develop outreach programs to help break down cultural barriers that discourage immigrants from contacting the police to report crimes and public safety concerns. *[Source: New Policy; City Staff] (CSO)*

Goal 2 Police Protection Services

The quality of the City’s Police Department and its relationship with the community has a direct impact on Hayward’s overall safety, security, and quality of life. This goal and its supporting policies are designed to enhance the services of the Hayward Police Department and to create stronger community partnerships. The policies address staffing levels, training, police facilities and equipment, and community relations.

GOAL CS-2

Provide exceptional police protection services to promote a safe and secure community.
[Source: New Goal; GPUTF; Public; CC/PC]

CS-2.1 Community Policing Strategies

The City shall promote community policing strategies that support community partnerships and problem-solving techniques that build public trust and proactively address public safety issues.
[Source: New Policy; City Staff] (CSO/JP/PI)

CS-2.2 Police Strategic Plan

The City shall maintain and implement a Police Department Strategic Plan to:

- Set near-term goals for the Department in response to a dynamic and changing environment.
- Align police services with the community's desires and expectations.
- Accurately assess the operational needs of the Police Department to best serve the Hayward community.

[Source: New Policy, City Staff] (MPSP)

CS-2.3 Police Staffing

The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community. *[Source: New Policy; City Staff] (CSO/FB)*

CS-2.4 Response Time for Priority 1 Calls

The City shall strive to arrive at the scene of Priority 1 Police Calls within 5 minutes of dispatch, 90 percent of the time. *[Source: New Policy; City Staff] (CSO)*



Hayward Police officers on patrol.

CS-2.5 Police Equipment and Facilities

The City shall ensure that Police equipment and facilities are provided and maintained to meet modern standards of safety, dependability, and efficiency. *[New Policy; City Staff] (CSO/FB)*

CS-2.6 Police Facilities Master Plan

The City shall maintain and implement a Police Department Facilities Master Plan that serves as the long-term plan for providing the Police Department with state-of-the-art equipment and facilities, including police headquarters, police substations, training facilities, detention facilities, shooting ranges, and emergency operations centers. *[Source: New Policy, City Staff] (MPSP)*

CS-2.7 Police Training

The City shall ensure that Police officers have access to state-of-the-art training programs and professional development opportunities. *[Source: New Policy, City Staff] (CSO/FB)*



Hayward Police officers engaged in training programs.

CS-2.8 Cross Training

The City shall increase cross training among disciplines in the Police Department so that short-term personnel needs and service gaps can be filled by internal staff. *[Source: New Policy, City Staff] (CSO)*

CS-2.9 Culture Competency Training

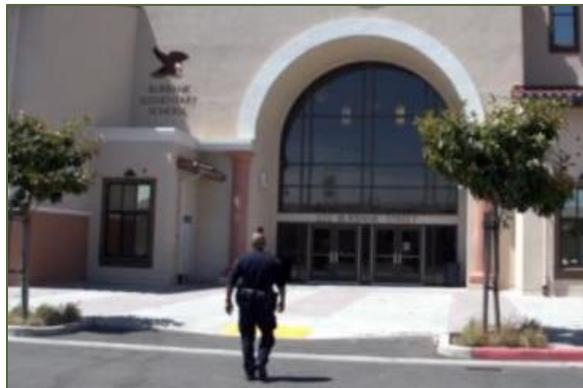
The City shall ensure that all officers receive comprehensive cultural competency training to better serve the needs of Hayward’s diverse population. *[Source: New Policy, City Staff] (CSO)*

CS-2.10 Cooperative Delivery of Services

The City shall coordinate with local, State, and Federal law enforcement agencies to maintain mutual aid agreements and to promote local and regional cooperation in the delivery of law enforcement services to the city and the unincorporated areas within the City’s Planning Area. *[Source: New Policy; City Staff] (IGC)*

CS-2.11 School Security and Safety

The City shall collaborate with local school districts to study and implement measures that enhance the security of schools and the safety of students, teachers, and administrators. *[Source: Existing Policy, modified] (IGC)*



The Hayward Police coordinates with local schools to promote school and community safety.

CS-2.12 Prosecution Coordination

The City shall coordinate with the Alameda County District Attorney’s office to improve collaboration and communication between prosecutors and the Hayward Police Department. *[Source: New Policy; City Staff] (IGC)*

CS-2.13 Community Facilities Districts

The City shall consider the establishment of community facilities districts to ensure that new development does not constrain the City’s ability to provide adequate police services to the Hayward community. *[Source: New Policy; City Staff] (RDR/JP)*

CS-2.14 Development Fees

The City shall consider the establishment of development impact fees to help fund Police Department operations. *[Source: New Policy, City Staff] (MPSP/CSO)*

CS-2.15 Police Communications

The City shall consider the development of a comprehensive Police communication program to inform residents of crimes, investigations, and emergencies. Communication methods may include text messaging, social media postings, telephone and cellular phone messaging, television and radio alerts, and website postings. *[Source: New Policy; City Staff] (CSO/PI)*

Goal 3 Fire Prevention

With an aging stock of residential, commercial, and industrial buildings, Hayward is a community that will likely experience more structural fires in the future. This goal and its supporting policies are designed to protect life and property by preventing structural fires in the Hayward community. Fire prevention is accomplished by minimizing fire risks through education, routine inspections, and requiring building renovations and new construction to comply with fire access and building codes.

Additional policies related to the prevention of wildland fires are provided in the Hazards Element.



Hayward Fire Department teaching youth about fire prevention.

GOAL CS-3

Prevent fires by conducting routine inspections, incorporating fire safety features in new development, and educating the public to take proactive action to minimize fire risks.
[Source: New Goal; Public; GPUTF]

CS-3.1 Fire Prevention Education

The City shall maintain and implement a fire prevention and safety education program for Hayward residents and businesses. The program shall be directed primarily at high-risk population groups, such as seniors and young children. *[Source: Existing Policy, modified] (PI)*



Hayward fireman teaching a child about firefighting.

CS-3.2 Fire and Building Codes

The City shall adopt and enforce fire and building codes. *[Source: Existing Policy, modified] (CSO/JP/IGC)*

CS-3.3 Development Review

The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards. *[Source: New Policy; City Staff]* (RDR)

CS-3.4 Adequate Water Supply for Fire Suppression

The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses. *[Source: New Policy; City Staff]* (RDR)

CS-3.5 Water Supply Infrastructure

The City shall require development to construct and install fire suppression infrastructure and equipment needed to serve the project. *[Source: New Policy; City Staff]* (RDR)



Hayward Fire Department fighting a local fire.

CS-3.6 Fire Safety Inspections

The City shall maintain its fire inspection program for commercial, industrial, and multi-family residential buildings in compliance with the requirements of State law. *[Source: New Policy; City Staff]* (CSO)

CS-3.7 Removal of Fire Hazards

The City shall maintain code enforcement programs that require private and public property owners to minimize fire risks by:

- Maintaining buildings and properties to prevent blighted conditions,
- Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and
- Removing litter, rubbish, and illegally dumped items from properties.

[Source: New Policy; City Staff] (CSO)

Goal 4 Fire Protection and Emergency Medical Services

The quality of the City’s Fire Department and emergency medical services has a direct impact on Hayward’s overall health, safety, and quality of life. This goal and its supporting policies are designed to enhance the fire protection and emergency medical services of the Hayward Fire Department. The policies address a variety of issues, including staffing levels, emergency response times, training, fire facilities and equipment, and coordination with ambulance service providers and hospitals.

GOAL CS-4

Provide coordinated fire protection and emergency medical services to promote a safe and healthy community. *[Source: New Goal; GPUTF; Public; CC/PC]*

CS-4.1 Fire Strategic Plan

The City shall maintain and implement a Fire Department Strategic Plan to:

- Set near-term goals for the Department in response to a dynamic and changing environment.
- Align fire and emergency medical services with the community's desires and expectations.
- Accurately assess the operational needs of the Fire Department to best serve the Hayward community.

[Source: New Policy, City Staff] (MPSP)

CS-4.2 Fire Department Staffing

The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community. *[Source: New Policy; City Staff] (CSO/FB)*

CS-4.3 Fire Department Response Times

The City shall maintain the ability to respond to fire and emergency medical calls based on the following standards:

- The first unit shall arrive on scene within five minutes of dispatch, 90 percent of the time.
- All remaining units shall arrive on scene within 8 minutes of dispatch.

[Source: New Policy; City Staff] (MPSP/CSO)



Hayward Fire Department responding to local emergencies.

CS-4.4 Timing of Services

The City shall ensure that growth and development does not outpace the expansion of Hayward Fire Department staffing and the development of strategically located and fully equipped fire stations. *[Source: New City Policy; City Staff] (MPSO/CSO)*

CS-4.5 Station Call Volumes and the Reallocation of Resources

The City shall monitor call volumes at individual fire stations to determine if certain areas of the City are in high demand of fire and emergency medical services. The City shall consider reallocating resources (fire units and/or equipment) or building new fire stations to serve high demand areas. *[Source: New Policy; City Staff] (MPSP/CSO/FB)*

CS-4.6 New Fire Stations

The City shall ensure that new fire stations are strategically placed to provide optimum response times throughout the Hayward community. *[New Policy; City Staff] (CSO)*



Fire Station #1 in Downtown Hayward.

CS-4.7 Fire Facilities Master Plan

The City shall develop, maintain, and implement a Fire Department Facilities Master Plan that serves as the long-term plan for providing the Fire Department with state-of-the-art equipment and facilities. *[Source: New Policy, City Staff] (MPSP)*

CS-4.8 Fire and Paramedic Training

The City shall ensure that firefighters and paramedics have access to state-of-the-art training and professional development opportunities. *[Source: New Policy, City Staff] (CSO)*

CS-4.9 Cooperative Delivery of Services

The City shall maintain mutual aid agreements and coordinate with local, State, and Federal fire agencies to promote regional cooperation in the delivery of services. *[Source: New Policy; City] (IGC)*

CS-4.10 Investment in Technology

The City shall invest in technology that enhances the City's ability to deliver emergency medical response, fire-rescue, and fire protection services more efficiently and cost-effectively. *[Source: New Policy; City Staff] (CSO/FB)*

CS-4.11 Community Facilities Districts

The City shall consider the establishment of community facilities districts to ensure that new development does not constrain the City's ability to provide adequate fire services to the Hayward community. *[Source: New Policy; City Staff] (RDR/JP)*

CS-4.12 Development Fees

The City shall consider the establishment of development impact fees to fund Fire Department operations. *[Source: New Policy, City Staff] (MPSP/CSO)*

CS-4.13 Ambulance Services

The City shall consider the enhancement of the Advanced Life Support Emergency Medical Service capabilities of the Hayward Fire Department by expanding ambulance services to include Basic Life Support Transport Services. *[Source: New Policy, City Staff] (CSO/FB)*

CS-4.14 Emergency Medical Services

The City shall encourage the expansion of emergency medical services offered at local hospitals and urgent care clinics. *[Source: New Policy, City Staff] (IGC/JP)*

CS-4.15 Center for Public Safety Excellence

The City shall seek recognition by the Center for Public Safety Excellence by improving the service of the Hayward Fire Department. *[Source: New Policy, City Staff] (CSO)*

Goal 5 Disaster Preparedness, Response, and Recovery

Hayward is located in an area that is susceptible to a variety of potential disasters, including earthquakes, landslides, coastal flooding, and wildland fires. Preparing for disasters and having pre-planned policies to coordinate a strategic response is not only important for government agencies, but also for local residents and businesses. Preparedness ensures that government agencies, residents, and businesses have the necessary equipment and resources to stay safe during a disaster and to survive without regular services (such as water and electricity) during the following phase of recovery. This goal and its supporting policies are designed to prepare residents and businesses for disasters, and to ensure that the City of Hayward and other government agencies are ready to respond to protect lives and property during an emergency.

Related policies that discuss potential development in hazardous areas of the City are provided in the Hazards Element.

GOAL CS-5

Prepare the Hayward community for future emergencies and disasters to minimize property damage, protect and save lives, and recover as a resilient community. [Source: New Goal; Public; GPUTF].

CS-5.1 Public Education

The City shall provide public education to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency. [Source: Existing Policy; modified] (PI)

CS-5.2 Neighborhood Preparedness Tools and Resources

The City shall provide neighborhood organizations with emergency preparedness tools and resources (such as Map Your Neighborhood)

to increase community capacity and self-sufficiency after a disaster. [Source: New Policy; City Staff] (PI)

CS-5.3 Emergency Preparedness Kits

The City shall encourage all residents (including college students, nursing home residents, and group home residents) to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days. [Source: New Policy; City Staff] (PI)

CS-5.4 Community Emergency Response Training

The City shall maintain and further develop its volunteer-based Community Emergency Response Team (CERT) and related emergency response training programs, and establish a leadership structure within the volunteer community to coordinate with during a disaster. [Source: New Policy; City Staff] (CSO/FB)



Community Emergency Response Team Training.

CS-5.5 Emergency and Disaster Drills

The City shall coordinate with local and regional jurisdictions, schools and colleges, businesses, and community organizations to conduct emergency and disaster preparedness exercises that test operational and emergency response plans. The City shall incorporate energy and water disruptions and shortages into the drills. *[Source: New Policy; City Staff; GPUTF] (IGC/PI)*

CS-5.6 Comprehensive Emergency Management Plan

The City shall maintain and implement a Comprehensive Emergency management Plan to:

- Outline the City of Hayward's responsibilities in emergencies.
- Coordinate the response and recovery efforts of City Departments, local energy providers, and local, State, and Federal agencies.
- Establish procedures for the Emergency Operation Center (EOC).

[Source: New Policy; City Staff] (CSO/MPSP)

CS-5.7 Energy Assurance Plan 

The City shall develop, maintain, and implement a citywide Energy Assurance Plan that documents the energy needs of critical City and community facilities and functions, establishes goals and actions to increase energy resiliency during disasters, and prioritizes the use of renewable energy or other sustainable technologies to reduce dependency on the grid during power outages. *[Source: New Policy; City Staff] (CSO/MPSP)*

CS-5.8 Emergency Operations Center

The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC) by conducting annual training for staff, and maintaining, testing, and updating equipment to meet current standards. The City shall

incorporate energy and water disruptions and shortages into the training and testing exercises. *[Source: New Policy; City Staff] (CSO/IGC)*

CS-5.9 New Emergency Operations Center

The City shall strive to establish a stand-alone Emergency Operations Center. *[Source: New Policy; City Staff] (CSO/FB)*

CS-5.10 Mutual Aid Agreements

The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response. *[Source: New Policy; City Staff] (IGC)*

CS-5.11 Mass Communications Device

The City shall maintain and regularly upgrade its mass communications systems to effectively notify people during disasters and emergencies by using current communication technologies. *[Source: New Policy; City Staff] (CSO)*

POLICY DOCUMENT: PART 3

NATURAL RESOURCES ELEMENT

The Hayward community places a high value on its natural resources and is committed to the preservation and enhancement of its baylands, hillsides, and creek and open space corridors. These natural resources provide habitat for a variety of plant and animal species, function as part of the Pacific Flyway for migratory birds, contribute to the ecological health of the San Francisco Bay, and provide residents and visitors with opportunities to exercise, enjoy nature, and view scenic resources. Water and air are also important natural resources that are critical to sustaining a healthy population and growing economy. Improving air and water quality, conserving water and energy resources, reducing greenhouse gas emissions, and supporting renewable energy are also major priorities of Hayward.

The Natural Resources Element establishes goals and policies to protect and enhance the natural resources within the Hayward Planning Area. The goals and policies address a variety of topics, including biological resources, air quality and greenhouse gas reduction, open space, energy resources and efficiency, mineral resources, hydrology and water quality, water conservation, paleontological resources, and scenic resources. A number of goals and policies also serve as Climate Action Plan actions, which are designed to reduce local greenhouse gas emissions.

Other elements of the General Plan contain similar goals and policies related to the protection of natural resources. Most notably, supporting goals and policies are located within the Land Use and Community Character Element, the Mobility Element, and the Community Health and Quality of Life Element.

Goal 1 Biological Resources

While the urbanized portions of the Planning Area are mostly devoid of native habitats, approximately 60 percent of the Planning Area is undeveloped or undisturbed open space. This includes hillsides, riparian areas, and the Bay shoreline. These natural areas support a multitude of vegetation types and habitats for numerous plant and animal species, including special status species that require special consideration and/or protection under State or Federal law.

The Planning Area's shoreline and hillsides provide ideal grassland, woodland, and aquatic habitats that are important for a number of special status species. The Planning Area is also near or adjacent to several large undeveloped areas, including Garin Regional Park, Eden Landing Ecological Reserve, and Don Edwards National Wildlife Refuge. While certain plant and animal species have successfully adapted to living within the developed areas of the Planning Area, the native vegetation and creeks within the urbanized areas have been modified to a degree that limits their value as habitat for special status plant and animal species.

The goal and policies in this section identify ways the City can protect, enhance, and restore natural areas so they can become valuable habitat for the Planning Area's diverse array of native and protected animals and plants, while also allowing these areas to be used and enjoyed by residents and visitors.

GOAL NR-1

Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable. *[Existing Goal, modified]*

NR-1.1 Native Wildlife Habitat Protection

The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species. *[Existing Policy, modified]* (RDR)

NR-1.2 Sensitive Habitat Protection

The City shall protect sensitive biological resources, including State and Federally designated sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats from urban development and incompatible land uses. *[Source: New Policy, City staff]* (RDR)



Sensitive biological resources at Garin Regional Park.

NR-1.3 Sensitive Species Identification, Mapping, and Avoidance

The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats using methods and protocols in accordance with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas. *[Source: New Policy, City staff] (RDR)*

NR-1.4 Shoreline Protection and Enhancement

The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection. *[Source: New Policy, Public] (RDR)*



Hayward shoreline.

NR-1.5 Large-Scale Natural Area Access

The City shall support efforts to improve access to publicly owned large-scale natural areas located within the Planning Area, including the shoreline, creeks, regional parks, riparian corridors, and hillside open space areas, by allowing them to be open for controlled access to improve public enjoyment and education, while also limiting access to extremely sensitive natural habitat and minimizing human-related environmental impacts. *[Source: New Policy, Public] (RDR/PSR/SO)*

NR-1.6 Migratory Bird Habitat Protection

The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas. *[Existing Policy, modified] (RDR)*

NR-1.7 Native Tree Protection

The City shall encourage protection of mature, native tree species to the maximum extent practicable, to support the local eco-system, provide shade, create windbreaks, and enhance the aesthetics of new and existing development. *[Existing Policy, modified] (RDR)*

NR-1.8 Invasive Species Mitigation on Public Lands

The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas. *[Source: New Policy, City staff] (IGC/RDR)*

NR-1.9 Native Plant Species Protection and Promotion

The City shall protect and promote native plant species in natural areas as well as in public landscaping. *[Source: New Policy, City staff] (RDR/MPSP)*

NR-1.10 Creek Daylighting

The City shall identify and create opportunities for “daylighting” existing creeks that are currently contained within culverts or hardened channels to reestablish riparian habitat, provide public access and enjoyment, and improve aesthetics. *[Source: New Policy, Public] (PSR)*



Example of a drainage channel that could be improved to reestablish riparian habitat, provide public access and enjoyment, and improve aesthetics.

NR-1.11 Creek and Floodplain Access Easements

The City shall identify and create opportunities for public access to and maintenance of creek corridors and floodplains through the creation of access easements, where practical. *[Source: New Policy, Public] (PSR)*

NR-1.12 Riparian Corridor Habitat Protection

The City shall protect creek riparian corridor habitats by:

- Requiring sufficient setbacks for new development adjacent to creek slopes,
- Requiring sensitive flood control designs to minimize habitat disturbance,
- Maintaining natural and continuous creek corridor vegetation,
- Protecting/replanting native trees, and
- Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, and pollution that may occur from improper development in adjacent areas.

[Source: Existing Policy, modified] (RDR)

Goal 2 Air Quality and Greenhouse Gas Reduction

Air quality is an important natural resource that influences public health and welfare, the local and regional economy, and quality of life. Air quality addresses concentrations of various pollutants in the atmosphere within a specific location. Air quality conditions at a particular location are a function of the type and amount of air pollutants emitted into the atmosphere, the size and topography of the regional air basin, and the prevailing weather conditions. Air pollutants have the potential to adversely impact public health, the production and quality of agricultural crops, native vegetation, visibility, buildings, and other structures.

The Planning Area is located in the San Francisco Bay Area Air Basin, which is currently (2013) designated as a nonattainment area for a number of different types of air pollutants (e.g., ozone precursors and various forms of particulate matter) under State and Federal ambient air quality standards. A nonattainment area is defined as an area or air basin that does not meet State or Federal ambient air quality standards for a given pollutant.

Greenhouse gases trap heat in the atmosphere and include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases (such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride). These gases have the potential to adversely affect the environment because, on a cumulative basis, they contribute to global climate change. In turn, global climate change has the potential to result in rising sea levels, which can inundate low-lying areas; affect rain and snow fall, leading to changes in water supply; and affect habitat, leading to adverse effects on biological and other resources.

Because greenhouse gas emissions come from many different sources in both current and expected future activities in the Planning Area, identification and reduction of greenhouse gas emissions is an important consideration in long-range planning efforts.

The goal and policies in this section provide for air quality improvements and the reduction of greenhouse gases, which are fundamental objectives that underlie policies throughout the General Plan. The goal and policies in this section strive to reduce toxins, support regional coordination, and improve air quality in Hayward. These policies also provide land use, mobility, energy conservation, and similar strategies that reduce automobile trips, energy consumption, and pollution. Air quality policies provide for the management of commercial and industrial uses, as

well as human activities, to reduce emissions and pollution and improve human health.

GOAL NR-2

Improve the health and sustainability of the community through continued local efforts to improve regional air quality, reduce greenhouse gas emissions, and reduce community exposure to health risks associated with toxic air contaminants and fine particulate matter. [Source: New Goal]

NR-2.1 Ambient Air Quality Standards

The City shall work with the California Air Resources Board and the Bay Area Air Quality Management District to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution. [Source: New Policy, City staff] (RDR/IGC)

NR-2.2 New Development

The City shall review proposed development applications to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NOX), and particulate matter (PM₁₀ and PM_{2.5}) through project location and design. [Source: New Policy, City staff] (RDR)

NR-2.3 Emissions Reduction

The City shall require development projects that exceed Bay Area Air Quality Management District reactive organic gas (ROG), nitrogen oxide (NOX) operational thresholds to incorporate design or operational features that reduce emissions equal to at least 15 percent below the level that would be produced by an unmitigated project. [Source: New Policy, City staff] (RDR)

NR-2.4 Community Greenhouse Gas Reduction 🌍

The City shall work with the community to reduce community-based GHG emissions by 20 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively. *[Source: New Policy, City staff]* (RDR)

NR-2.5 Municipal Greenhouse Gas Reduction 🌍

The City shall reduce municipal greenhouse gas emissions by 20 percent below 2005 baseline level by 2020, and strive to reduce municipal emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively. *[Source: New Policy, City staff]* (RDR)

NR-2.6 Greenhouse Gas Reduction in New Development 🌍

The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.. *[Source: New Policy, City staff]* (RDR)

NR-2.7 Coordination with Bay Area Air Quality Management District 🌍

The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design. *[Source: New Policy, City staff]* (RDR/IGC)

NR-2.8 Reduced Emissions for City Operations and Commutes 🌍

The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments and City employees. *[Source: New Policy, City staff]* (SO, PI)

NR-2.9 Fleet Operations 🌍

The City shall continue to purchase low-emission or zero-emission vehicles for the City's fleet and to use available clean fuel sources such as bio-diesel for trucks and heavy equipment. *[Source: New Policy, City staff]* (SO)

NR-2.10 Zero-Emission and Low-Emission Vehicle Use 🌍

The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City. *[Source: New Policy, City staff]* (RDR/PI)

NR-2.11 Zero-Emission and Low-Emission Vehicle Advocacy 🌍

The City shall collaborate with regional, State, and Federal entities to promote the use of alternative fuels and increased vehicle fuel efficiency standards, and to advocate for higher fuel-economy standards, or contribute to regional and state marketing and outreach efforts. *[New Policy: Climate Action Plan]* (IGC)

NR-2.12 Preference for Reduced-Emission Equipment 🌍

The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations. *[Source: New Policy, City staff]* (SO/IP)

NR-2.13 Wood Stove and Fireplace Replacement

The City shall promote the replacement of non-EPA certified fireplaces and woodstoves and encourage city residents to participate in Bay Area Air Quality Management District programs, such as the Wood Stove Rebate Program. *[Source: New Policy, City staff] (SO/JP)*

NR-2.14 Air Quality Education

The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions. *[Source: New Policy, City staff] (PI)*

NR-2.15 Community Risk Reduction Strategy

The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risks associated with toxic air contaminants (TACs) and fine particulate matter (PM_{2.5}) in both existing and new development. *[Source: New Policy, City staff] (RDR)*

NR-2.16 Sensitive Uses

The City shall minimize exposure of sensitive receptors to toxic air contaminants (TAC), fine particulate matter (PM_{2.5}), and odors to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM_{2.5}-emitting sources and odor sources in order to minimize health risk. *[Source: New Policy, City staff] (RDR)*

NR-2.17 Source Reduction Measures

The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new

sources of toxic air contaminants (TAC), fine particulate matter (PM_{2.5}), and odors. *[Source: New Policy, City staff] (PI)*

NR-2.18 Exposure Reduction Measures for New Receptors

The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants (TAC) and fine particulate matter (PM_{2.5}). *[Source: New Policy, City staff] (RDR)*

NR-2.19 Exposure Reduction Measures for both Existing and New Receptors

The City shall work with area businesses, residents and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter (PM_{2.5}). *[Source: New Policy, City staff] (PI)*

Goal 3 Open Space

The Hayward Planning Area includes over 31 square miles of open space, including baylands, ridgelands, and water in the San Francisco Bay. Open space areas such as these are important because they provide habitat for native plants and animal species, provide recreational opportunities for area residents and visitors, and add scenic value to the community.

The East Bay Regional Park District (EBRPD) operates the Hayward Regional Shoreline Park, which consists of 1,811 acres of salt, fresh, and brackish water marshes, as well as seasonal wetlands and five miles of public trails. In addition to existing parkland, there have also been recent successes in acquiring/dedicating permanent open space, such as the acquisition and restoration of

over 3,150 acres of shoreline marsh and wetland areas in recent years by the Hayward Area Shoreline Planning Agency.

The goal and policies in this section strive to protect and restore the Planning Area’s natural open space environments as areas of both important habitat for plant and wildlife species, and recreational and scenic enjoyment for area residents and visitors.

GOAL NR-3

Preserve, enhance, and expand natural baylands, wetlands, marshes, hillsides, and unique ecosystems within the Planning Area in order to protect their natural ecology, establish the physical setting of the city, provide recreational opportunities, and assist with improved air quality and carbon dioxide sequestration. [Source: Existing Goal, modified]

NR-3.1 Permanent Open Space Acquisition

The City shall coordinate with the East Bay Regional Parks District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State and public trust funds, leases for private open space use, and additional bond measures. [Source: Existing Policy, modified] (IGC/FB/PSR)

NR-3.2 Interagency Restoration Coordination

The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the

purchase and restoration of wetland habitats. [Source: Existing Policy, modified] (IGC/FB)

NR-3.3 East Hills Annex Open Space Protection

The City shall protect the rural character and utility of land in the East Hills Annex for grazing, agriculture, a regional park, or other open space uses by limiting subdivision of larger parcels. [Source: Existing Policy, modified] (RDR)



The eastern hillsides of Hayward.

NR-3.4 Ridgeland Area Protection

The City shall continue to coordinate with Pleasanton and Alameda County to develop and implement policies that protect the Ridgeland Area from incompatible land uses and activities. [Source: New Policy, Public] (RDR/IGC)

Goal 4 Energy Resources and Efficiency

Electrical energy resources are critical to sustaining Hayward's economic base, infrastructure capabilities, and quality of life for residents. To avoid the need to construct new, carbon-based electricity generation facilities, both the State and regional energy purveyors have focused over the past decade on reducing growth in energy demand through energy conservation and efficiency. As such, there has been an increasing investment in a range of energy efficiency and conservation programs.

The Planning Area currently (2013) uses energy from power generating facilities located throughout Alameda County, including: 21 wind, five waste-to-energy, one hydroelectric, and one solar. There is also one existing renewable energy production facility within the city: the Hayward Wastewater Solar Facility. As traditional sources of energy become depleted, there is a need to both conserve energy and develop alternate methods of power generation. The goal and policies in this section identify ways to conserve energy consumption in Hayward, expand renewable energy production facilities, and promote businesses that help the City meet greenhouse gas and energy reduction targets.

GOAL NR-4

Reduce energy consumption through increased production and use of renewable energy, sustainable energy purchasing, and improved energy efficiency. [Source: New Goal]

NR-4.1 Energy Efficiency Measures

The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities,

infrastructure, and equipment. [Source: New Policy, City staff] (RDR)

NR-4.2 Energy Efficiency Collaboration

The City shall collaborate with partner agencies, utility providers, and the business community to support a range of energy efficiency, conservation, and waste reduction measures, including the development of green buildings and infrastructure, weatherization programs, installation of energy-efficient appliances and equipment in homes and offices, promotion of energy efficiency retrofit programs, use of green power options, and heightened awareness of the benefits of energy efficiency and conservation issues. [Source: New Policy, City staff] (RDR/PI/MPSP/JP)

NR-4.3 Efficient Construction and Development Practices

The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure. [Source: New Policy, City staff] (RDR)

NR-4.4 Energy Resource Conservation in Public Buildings

The City shall continue to require all public facilities and services to incorporate energy and resource conservation standards and practices. [Source: New Policy, City staff] (RDR)

NR-4.5 Energy Efficient Contractors

When soliciting and awarding public contracts, professional service agreements, or grants to businesses or non-profit agencies, the City shall require, as appropriate, proposals or applications to include information about the sustainability practices of the organization. [New Policy: Climate Action Plan] (RDR)

NR-4.6 Renewable Energy 🌍

The City shall encourage and support the generation, transmission, use, and storage of locally-distributed renewable energy in order to promote energy independence, efficiency, and sustainability. The City shall consider various incentives to encourage the installation of renewable energy projects (i.e. reduced permit fees and permit streamlining). *[Source: New Policy, City staff]* (RDR/JP)



Solar power panels in the backyard of a single-family residential property.

NR-4.7 Renewable Portfolio Standards 🌍

The City shall strive to increase the renewable portion of utility electricity generation by advocating for increased state-wide renewable portfolio standards. *[New Policy: Climate Action Plan]* (IGC)

NR-4.8 Community Choice Aggregation 🌍

The City shall assess and, if appropriate, pursue participation in community choice aggregation, or other similar programs. The City shall seek partnerships with other jurisdictions to minimize start up and administration costs. (CSO) *[New Policy: Climate Action Plan]* (CSO)

NR-4.9 Renewable Energy Financing Programs 🌍

The City shall collaborate with regional agencies and organizations to promote financing programs for renewable energy systems. *[New Policy: Climate Action Plan]* (IGC)

NR-4.10 Public Renewable Energy Generation 🌍

The City shall ensure that all new City-owned facilities are built with renewable energy, as appropriate to their functions, and shall install renewable energy systems at existing City facilities where feasible. *[New Policy: Climate Action Plan]* (RDR/MPSP)



Solar power panels at the City of Hayward Wastewater Treatment Plant.

NR-4.11 Green Building Standards 🌍

The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State’s zero net energy goals by 2020. *[Source: New Policy, City staff]* (RDR/MPSP)

NR-4.12 Urban Forestry 🌳

The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation. *[Source: New Policy, City staff] (RDR)*

NR-4.13 Energy Use Data 🌍

The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial buildings at certain points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts. *[New Policy: Climate Action Plan] (RDR)*

NR-4.14 Energy Efficiency Retrofits 🌍

The City shall collaborate with regional entities and others to promote incentive programs for energy efficiency retrofits such as the Energy Upgrade California program for residential properties. *[New Policy: Climate Action Plan] (IGC/JP)*

NR-4.15 Energy Efficiency Programs 🌍

The City shall promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners. *[New Policy: Climate Action Plan] (PI)*

Goal 5 Mineral Resources

A variety of mineral resources have historically been mined in the Planning Area, including: stone, limestone, clay, fire clay, halite, and salt. The US Geological Survey has identified 11 past, present, or prospective mining sites within the Planning Area, including sites owned or operated by the American Salt Company, the Oliver Salt Company, East Bay Excavation Company, Ideal

Cement Company, and the La Vista Quarry and Mill.

The State requires local jurisdictions to protect areas with economically significant mineral resources from incompatible development. In an effort to maintain availability of sand, gravel, and crushed rock for long-term construction needs, the California Division of Mines and Geology (under the authority of the Surface Mining and Reclamation Act of 1975) has classified aggregate mineral zones throughout the state. The only designated mineral resource "sector" of regional significance in the Planning Area is the La Vista Quarry, located in the area east of Mission Boulevard and Tennyson Road. The goal and policies in this section focus on protecting State-identified mineral resource areas for future use, while also protecting urban development from the potential adverse effects of mining activities and operations.

GOAL NR-5

Protect the economic viability of State-identified mineral resource extraction areas, while avoiding potential land use conflicts and minimizing adverse environmental impacts.
[Source: New Goal]

NR-5.1 Mineral Resource Protection

The City shall protect mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction by limiting new residential or urban uses that would be incompatible with mining and mineral extraction operations. *[Source: New Policy, City staff] (RDR)*

NR-5.2 Mining Operations Nuisance and Hazard Abatement

The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses. *[Source: New Policy, City staff] (RDR)*

NR-5.3 Mining Reclamation Requirements

The City shall require mining operators to prepare reclamation plans and implement reclamation programs to restore land for alternative uses consistent with the California Surface Mining and Reclamation Act once mining operations are no longer viable. *[Source: New Policy, City staff] (RDR)*

Goal 6 Hydrology, Water Quality, and Conservation

Water is vital to both natural processes and human activities. The quantity, quality, and availability of the Bay Area's surface and groundwater resources are of vital importance to community health and ecosystem preservation. Like much of the Bay Area, portions of the Planning Area have experienced problems with both water supply and quality. In addition to protecting water sources, it is also critical to develop active strategies for reducing overall water demand. The goal and policies in this section identify methods for protecting valuable surface and groundwater resources from contaminants, restoring natural features to improve their functionality, and conserving water for future generations.

GOAL NR-6

Improve overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources. *[Source: Existing Goal, modified]*

NR-6.1 Surface Watercourse Restoration

The City shall coordinate with local and regional partners to improve and restore surface watercourses to their natural condition to the greatest extent possible. *[Source: Existing Policy, modified] (IGC/PSR/RDR)*

NR-6.2 Saltwater Intrusion Prevention

The City shall prohibit groundwater withdrawals in industrial and commercial areas near the Bay shoreline which could result in saltwater intrusion into freshwater aquifers. *[Source: Existing Policy, modified] (RDR)*

NR-6.3 Saltwater Slough and Marsh Sedimentation Protection

The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes. *[Source: Existing Policy, modified] (RDR)*

NR-6.4 Minimizing Grading

The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins. *[Source: Existing Policy, modified] (RDR)*

NR-6.5 Erosion Control

The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution. *[Source: Existing Policy, modified] (RDR)*

NR-6.6 Stormwater Management

The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling. *[Source: New Policy, City staff] (RDR/MPSP)*



Use of pervious pavers in parking lot design.

NR-6.7 Toxic Metal Waste Remediation

The City shall protect baylands by ensuring that proper measures are in place to safely remove toxic metals in sewage prior to disposal. *[Source: Existing Policy, modified] (RDR/MPSP)*

NR-6.8: NPDES Permit Compliance

The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit. *[Source: New Policy, City staff] (RDR/MPSP/IGC)*

NR-6.9 Water Conservation 🌍

The City shall require water customers to actively conserve water year-round, and especially during drought years. *[Source: New Policy, City staff] (RDR)*

NR-6.10 Water Recycling 🌍

The City shall support efforts by the regional water provider to increase water recycling by residents, businesses, non-profits, industries, and developers, including identifying methods for water recycling and rainwater catchment for indoor and landscape uses in new development. *[Source: New Policy, City staff] (IGC)*

NR-6.11 Reclaimed Water Usage 🌍

The City shall take an active role in increasing the use of reclaimed water and educating the community about the methods of safe collection and benefits of using reclaimed water. *[Source: Existing Policy, modified] (RDR/PI)*

NR-6.12 Dual Plumbing Systems 🌍

The City shall encourage the installation and use of dual plumbing systems in new buildings to recycle greywater. *[Source: Existing Policy, modified] (RDR)*

NR-6.13 Water Recycling Program Advocacy 🌍

The City shall coordinate with the East Bay Municipal Utility District and the Hayward Area Recreation and Park District to advance water recycling programs, including using treated wastewater to irrigate parks, golf courses, and roadway landscaping and encouraging rainwater catchment system-wide and greywater usage techniques in new buildings. *[Source: New Policy, City staff] (RDR/IGC)*

NR-6.14 Native and Drought-Tolerant Landscaping

The City shall use native or drought-tolerant vegetation in the landscaping of all public facilities. *[Source: Existing Policy, modified]* (RDR)

NR-6.15 Native Vegetation Planting

The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements. *[Source: Existing Policy, modified]* (RDR)

NR-6.16 Landscape Ordinance Compliance

The City shall continue to implement the Bay-Friendly Water Efficient Landscape Ordinance. *[Source: New Policy]* (RDR)

Goal 7 Paleontological Resources

Paleontological resources include any fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust that provide information about the history of life on earth, evolution, and our place as humans in the world. Most of the Planning Area is located on Quaternary sedimentary deposits which are from the most recent geologic periods dating back to 1.6 million years ago. Some of eastern Hayward is located on sedimentary rocks from the Mesozoic period dating back to 245 million years ago, when dinosaurs inhabited the earth. The goal and policies in this section seek to protect paleontological resources so they can be preserved for current and future generations.

GOAL NR-7

Identify, honor, and protect historically significant paleontological resources so they can be scientifically studied and preserved for current and future generations. *[Source: New Goal]*

NR-7.1 Paleontological Resource Protection

The City shall prohibit any new public or private development that damages or destroys a historically- or prehistorically-significant fossil, ruin, or monument, or any object of antiquity. *[Source: New Policy, City staff]* (RDR)

NR-7.2 Paleontological Resource Mitigation

The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed. *[Source: New Policy, City staff]* (RDR/MPSP)

Goal 8 Scenic Resources

Views of natural topography, open grassland vegetation, rolling hills, and the Bay shoreline make up the prominent elements of Hayward's scenic landscape. While the city is largely urban, with a relatively dense development pattern that can restrict scenic views, higher elevations in the hills and portions of the shoreline provide scenic vistas of the San Francisco Bay and views to the East Bay hills. These natural scenic resources are a sense of pride for the community and a major attraction for visitors that need to be protected. In addition, there are three freeways in the Planning Area which have a County scenic highway designation: I-580, I-880, and SR 92. The goal and policies in this section focus on protecting and

enhancing valuable scenic resources, hillsides, the Bay shoreline, and designated scenic corridors.

Similar policies related to protecting scenic views of historical resources and hillside areas are provided under Goal LU-8 and LU-7, respectively, of the Land Use and Community Character Element.

GOAL NR-8

Enhance, preserve, and increase the aesthetic qualities of Hayward's undisturbed natural hillsides and shoreline, and designated scenic transportation corridors. [Source: New Goal]

NR-8.1 Hillside Residential Design Standards

The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines. [Source: New Policy, City staff] (RDR)



View of scenic hillsides in Hayward.

NR-8.2 Hillside Site Preparation Techniques

The City shall require low-impact site grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space. [Source: New Policy, City staff] (RDR)

NR-8.3 Scenic Transportation Corridor Protection

The City shall protect the visual characteristics of transportation corridors that are officially designated as having unique or outstanding scenic qualities, including portions of I-580, I-880, and SR 92. [Source: New Policy, City staff] (RDR)

NR-8.4 Shoreline Views Protection

The City shall maintain and implement residential and non-residential design guidelines in order to protect existing views of the Bay shoreline. [Source: New Policy] (RDR)

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POLICY DOCUMENT: PART 3

HAZARDS ELEMENT

The city of Hayward is located in a region that is prone to a variety of natural disasters. The city's geologic setting was formed by regional and local earthquake faults, many of which are still active and can generate devastating damage to buildings and infrastructure in the event of an earthquake. The city's climate can also create hazardous conditions. Severe winter and spring storms can cause landslides in hillside areas and flooding along stream corridors and low lying areas near the San Francisco Bay. Dry weather during spring and summer months can create hazardous conditions related to wildland fires, which when combined with strong Diablo winds, pose a significant risk to hillside neighborhoods. Climate change and rising sea levels are anticipated to increase the severity of weather conditions in the future, and will likely increase flood, landslide, and wildfire risks. In addition to natural hazards, Hayward also has a number of transportation facilities and industrial businesses that create risks for man-made hazards, such as aircraft accidents, hazardous material spills, and exposure to excessive noise.

While it is impossible to completely avoid natural and man-made hazards, the Hazards Element establishes goals and policies to protect life and minimize property damage during future disasters and emergencies. The goals and policies address regional hazards mitigation, seismic and geologic hazards, flood hazards, rising sea levels, wildland wildfires, hazardous materials, airport hazards, and noise.

Several other Elements of the General Plan provide supporting goals and policies that will help the Hayward community prepare for and respond to hazards, including the Community Safety Element, the Public Facilities Element, and the Community Health and Quality of Life Element.

Goal 1 Regional Coordination

The impacts of disasters are rarely confined to the limits of a single jurisdiction, and almost always affect multiple agencies within a region. As a result, the Federal Disaster Mitigation Act of 2000 encourages cooperation between State, regional, and local agencies, prompting them to work together to mitigate hazards. This goal and its supporting policies are designed to promote a disaster-resilient region through regional coordination and mitigation planning. This is accomplished by implementing a Multi-Jurisdictional Hazards Mitigation Plan, a comprehensive plan that addresses hazards at the regional and local level. By participating in regional and local hazards mitigation, the City will minimize disaster risks and improve the safety of the Hayward community.

GOAL HAZ-1

Promote a disaster-resilient region by reducing hazard risks through regional coordination and mitigation planning.
[Source: New Policy, City Staff]

HAZ-1.1 Multi-Jurisdictional Local Hazards Mitigation Plan

The City shall coordinate with regional and local agencies to implement the Multi-Jurisdictional Local Hazards Mitigation Plan for the San Francisco Bay Area. *[Source: New Policy; City Staff] (IGC/MPSP)*

HAZ-1.2 Plan Implementation and Monitoring

The City shall monitor and evaluate the success of the Multi-Jurisdictional Local Hazards Mitigation Plan, including the local strategies provided in the Hayward Annex. The City shall ensure that strategies are prioritized and implemented through the Capital Improvement Program and by

providing adequate budget for on-going programs and Department operations. *[Source: New Policy; City Staff] (MPSP/CSO/FB)*

HAZ-1.3 Plan Updates

The City shall support the Association of Bay Area Governments (ABAG) in its role as the lead agency that prepares and updates the Multi-Jurisdictional Local Hazards Mitigation Plan. If ABAG cannot fulfill this role in the future, the City shall coordinate with Alameda County and other local agencies to encourage the development and implementation of a new Multi-Jurisdictional Local Hazards Mitigation Plan. *[Source: New Policy; City Staff] (IGC)*



Photographs showing damage from the 1868 Hayward Earthquake. Courtesy of the Hayward Area Historical Society.

Goal 2 Seismic and Geologic Hazards

Hayward is located in a seismically active region that contains several major active faults, including the San Andreas Fault, Hayward Fault, and Calaveras Fault. The Hayward Fault crosses through the city and generally runs parallel and within a few hundred feet of Mission Boulevard. Other potentially active faults within Hayward include the Chabot Fault, the Carlos Bee Fault, and several adjacent and secondary faults. As a result of its location and geologic setting, the city of Hayward is subject to a variety of seismic and geologic hazards, including fault rupture, strong ground shaking, liquefaction, and landslides. In addition, segments of the city could flood if an earthquake generates a tsunami or causes an upstream dam to fail. This goal and its supporting policies are designed to minimize risks associated with seismic and geologic hazards.

GOAL HAZ-2

Protect life and minimize property damage from potential seismic and geologic hazards.
[Source: Existing Policy, modified]

HAZ-2.1 Seismic Safety Codes and Provisions

The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.
[Source: Existing Policy, modified] (RDR)

HAZ-2.2 Geologic Investigations

The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones:

- Fault Zone (see Figure 9.2-1 in the Hazards Background Report)

- Liquefaction Zone (see Figure 9.2-2 in the Hazards Background Report)
- Landslide Zone (see Figure 9.2-3 in the Hazards Background Report)

A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards. *[Source: New Policy; City Staff, GPUTF] (RDR)*

SEISMIC HAZARD TERMINOLOGY

Fault Zone: Zones in which cities and counties must require special geologic studies to prevent the construction of structures intended for human occupancy over an earthquake fault. The California Geological Survey publishes maps of the zones as part of its work to implement the requirements of the Alquist-Priolo Special Studies Zone Act. These maps show the most comprehensive depiction of fault traces that can rupture during an earthquake.

Liquefaction: Liquefaction happens when loosely packed sandy or silty materials saturated with water are shaken hard enough to lose strength and stiffness. Liquefied soils behave like a liquid and are responsible for tremendous damage in an earthquake, causing pipes to leak, roads and airport runways to buckle, and building foundations to be damaged.

Tsunami: A tsunami (pronounced soo-nah-mee) is a series of waves generated in a body of water by a rapid disturbance that vertically displaces the water. These changes can be caused by an underwater fault rupture (that generates an earthquake) or underwater landslides (typically triggered by earthquakes).

HAZ-2.3 Fault Zones Assumption

The City shall assume that all sites within (or partially within) any fault zone are underlain by an active fault trace until a geotechnical investigation by a licensed geotechnical engineer proves otherwise. *[Source: Existing Policy, modified]* (RDR)



Active Fault Zones in the San Francisco bay Area. Source: Association of Bay Area Governments.

HAZ-2.4 New Buildings in a Fault Zone

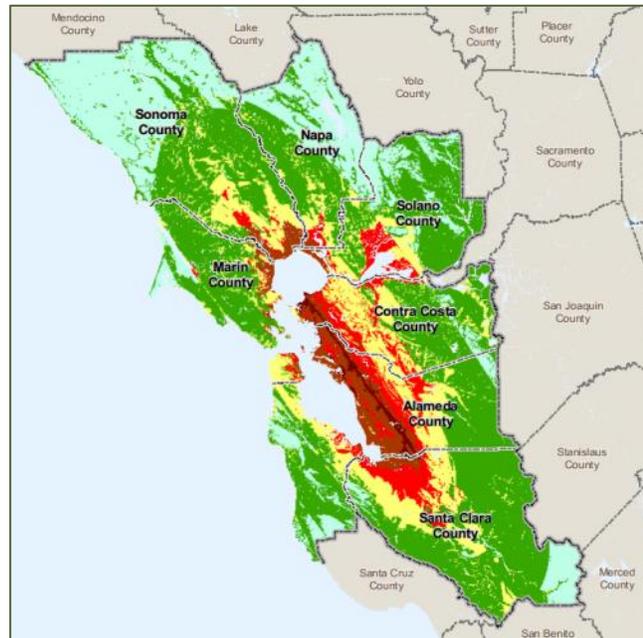
The City shall prohibit the placement of any building designed for human occupancy over active faults. All buildings shall be set back from active faults by at least 50 feet. The City may require a greater setback based on the recommendations of the licensed geotechnical engineer evaluating the site and the project. *[Source: Existing Policy, modified]* (RDR)

HAZ-2.5 Existing Buildings in a Fault Zone

The City shall prohibit the expansion of existing buildings (constructed prior to the adoption of the Alquist-Priolo Special Studies Zone Act) that are located over an active fault. Renovations to existing buildings within a fault zone shall be subject to the limitations and requirements of the Alquist-Priolo Special Studies Zone Act. *[Source: New Policy; City Staff]* (RDR)

HAZ-2.6 Infrastructure and Utilities

The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment. *[Source: Existing policy, modified]* (RDR)



Potential severity of ground shaking in the Bay Area during a magnitude 6.9 earthquake on the Hayward Fault. Areas in red would experience very strong to very violent ground shaking. Source: Association of Bay Area Governments.

HAZ-2.7 Dam Failure

The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.

[Source: New Policy, City Staff] (IGC)

HAZ-2.8 Tsunamis

The City shall coordinate with the Hayward Area Recreation and Park District (HARD), the East Bay Regional Parks District (EBRPD), and the Alameda County Flood Control and Water Conservation District to efficiently evacuate shoreline parks during potential tsunami events.

[Source: New Policy, City Staff] (CSO/MPSP/IGC)

HAZ-2.9 Seismic Retrofits

The City shall encourage property owners to upgrade buildings for seismic safety purposes, especially masonry and soft-story buildings (i.e., buildings designed with minimal bracing on the first floor). *[Source: Existing Policy, City Staff; GPUTF; Public] (MPSP/PI)*

HAZ-2.10 City Facilities

The City shall strive to seismically upgrade existing City facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall consider the relocation and/or reconstruction of facilities.

[Source: New Policy; City Staff] (PI/CSO)

HAZ-2.11 Critical Facilities

The City shall encourage seismic upgrades to hospitals, schools, long-term care facilities, and other important facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall encourage the relocation and/or reconstruction of facilities.

[Source: New Policy; City Staff] (PI/CSO)

HAZ-2.12 Public Awareness

The City shall promote greater public awareness of earthquake hazards and promote resources and programs to help property owners make their homes and businesses more seismically safe.

[Source: Existing Policy, modified] (PI)

Goal 3 Flood Hazards

Various parts of Hayward are subject to flooding during major storm events, including shoreline areas and upland areas located along streams, creeks, and drainage ways. The geographic extent of local flood hazards are anticipated to increase in the next century as a result of rising sea levels caused by global warming. Extreme weather conditions caused by global warming could also increase flooding risks during major storms. This goal and its supporting policies are designed to minimize damage and risks associated with flood hazards, including flood hazards associated with extreme weather caused by global warming. Related policies that address rising sea levels are discussed under Goal 4.

GOAL HAZ-3

Protect life and minimize property damage from potential flood hazards. *[Source: New Goal; GPUTF; Public; CC/PC]*

HAZ-3.1 FEMA Coordination

The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the city. *[Source: Existing Policy, modified] (IGC)*

HAZ-3.2 Development in Floodplains

The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized. *[Source: Existing Policy, modified]* (RDR)

HAZ-3.3 Flood Plain Management Ordinance

The City shall maintain and enforce a Flood Plain Management Ordinance to:

- Promote public health, safety, and general welfare by minimizing public and private losses due to floods,
- Implement the Cobey-Alquist Flood Plain Management Act, and
- Comply with the eligibility requirements of the National Flood Insurance Program.

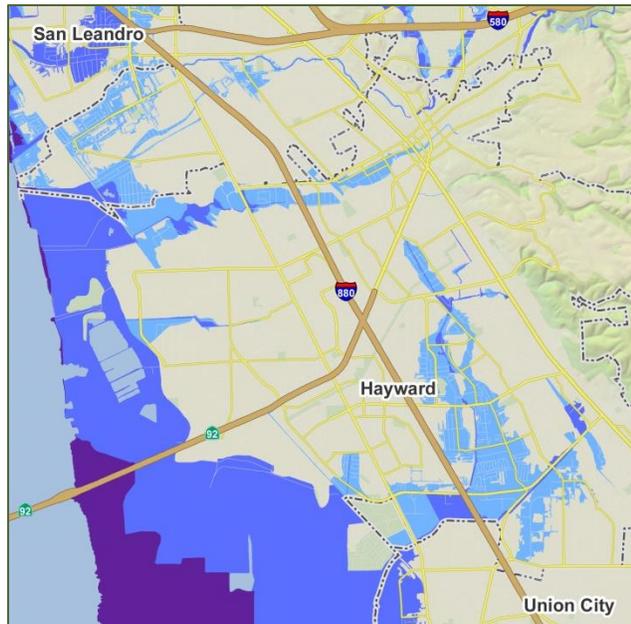
[Source: New Policy; City Staff] (MPSP/RDR)

HAZ-3.4 Changing Flood Conditions Associated with Global Warming

The City shall coordinate with the Alameda County Flood Control and Water Conservation District to evaluate the need to expand the capacity of flood control facilities based on changing flood conditions associated with global warming and extreme weather. *[Source: Existing Policy, modified]* (IGC)

HAZ-3.5 Public Awareness

The City shall promote greater public awareness of flooding hazards and promote resources and programs to help property owners protect their homes and businesses from flood damage. *[Source: New Policy; City Staff]* (PI)



Areas of Hayward that are subject to flooding during a 100-year storm with coastal waves (purple), a 100 year storm (dark blue), and a 500-year storm (light blue). Source: Association of Bay Area Governments

Goal 4 Rising Sea Levels

Sea levels are projected to rise by at least 55 inches over the next century. As sea levels rise, the Hayward shoreline, as well as industrial, commercial, and residential areas along creeks and drainage ways, will become more and more vulnerable to water inundation during both normal high tides and flooding during major storm events. If unmitigated, rising sea levels have the potential to inundate the open space and recreational resources along the shoreline, and flood nearby industrial, commercial, and residential areas. This goal and its supporting policies are designed to protect the Hayward shoreline and adjacent urban uses from the impacts of rising sea levels.

Policies related to climate change and the reduction of greenhouse gas emissions are provided in the Natural Resources Element and Mobility Element.

GOAL HAZ-4

Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels. [Source: New Goal; Public; GPUTF, CC/PC].

HAZ-4.1 Monitor Rising Sea Level

The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards. [Source: New Policy; City Staff] (IGC/CSO)

HAZ-4.2 Adapting to Rising Tides

The City shall continue to participate in the Adapting to Rising Tides Project to develop adaptation strategies that protect the Hayward shoreline and enhance the community's overall resilience to rising sea levels. [Source: New Policy; City Staff] (IGC)

HAZ-4.3 Shore Realignment Master Plan

The City shall coordinate with the Hayward Area Shoreline Planning Agency, the Bay Conservation Development Commission, and other agencies involved in the Adapting to Rising Tides Project to develop and implement a Regional Shore Realignment Master Plan. The Master Plan shall identify:

- A preferred long-term strategy and implementation program to protect the regional shoreline.
- Interim standards to regulate development within potentially affected areas if sea levels rise prior to the construction of shoreline protection projects.
- Potential flood mitigation measures to apply to development projects within potentially affected areas.

[Source: New Policy; City Staff; GPUTF] (IGC)

HAZ-4.4 FIRM Maps

The City shall strive to provide updated Flood Insurance Rate Maps that reflect rising sea levels and changing flood conditions. [Source: New Policy; City Staff] (RDR)

HAZ-4.5 Rising Sea Level Disclosures

The City shall require that all new development within areas subject to future flooding as a result of rising sea levels provide future residents and property owners with deed notices upon transfer of title concerning rising sea levels and flooding. [Source: New Policy, City Staff; GPUTF] (RDR)

Goal 5 Urban Wildfire Hazards

The foothill neighborhoods of Hayward are located adjacent to natural hillsides and open space areas that are prone to wildfires. This goal and its supporting policies are designed to minimize urban wildfire risks through the implementation of wildland/urban interface guidelines, fire prevention codes, and open space management practices that reduce the potential for wildfires.

GOAL HAZ-5

Protect life and minimize potential property damage from urban wildfire hazards in hillside areas. [Source: Existing Policy, modified]

HAZ-5.1 Wildland/Urban Interface Guidelines

The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas. [Source: Existing Policy, modified] (MPSP/RDR)



Areas of the San Francisco Bay Area that burned during wildfires between 1950 and 2011 (yellow). Source: Association of Bay Area Governments

HAZ-5.2 Fire Prevention Codes

The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property. [Source: Existing Policy, modified] (CSO/RDR)

HAZ-5.3 Defensible Space and Fuel Reduction

The City shall promote defensible space concepts to encourage property owners to remove overgrown vegetation and to reduce fuel loads on hillside properties, especially near structures and homes. [Source: New Policy] (PI/JP/IGC/RDR)

HAZ-5.4 Grant Funding

The City shall seek grant funding to mitigate potential wildfire threats to the community and to implement special training workshops and projects related to defensible space and fuel reduction practices. [Source: New Policy] (CSO)

HAZ-5.5 Park District Coordination

The City shall coordinate with the East Bay Regional Park District and the Hayward Area Recreation and Park District to promote forestry and park management practices that reduce the potential for wildland fires. [Source: Existing Policy, modified] (CSO)

HAZ-5.6 Regional Coordination

The City shall coordinate with Alameda County, the cities of Pleasanton, Dublin, and San Ramon, and other fire protection agencies to reduce the potential for wildfire hazards in the East Bay hills. [Source: Existing Policy, modified] (CSO)

Goal 6 Hazardous Materials

Hazardous materials are toxic, ignitable, corrosive, or reactive substances that can cause harm to people. Hazardous materials are used by households and businesses within urban areas. The improper use and disposal of hazardous materials can contaminate soil and groundwater resources and compromise the health and quality of life of residents. Accidents involving the transportation of hazardous materials can also cause explosions or spills that endanger the lives and property of nearby residents and businesses. This goal and its supporting policies are designed to establish strategies to minimize exposure to hazardous materials through the documentation, monitoring, clean-up, and re-use of hazardous material sites; and the implementation of best practices for the routine use, storage, transport, and disposal of hazardous materials.

GOAL HAZ-6

Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials. [Source: Existing Policy, modified]

HAZ-6.1 Hazardous Materials Program

The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes:

- Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP);
- California Accidental Release Prevention (CalARP) Program;
- Underground Storage Tank (UST) Program;
- Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans;
- Hazardous Waste Generator Program;
- On-site Hazardous Waste Treatment (Tiered Permit) Program; and
- California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).

[Source: New Policy; City Staff] (CSO/MPSP/RDR)

HAZ-6.2 Site Investigations

The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community. *[Source: New Policy; City Staff] (RDR)*

HAZ-6.3 Permit Requirements

The City shall direct the Fire Chief (or their designee) and the Planning Director (or their designee) to evaluate all project applications that involve hazardous materials, electronic waste, medical waste, and other hazardous waste to determine appropriate permit requirements and procedures. *[Source: New Policy; City Staff] (RDR)*

HAZ-6.4 Land Use Buffers

The City shall review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses. *[Source: Existing Policy, modified] (RDR)*

HAZ-6.5 Collection Programs

The City shall maintain and further develop its collection programs for household hazardous waste and e-waste (cell phones, batteries, computers, televisions, computers, monitors, etc.). *[Source: Existing Policy, modified] (CSO/MPSP)*

HAZ-6.6 Education Resources

The City shall provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials. *[Source: Existing Policy, modified] (PI)*

HAZ-6.7 Agency Coordination

The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials. *[Source: Existing Policy, modified] (IGC/PI)*

HAZ-6.8 Truck Routes

The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage

truck routes passing through residential neighborhoods to the maximum extent feasible. *[Source: Existing Policy, modified] (MPSP/PI)*

Goal 7 Airport Hazards

The Hayward Executive Airport is designated as a General Aviation Reliever Airport located in northwest Hayward. The airport is owned and operated by the City of Hayward. A variety of aircraft, including single and twin-engine airplanes, corporate jets, and helicopters, use the airport on a daily basis. Commercial, industrial, residential, and recreational properties near the airport could be exposed to aviation-related accidents and related hazards. This goal and its supporting policies are designed to minimize this exposure. The Federal Aviation Administration (FAA) has the sole authority to regulate aviation activities in the United States, including the certification of aircraft and pilots. The City of Hayward’s role is to maintain and operate the airport and regulate land uses in the vicinity of the airport. Related policies that address airport noise are provided under Goal HAZ-8.

GOAL HAZ-7

Minimize exposure to safety hazards associated with aircraft using the Hayward Executive Airport. *[Source: New Goal; City Staff].*

HAZ-7.1 Land Use Safety Compatibility and Airspace Protection Criteria

The City shall consider all applicable federal statutes (including 49 U.S.C. 47107), federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA’s Airport Compliance Manual, FAA Advisory Circulars and other forms of written guidance, and State law, with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport

Influence Area of the Hayward Executive Airport. *[Source: New Policy, City Staff] (RDR)*



Hayward Executive Airport.

HAZ-7.2 Airport Land Use Compatibility Plan

The City shall require all development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the Hayward Executive Airport to comply with all applicable federal statutes (including 49 U.S.C. 47107), federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA’s Airport Compliance Manual, FAA Advisory Circulars and other forms of written guidance, and State law, with respect to criteria related to land use safety and airspace protection. *[Source: New Policy, City Staff] (IGC/RDR)*

HAZ-7.3 Commission Review

The City shall ensure that all applicable plans, ordinances, and development applications are reviewed by the Alameda County Airport Land Use Commission if required by State law. *[Source: New Policy, City Staff] (IGC/MPSP/RDR)*

Goal 8 Noise Hazards

Exposure to excessive noise can impact the health and quality of life of residents and employees. Excessive noise can cause hearing loss, stress, hypertension, sleep disturbance, and fatigue. The

Hayward community contains a variety of noise sources, including aircraft, trains, vehicle traffic on freeways and roadways, and industrial and commercial operations. This goal and its supporting policies are designed to minimize human exposure to excessive noise by evaluating noise exposure risks and incorporating appropriate mitigation measures.

GOAL HAZ-8

Minimize human exposure to excessive noise and ground vibration. *[Source: Existing Policy, modified]*

HAZ-8.1 Locating Noise Sensitive Uses

The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise. *[Source: New Policy; City Staff] (RDR)*

HAZ-8.2 Noise Study and Mitigation

The City shall require development projects in areas where they may be exposed to major noise sources (e.g. roadways, rail lines, and aircraft or other non-transportation noise sources) to conduct a project level environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table HAZ-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems,

and the installation of noise attenuating windows and wall/ceiling insulation. *[Source: Existing Policy, modified] (RDR)*

NOISE TERMINOLOGY

dBA: Measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Equivalent Noise Level (Leq): Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No “penalties” are added to any noise levels during the exposure time; Leq would be the same regardless of the time of day during which the noise occurs.

Day-Night Average Noise Level: (Ldn): A 24-hour average Leq with a 10 dBA “penalty” added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the Ldn would always be higher than its corresponding 24-hour Leq (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA Leq, but a 66.4 dBA Ldn).

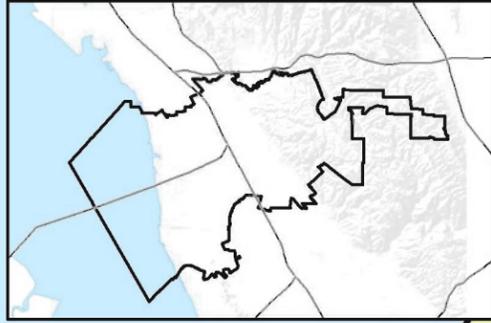
Community Noise Equivalent Level (CNEL): An Ldn with an additional 5 dBA “penalty” for the evening hours between 7:00 P.M. and 10:00 P.M. This is essentially a measure of ambient noise.

Sound Exposure Level or Single Event Level (SEL): A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

TABLE HAZ-1 Exterior Noise Compatibility Standards for Various Land Uses	
Land Use Type	Highest Level of Exterior Noise Exposure that is Regarded as “Normally Acceptable”^a (Ldn^b or CNEL^c)
Residential: Single-Family Homes, Duplex, Mobile Home	60
Residential: Townhomes and Multi-Family Apartments and Condominiums	65
Urban Residential Infill ^d and Mixed-Use Projects ^e	70
Lodging: Motels and Hotels	65
Schools, Libraries, Churches, Hospitals, Nursing Homes	70
Auditoriums, Concert Hall, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75
Office Buildings: Business, Commercial, and Professional	70
Industrial Manufacturing, Utilities, Agriculture	75

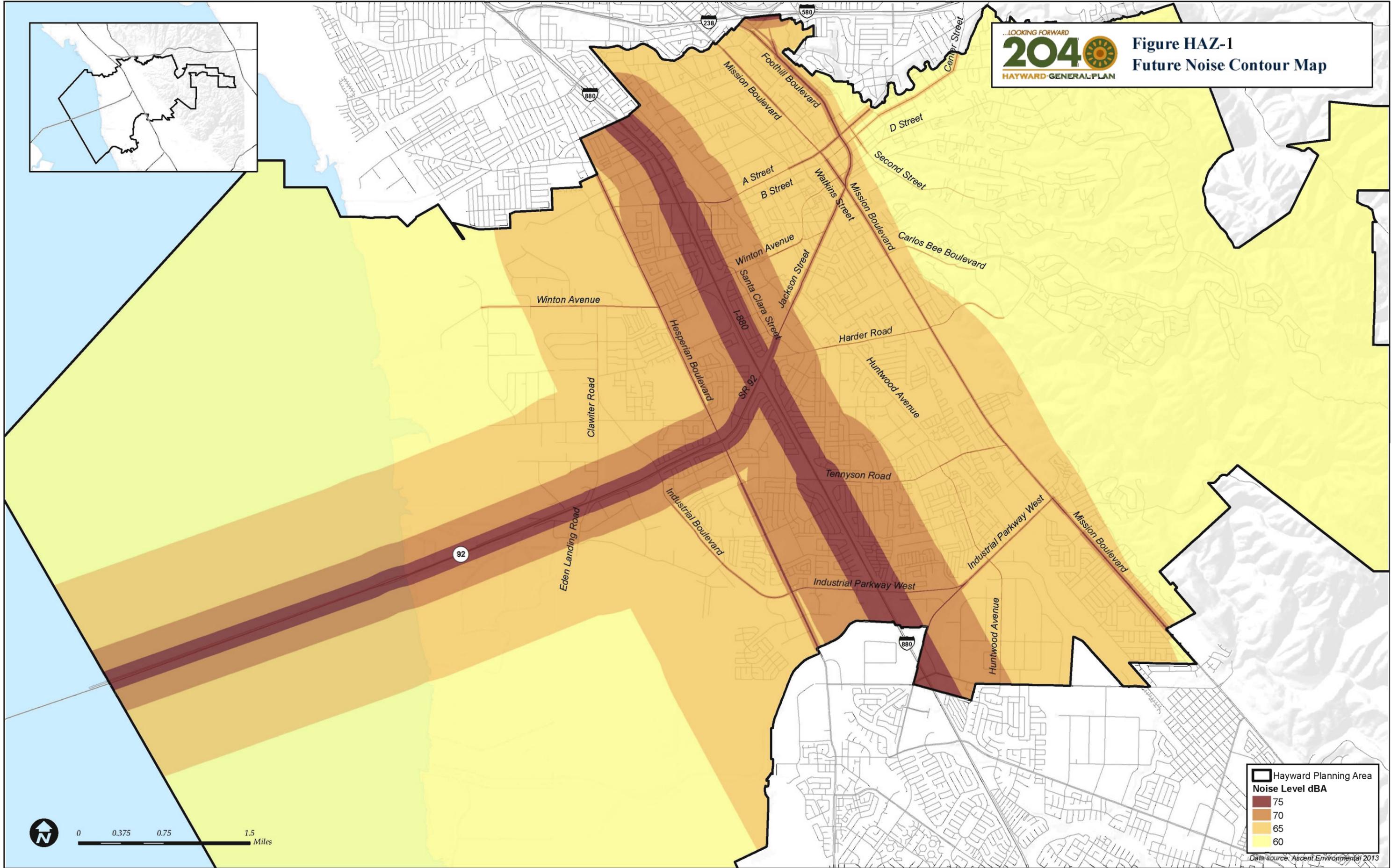
Source: Governor’s Office of Planning and Research, *State of California General Plan Guidelines 2003*, October 2003.

- a. As defined in the *State of California General Plan Guidelines 200*, “Normally Acceptable” means that the specified land uses is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise mitigation. For projects located along major transportation corridors (major freeways, arterials, and rail lines) this “normally acceptable” exterior noise level may be exceeded for certain areas of the project site (e.g. the frontage adjacent to the corridor or parking areas) with the exception of primary open space areas (see policies HAZ-8.5 and HAZ-8.6).
- b. Ldn or Day Night Average is an average 24-hour noise measurement that factors day and night noise levels.
- c. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.
- d. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard).
- e. Mixed-Use Projects would include all mixed-use developments throughout the City of Hayward.



...LOOKING FORWARD
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HAYWARD GENERAL PLAN

**Figure HAZ-1
Future Noise Contour Map**



Hayward Planning Area	
Noise Level dBA	
	75
	70
	65
	60

Date source: Ascent Environmental 2013

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HAZ-8.3 Incremental Noise Impacts of Commercial and Industrial Development

The City shall consider the potential noise impacts of commercial and industrial developments that are located near residences and shall require noise mitigation measures as a condition of project approval. *[Source: New Policy; City Staff] (RDR)*

HAZ-8.4 Noise Mitigation and Urban Design

The City shall consider the visual impact of noise mitigation measures and shall require solutions that do not conflict with urban design goals and standards. *[Source: New Policy; City Staff] (RDR)*

HAZ-8.5 Residential Noise Standards

The City shall require the design of new residential development to comply with the following noise standards:

- The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 pm to 7:00 am), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.
- The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, duplex or mobile home, which is typically the backyard or a fenced side yard, shall be an Ldn of 60 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

- The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an Ldn of 65 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.
- The maximum acceptable exterior noise level for the primary open space area of urban residential infill and mixed-use projects (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family or mixed-use projects) shall be an Ldn of 70 dB. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard). This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

[Source: Existing Policy, modified] (RDR)

HAZ-8.6 Noise Standards for Lodging, Nursing Homes, and Hospitals

The City shall require the design of new lodging facilities, nursing homes, hospitals, and other similar uses to comply with the following noise standards:

- The maximum acceptable interior noise level for sleeping areas shall be an Ldn of 45 dB with windows closed.

- For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 pm to 7:00 am) and 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.

[Source: New Policy; City Staff] (RDR)

HAZ-8.7 Noise Standards for Office and Similar Uses

The City shall require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA Leq (peak hour). *[Source: New Policy, City Staff] (RDR)*

HAZ-8.8 Park Noise

The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes.

[Source: New Policy; City Staff] (IGC)

HAZ-8.9 OSHA Standards

The City shall encourage businesses to comply with Occupational Safety and Health Administration (OSHA) standards related to noise safety and ear protection when employees work in noisy environments (interior and exterior). *[Source: New Policy; City Staff] (CSO)*

HAZ-8.10 BART Trains and Bus Transit

The City shall encourage BART and AC Transit to upgrade their trains and transit fleets with vehicles that generate less noise when driving and idling. *[Source: Existing Policy, modified] (IGC)*

HAZ-8.11 Freeway Sound Walls

The City shall encourage Caltrans, in conjunction with any new freeway project, to construct attractive sound walls and landscaping strips along freeways to protect adjacent areas from excessive

freeway noise. *[Source: Existing Policy, modified] (IGC)*

HAZ-8.12 Transportation Noise

The City shall consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and will strive to minimize noise impacts through the implementation of mitigation measures. *[Source: Existing Policy, modified] (RDR/IGC)*



Sources of noise in the city of Hayward.

HAZ-8.13 Utilities

The City shall require the evaluation of public facilities (e.g., utility substations, water storage facilities, and pumping stations) to determine potential noise impacts on surrounding uses and identify appropriate mitigation measures. *[Source: Existing Policy, modified] (IGC/CSO/RDR)*

HAZ-8.14 Airport Noise

The City shall monitor noise impacts from aircraft operations at the Hayward Executive Airport and maintain and implement the noise abatement policies and procedures outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan. *[Source: Existing Policy, modified] (CSO, MPSP, RDR)*



Aircraft at the Hayward Executive Airport

HAZ-8.15 Airport Noise Evaluation and Mitigation

The City shall require project applicants to evaluate potential airport noise impacts if the project is located within the 60 dB CNEL contour line of the Hayward Executive Airport or Oakland International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. *[Source: New Policy, City Staff] (IGC/RDR)*

HAZ-8.16 Airport Disclosure Notices

The City shall require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to future residents and property owners. *[Source: New Policy, City Staff] (RDR)*

HAZ-8.17 Community Noise Control Ordinance

The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities. *[Source: Existing Policy, modified] (CSO/MPSP)*

HAZ-8.18 Mixed-Use Developments

The City shall require the full disclosure of the potential noise impacts of living in a mixed-use development by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval. *[Source: Existing Policy, modified, City Staff] (RDR)*

HAZ-8.19 Downtown Housing Development

The City shall require the full disclosure of the potential noise impacts of living in an urban downtown environment by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval. *[Source: Existing Policy, modified, City Staff] (RDR)*

HAZ-8.20 Construction Noise Study

The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible. *[Source: New Policy, City Staff] (RDR)*

HAZ-8.21 Construction and Maintenance Noise Limits

The City shall limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through Saturday and 10:00am to 6:00 pm on Sundays and holidays) *[Source: New Policy, City Staff] (RDR)*

HAZ-8.22 Vibration Impact Assessment

The City shall require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. *[Source: New Policy, City Staff] (RDR)*

HAZ-8.23 Transportation Vibration

The City shall require new residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Bay Area Rapid Transit) to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies (e.g. Caltrans, Federal Transportation Authority). *[Source: New Policy, City Staff] (RDR)*

POLICY DOCUMENT: PART 3

EDUCATION AND LIFELONG LEARNING ELEMENT

Improving Hayward’s public schools, enriching the education of Hayward’s youth, and expanding the role of career training, higher education, and lifelong learning are major priorities of the Hayward community. While the City of Hayward does not have direct control over school administration or curriculum, it does provide a variety of services and programs related to education and learning through the Library and Community Services Department. The city is also home to several educational assets, including trade schools, Chabot College, and California State University, East Bay. By developing strategic and innovative partnerships between the City, school districts, local colleges, businesses, and community organizations, Hayward has the potential to improve the quality of its public schools, enhance the education and job skills of its residents, and develop into a recognized center of quality education and lifelong learning.

The Education and Lifelong Learning Element establishes goals and policies to improve education and learning opportunities for all Hayward residents. The goals and policies address childcare and early childhood development, school performance and reputation, school facilities and amenities, the education-to-jobs bridge, lifelong learning, and library facilities.

The goals and policies in the Education and Lifelong Learning Element support several other elements of the General Plan. Most notably, the education goals and policies directly and indirectly support the goals and policies of the Economic Development Element, the Community Safety Element, and the Community Health and Quality of Life Element.

Goal 1 Childcare and Early Childhood Development

Childcare and early childhood development are vital to the success of Hayward's families and youth. At its most basic level, childcare makes it possible for parents, especially single-parents, to work and financially support their families. In addition, quality childcare and childhood development programs provide early experiences that play a crucial role in the future success of children. Through early stimulation, the brain and behavior develop in tandem to produce motor, cognitive, and perceptual skills that contribute to a child's ability to learn and develop healthy relationships. Extensive research has shown that early childhood development programs (such as preschool) significantly increases a child's chances of graduating from high school and college. In addition, children who attend preschool are less likely to be arrested, convicted of a felony, and incarcerated in prison. Investing in early childhood development can help the City achieve its goals of improving public schools, increasing local employment opportunities, and reducing crime. This goal and its supporting policies seek to provide Hayward families with greater access to quality and affordable childcare and early childhood development programs, including pre-school, pre-kindergarten, and library and kindergarten-readiness programs.

GOAL EDL-1

Improve access to quality childcare and early childhood development programs so that more children succeed in school and life.
[Source: New Goal; City Staff]

EDL-1.1 Childcare and Early Childhood Development Centers

The City shall encourage efforts to expand the overall capacity of local childcare and early childhood development centers in the Hayward community. *[Source: Existing Policy, modified](RDR/PI)*

EDL-1.2 Library Programs

The City shall maintain, enhance, and promote early childhood development programs offered through local libraries, such as story time, arts and crafts, and learn-and-play groups. *[Source: New Policy; City Staff] (CSO/PI)*



Hayward children participating in a Library Learn and Play Group.

EDL-1.3 Local Agency Coordination

The City shall coordinate with local school districts, park districts, childcare providers, and pre-schools to consider opportunities to implement additional childcare and childhood development programs throughout the city, such as pre- and after-school programs and summer camps. *[Source: Existing Policy, modified] (IGC/JP)*

EDL-1.4 Employee Childcare and Childhood Development Facilities

The City shall consider commercial development applications to provide on-site childcare and early childhood development programs for business employees. The City shall consider surrounding land uses and the safety and health of children when evaluating applications. *[Source: Existing Policy, modified]* (RDR)

EDL-1.5 Pre-school and Pre-Kindergarten

The City shall promote the benefits and value of early childhood education to encourage parents to enroll their children in pre-school and pre-kindergarten programs. *[Source: New policy; City Staff]* (PI)



Early childhood development program offered by the Hayward Library.

EDL-1.6 Pre-School/Pre-Kindergarten Alternatives

The City shall coordinate with park districts, community organizations, childcare centers, pre-schools, school districts, and colleges to develop an affordable alternative to pre-school and pre-kindergarten, such as home-based learning groups and on-line programs that provide parents with resources and exercises to do with their children. *[Source: New Policy; City Staff]* (IGC/JP)

Goal 2 Public School Performance and Reputation

Improving Hayward's schools and enriching the lives of Hayward's youth is a major priority of the Hayward community. While the City does not have direct control over school administration or curriculum, this goal and its supporting policies strive to improve the performance and reputation of local schools by developing strategic partnerships and volunteer networks that support public schools. The policies in this section are focused on improving the academic test scores of public schools and improving the reputation of schools within Hayward. While test scores alone are not the sole indicator of a successful school, they are an important factor that influences whether or not families and businesses will choose to move to or stay within the Hayward community, and they help improve college acceptance rates for students. Goals 3 and 4 provide additional policies that address other important aspects of successful schools. Goal 3 contains policies related to upgrading and constructing new school facilities, and Goal 4 provides policies related to preparing students for college, vocational schools, and successful careers.

GOAL EDL-2

Enhance the performance and reputation of Hayward's public schools to improve student education and attract families and businesses to the Hayward community. *[Source: New Goal; GPUTF, Public, CC/PC]*

EDL-2.1 Academic Excellence

The City shall advocate for the pursuit of academic excellence and the use of research-validated best practices in public schools. *[Source: Existing Policy, modified]* (PI/IGC)

EDL-2.2 Professional Development for Teachers

The City shall support school district efforts to expand research-validated professional development and coaching programs for teachers. *[Source: New Policy; City Staff, GPUTF] (PI/IGC)*



Classroom learning.

EDL-2.3 Achievement Gap

The City shall encourage local school districts to establish strategies to assist under-performing students and reduce the achievement gap (the educational performance gap between socio-economic groups). Strategies may include the establishment of specialized programs that provide customized instruction to small groups of students with similar learning profiles and needs. *[Source: New Policy, City Staff] (JP/IGC/CSO)*

EDL-2.4 Cultural Diversity

The City shall encourage school districts to expand learning programs that take advantage of Hayward’s diversity, such as two-way bilingual immersion programs, cultural enrichment assemblies, and cultural arts programs. *[Source: New Policy; Public, GPUTF] (IGC/PI)*

EDL-2.5 Library Tutoring Programs

The City shall maintain and further develop the library after-school tutoring programs by increasing the number of community partnerships, expanding the volunteer support network, and striving to expand library tutoring programs so that they are offered at each public school. *[Source: New Policy, City Staff] (JP/IGC/CSO)*



Hayward youth participating in a Library summer learning program.

EDL-2.6 College Volunteer Opportunities

The City shall coordinate with local colleges to expand volunteer and reciprocal learning opportunities for college students at local schools, tutoring centers, home-work clubs, summer camps, and libraries. *[Source: New Policy; City Staff; GPUTF; Public] (IGC/PI)*

EDL-2.7 School Academic Test Scores

The City shall coordinate with local school districts to evaluate the feasibility of developing supplemental training resources or study groups to help students prepare for school academic tests. *[Source: New Policy; City Staff] (IGC)*

EDL-2.8 On-line Resources

The City shall encourage parents and students to use online educational programs that reinforce classroom learning using a combination of animated lessons, interactive activities and worksheets, and other innovative teaching methods. *[Source: New Policy; City Staff] (PI)*

EDL-2.9 Promise Neighborhood Initiative

The City shall coordinate as an active partner in the Hayward Promise Neighborhood initiative and shall encourage the expansion of successful education strategies to other schools in Hayward. *[Source: New Policy, City Staff] (IGC/JP/PI)*

EDL-2.10 Grant Funding

The City shall coordinate with local school districts, colleges, and community organizations to pursue grant funding for programs designed to improve schools and State standardized test scores. *[Source: New Policy, City Staff] (IGC/JP)*



Hayward's homework support center.

EDL-2.11 Parent Involvement

The City shall encourage local schools to maintain and further develop parent-involvement programs to increase parent participation in student education and to enhance school pride. *[Source: New Policy, GPUTF] (PI/IGC/JP)*

EDL-2.12 Award Success

The City of Hayward shall recognize the achievements of schools (including students, school staff, volunteers, and parents) that successfully increase the educational achievement of students and improve State standardized test scores. *[Source: New Policy, City Staff] (IGC/JP/PI)*



Hayward student being recognized for her success.

EDL-2.13 Business Recognition

The City shall coordinate with the Hayward Chamber of Commerce to recognize and promote businesses that support local schools through volunteer programs and financial donations. *[Source: Existing Policy, modified] (PI/IGC/JP)*

EDL-2.14 Promoting Public School

The City shall coordinate with local school districts, alumni networks, real estate professionals, and the business community to promote the positive achievements of local schools and to help change the perception and conversation about the quality of public schools in Hayward. *[Source: New Policy, GPUTF] (PI/IGC/JP)*

Goal 3 School Facilities and Amenities

Many Hayward schools have aging facilities that are in need of major renovations and reconstruction to comply with current seismic safety standards and building codes. Aging school facilities also discourage families and businesses from moving to Hayward, make it harder for school districts to recruit quality teachers and administrators, and reduce student enthusiasm and school pride. They can also create distracting environments that make it harder for students to focus and learn. This goal and its supporting policies strive to create exceptional school facilities that inspire students and foster a strong sense of school and community pride.

GOAL EDL-3

Provide exceptional school facilities and learning environments that give students, parents, teachers, and administrators a strong sense of school and community pride.
[Source: New Goal; City Staff; Public; GPUTF]

EDL-3.1 School Facility Upgrades

The City shall encourage school districts to renovate and/or reconstruct aging school facilities. *[Source: Existing Policy, modified] (IGC/PI/RDR)*

EDL-3.2 High Performance Design

The City shall encourage local school districts to incorporate high performance design practices in school renovation and new construction projects to enhance student learning by creating comfortable and inspiring learning environments with proper lighting, air temperature, humidity, and noise levels. *[Source: Existing Policy, modified; GPUTF; Public] (IGC/PI/RDR)*

EDL-3.3 Sustainable Design

The City shall encourage school districts to incorporate sustainable design practices in the construction and renovation of school facilities to reduce energy and water consumption and related utility expenses. *[Source: New Policy; City Staff] (PI/IGC/RDR)*



Burbank Elementary School.

EDL-3.4 Multi-Story Schools

The City shall encourage school districts to construct multi-story schools to maximize the efficiency of available acreage for playgrounds, sports fields and courts, school gardens, and other recreational resources. *[Source: Existing Policy, Modified] (PI/IGC/RDR)*

EDL-3.5 Recreation Facilities

The City shall encourage school districts to provide high-quality recreation facilities to create school pride, reinforce the importance of physical activity and health, and to provide the community opportunities for joint-use of facilities during after-school hours. *[Source: New Policy; City Staff] (PI/IGC/RDR)*

EDL-3.6 Technology

The City shall support efforts to improve school facilities with cutting-edge technology, such as wireless networks, multimedia equipment, and laboratory space for science and technology programs. *[Source: New Policy, City Staff; GPUTF] (PI/IGC/RDR)*

EDL-3.7 Closed Schools

The City of Hayward shall encourage closed school sites to be temporarily re-used as community centers, parks, and recreational facilities, which would allow the sites to transition back to schools if needed in the future. *[Source: New Policy; City Staff] (IGC)*

EDL-3.8 New School Sites

The City shall coordinate with local school districts at the earliest possible opportunity to determine the need for new school sites and to identify potential locations. *[Source: New Policy; City Staff] (IGC/RDR)*

EDL-3.9 School Site Criteria 

The City shall encourage new schools on sites that are:

- Centrally located within the service area of the school;
- Located near established and/or planned public transit routes;
- Located away from heavy traffic, excessive noise, and incompatible land uses; and
- Accessible to an established and/or planned network of walkways, bicycle paths, or greenways that link the school with surrounding neighborhood.

[Source: New Policy, City Staff] (IGC/RDR)

EDL-3.10 Funding Improvements

The City shall support the efforts of local school districts to increase funding for school facility renovations and new construction. *[Source: Existing Policy, modified] (IGC/PI)*

EDL-3.11 School Impact Fees

The City shall coordinate with school districts to ensure that the impacts of new development are identified and mitigated through the payment of school impact fees in accordance with State law. *[Source: Existing policy, modified] (IGC, RDR)*

Goal 4 Education-to-Jobs Bridge

With a distinct knowledge-based economy, the Bay Area relies heavily upon an educated, highly-skilled, and technical workforce. Improving the education and occupational skills of Hayward's workforce is a major community priority. The quality of Hayward's workforce can determine whether or not businesses locate in Hayward and can influence if they choose to stay and grow locally. This goal and its supporting policies strive to improve the education and job skills of Hayward's high-school students and adult residents so that they are qualified for local and regional jobs. The City of Hayward recognizes that not all residents will pursue a college education, and therefore supports programs that both prepare students for college and that provide training and skills that will prepare individuals for a broad spectrum of vocational trades and professions.

GOAL EDL-4

Improve Hayward's "education-to-job bridge" through community partnerships that prepare students and residents for the future economy and expand their career choices.
[Source: Existing Policy, modified]

EDL-4.1 Graduation Rates

The City shall encourage and promote school district and community efforts to increase high school graduation rates. *[Source: New Policy, City Staff] (IGC/JP)*

EDL-4.2 Innovative Learning

The City shall encourage local school districts and colleges to incorporate innovative learning programs that strengthen the professional skills, confidence, and work ethic of students by prioritizing creativity, problem solving, entrepreneurship, communications, cultural competency, and group collaboration. *[Source: New Policy, modified; City Staff; GPUTF] (IGC)*



Entrance to Chabot College.

EDL-4.3 College-Preparation and Career Technical Training Tracks

The City shall encourage local high schools to provide students with both a college-preparation track and a technical training track (a program of study that involves a multiyear sequence of courses that integrates core academic curriculum with technical and occupational skills and experience). *[Source: New Policy, City Staff; GPUTF, Public] (IGC)*

EDL-4.4 Education Partnerships

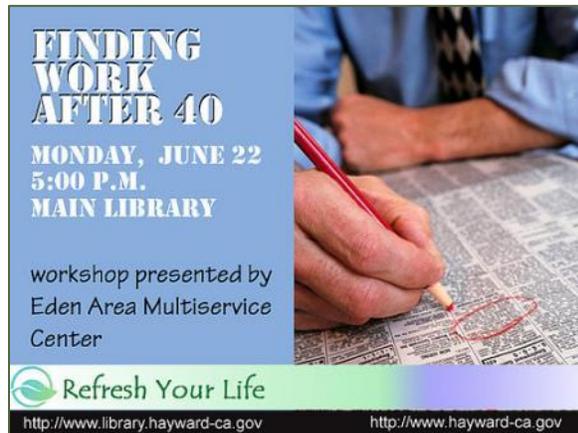
The City shall coordinate with local schools, colleges, government agencies, non-profit organizations, businesses, the Chamber of Commerce, and other organizations to expand student exposure to various professions and local businesses through classroom presentations, internships, and on-the-job training. *[Source: EDSP] (IGC/JP)*

EDL-4.5 STEM Programs

The City shall collaborate with community organizations, businesses, schools, and colleges to enhance learning opportunities in science, technology, engineering, and math (STEM). *[Source: EDSP] (IGC/JP)*

EDL-4.6 Library Programs

The City shall maintain and enhance library programs that improve education and employment opportunities for residents, such as adult literacy programs, English-learning programs, and computer and technology programs. *[Source: New Policy; City Staff] (CSO)*



Job Training program offered at the Hayward Library.

EDL-4.7 Workforce Resources and Training

The City shall promote career resources programs and occupational skills training services offered by local and regional agencies, such as the Alameda County Workforce Investment Board, East Bay Works, the California Employment Development Department, and the Construction Craft Training Center. *[Source: New Policy; City Staff] (PI)*

EDL-4.8 Regional Occupation Program (ROP)

The City shall promote the high school and adult occupational training programs offered by the Eden Area ROP. *[Source: New Policy; City Staff; GPUTF] (PI)*



Eden Area Regional Occupation Program on Hesperian Boulevard.

EDL-4.9 Colleges, Trade Schools, and Technical Training Institutes

The City shall encourage efforts to expand the student capacity of local colleges, trade schools, and technical training institutes to increase educational and occupational training opportunities for Hayward residents. *[Source: New Policy; City Staff] (PI/RDR)*

EDL-4.10 Events, Festivals, and Tours

The City shall coordinate with local schools, colleges, trade school, and businesses to sponsor events, festivals, and tours that encourage high school students and adults to enroll in college or career training programs. *[Source: New policy; City Staff] (IGC/JP)*

Goal 5 Lifelong Learning

Lifelong learning is an ongoing, voluntary, and self-motivated pursuit of knowledge, primarily for personal enjoyment and satisfaction. The term recognizes that learning is not confined to formal education and job training, but takes place throughout life and in a range of situations. The Hayward community has the desire to be a center for lifelong learning. This goal and its supporting policies strive to create a variety of lifelong learning opportunities that extend beyond an individual's formal education and career training. Policies are designed to increase access to lifelong learning opportunities offered through local colleges, museums, libraries, self-directed learning circles, park districts, senior centers, and community organizations.

GOAL EDL-5

Provide a variety of opportunities for residents to engage in an ongoing pursuit of knowledge and lifelong learning. *[Source: New Goal; City Staff; Public; GPUTF]*

EDL-5.1 Continuing Education

The City shall encourage local colleges, vocational schools, and technical training institutes to maintain and improve continuing education courses and certificate programs, including opportunities for on-line learning. *[Source: New Policy; City Staff] (IGC/JP)*

EDL-5.2 Open University

The City shall encourage local colleges to offer “open university” courses (courses that can be taken on a space-available-basis, without a formal admission to the college). *[Source: New Policy; City Staff] (IGC)*

EDL-5.3 Learning Outside of the Classroom

The City shall encourage learning beyond the classrooms by promoting lectures, learning circles self-directed discussion groups, and other educational opportunities at local libraries, historical societies, museums, community centers, senior centers, regional parks, art studios, and science and nature centers.*[Source: New Policy; City Staff] (PI)*

EDL-5.4 Library Programs

The City shall maintain and develop library programs and services that contribute to the personal education of adults (of all ages) pursuing lifelong learning opportunities. *[Source: New Policy; City Staff] (CSO)*



Hayward residents engaged in a writing workshop.

EDL-5.5 Digital Library Services

The City shall expand access to educational resources by incorporating library technology that allows users to access non-print collections through the use of computers, e-readers, tablets,

smart phones, and other electronic devices. *[Source: New Policy, City Staff] (CSI/PI)*

EDL-5.6 Park Districts

The City shall encourage the expansion of learning courses and educational programs offered by the Hayward Area Recreation and Park District (HARD) and East Bay Regional Park District (EBRPD). *[Source: New Policy; City Staff] (IGC)*

Goal 6 Library Facilities

Hayward’s libraries are important community assets that provide information, educational resources, and a variety of services to Hayward children, students, and adults. This goal and its supporting policies strive to enhance Hayward’s library facilities and adapt to the evolving learning needs of the community. This goal and its supporting policies do not address services and programs offered by the Library and Community Services Department, as previous goals and policies address a broad range of library programs, services, and activities.

GOAL EDL-6

Enhance and expand Hayward’s library facilities to meet the evolving educational and life-long learning needs of the community.
[Source: New Goal, City Staff]

EDL-6.1 Standard for Library Space

The City shall strive to expand library space within the community to meet and maintain a minimum standard of 0.75 square feet of space per 1,000 residents (excluding school and college libraries). *[Source; New Policy, City Staff] (CSO)*

EDL-6.2 Main Library

The City shall continue to seek funding for the construction of a new and expanded Main Library in Downtown Hayward. *[Source: New Policy, City Staff] (CSO/FB)*



Conceptual images of the planned Downtown Library.

EDL-6.3 Weekes Branch Library

The City shall consider various facility renovations and expansions to the Weekes Branch Library to enhance library services and programs based on community needs. *[Source: new Policy; City Staff] (CSO/FB)*

EDL-6.4 Library Facility Maintenance and Renovations

The City shall consider library facility renovations and expansions based on changing demographics and customer needs. *[Source: new Policy; City Staff] (CSO/FB)*

EDL-6.5 Extending Library Services

The City shall consider a variety of innovative and creative solutions to extend the geographic reach of library services throughout Hayward neighborhoods, including a network of library kiosks, library book vending machines, digital library services, new branch libraries in underserved areas, and the provision of library programs and services in off-site locations (such as community centers and schools). *[Source: New Policy; City Staff] (CSO/MPSP)*



Child checking out a book at a Hayward Library book vending machine.

EDL-6.6 Design Principles 

The City shall consider the following principles when designing new library facilities and library renovation projects:

- Libraries should be flexible and provide spaces that can support a variety of uses, such as personal study, group interaction, creative and innovative collaboration, art exhibits, computer research, presentations and lectures, and community events.
- Facility systems should support a technology-rich environment and wireless networking.
- Interior spaces should be zoned by acoustical and activity levels to allow simultaneous use by all types of people.
- The exterior and the interior of the building should be easy to navigate and designed with a sense of openness.
- Libraries should incorporate sustainable design practices to reduce energy and water consumption and related utility expenses.
- Libraries should have high-quality interior spaces and furniture that attract people and encourage them to stay for long periods of time (similar to coffee shops or book stores).

[Source: New Policy; City Staff] (RDR)

EDL-6.7 Bond Initiatives

The City shall support State and local bond initiatives for library construction and renovation efforts. *[Source: New Policy; City Staff] (PI)*

EDL-6.8 Library Impact Fee

The City shall consider the establishment of a library impact fee for new residential construction. *[Source: New Policy; City Staff] (MPSP)*

EDL-6.9 Library Park

The City shall maintain Library Park (the home of the current Downtown Library) as a public space if and when the library is relocated to a new facility. Future improvements to Library Park should strive to preserve mature trees, promote the history and heritage of Hayward, and create attractive spaces for outdoor festivals, musical performances, cultural events, and farmer's markets. *[Source: New Program; Community Outreach] (MPSP)*

POLICY DOCUMENT: PART 3

COMMUNITY HEALTH AND QUALITY OF LIFE ELEMENT

Communities throughout the United States are facing rising levels of obesity, heart disease, asthma, diabetes, and other health issues resulting from a sedentary lifestyle, unhealthy diet, and exposure to poor air quality. Recent research has found that land use planning and neighborhood design have the potential to improve the overall health and quality of life of residents by incorporating uses and design features that encourage people to live active and healthy lifestyles. Neighborhoods with safe and pleasant pedestrian and bicycle networks that provide convenient access to parks, transit, and a mix of commercial and service uses generally encourage outdoor recreation and active transportation (i.e. walking and bicycling). In addition, neighborhoods that provide residents with convenient access to grocery stores, farmers markets, and/or community gardens generally encourage residents to eat healthier food. Land use planning and neighborhood design can also encourage social interaction, reduce crime, help seniors age in place, and minimize exposure to pollution.

The focus of the Community Health and Quality of Life Element is to foster the health and well-being of all Hayward residents. The Element contains goals and policies related to a variety of topics, including active living, access to healthy food, health care access, safe and cohesive neighborhoods, aging in place, environmental health, and parks, recreation, and open space.

Due to the broad and interdisciplinary nature of health issues, other elements of the General Plan contain goals and policies related to health and quality of life, including the Mobility Element, Land Use and Community Character Element, Economic Development Element, and Community Safety Element.

Goal 1 Overall Health and Well Being

The City is committed to improving quality of life and increasing opportunities for residents to make healthy lifestyle choices. Improving access to healthy living requires making health a City priority and taking a cross-jurisdictional and collaborative approach to promoting improved community health. The City is committed to improving health and to acting as a leader and role model of healthy living. Policies in this section express the City’s overarching commitment to healthy living and support the City in expanding its role as a health leader in the community.

GOAL HQL-1

Improve the health and well-being of all Hayward residents. [New Goal; City Staff]

HQL-1.1 Health in All Policies

The City shall prioritize the overall health of Hayward residents in its strategies, programs, daily operations, and practices. [Source: New Policy, City staff] (MPSP/CSO)

HQL-1.2 Healthy Workplace

The City shall act as a leader by implementing workplace wellness programs and policies that maintain and improve the health and well-being of City employees. Programs may focus on diet and exercise, and providing private space for new parents. [Source: New Policy, City staff] (CSO)

HQL-1.3 Collaboration for Improved Health

The City shall collaborate with local health officials, planners, nonprofit organizations, businesses, schools, the Hayward Area Recreation and Park District (HARD), hospitals, local health clinics, and community groups to improve community health. [Source: New Policy, City staff] (IGC)

HQL-1.4 Health Statistics

The City shall support the Alameda County Department of Public Health by providing information for its ongoing monitoring and tracking of health outcomes and use that data to inform the community and support better decision-making on issues related to health. [Source: New Policy, City staff] (IGC/PI)

HQL-1.5 Health Events

The City shall provide support to organizations engaged in citywide public health events, such as health fairs, community gardens, youth fitness programs, wellness competitions, and public health speakers and workshops. [Source: New Policy, City staff] (CSO/JP)



Health event sponsored by the Hayward Library.

HQL-1.6 Address Health Inequities

The City shall address health inequities in Hayward by striving to remove barriers to healthy living, avoiding disproportionate exposure to unhealthy living environments, and providing a high quality of life for all residents, regardless of income, age, or ethnicity. [Source: New Policy, City staff] (RDR/MPSP)

Goal 2 Active Living

The design of the built environment has a significant impact on the opportunities residents have to live active and healthy lifestyles. Neighborhoods that have a diverse mix of land uses can help reduce vehicle miles traveled and increase walking and bicycling. In general, walking and biking to destinations can provide an increase in physical fitness, social cohesion, and actual and perceived public safety. Studies have shown that residents living in communities with a mix of shops and businesses within easy walking distance have a lower risk of obesity than residents of communities that do not have these services within easy walking distance. Policies in this section promote active living through alternative transportation options, a well-designed built environment that encourages walking and biking, improved park access, and actions that encourage physical activity.

Policies in several other General Plan Elements also support active living. Policies in the Mobility Element and Land Use and Community Character Element seek to create complete and walkable neighborhoods and improve bicycle and pedestrian facilities and transit access. Policies in the Community Safety Element support safe public spaces through law enforcement and community policing.

GOAL HQL-2

Create convenient and safe opportunities to incorporate physical activity into the everyday activities of residents, employees, and visitors.
[New Goal; City Staff]

HQL-2.1 Physical Activity and the Built Environment

The City shall support new developments or infrastructure improvements in existing neighborhoods that enable people to drive less

and walk, bike, or take public transit more. *[Source: New Policy, City staff] (RDR)*



Multi-use trail that provides opportunities for physical activity.

HQL-2.2 Remove Physical Barriers

The City shall remove or plan for ways to address physical barriers that bisect neighborhoods and discourage walking or biking. *[Source: New Policy, City staff] (MPSP)*

HQL-2.3 Education about Walking, Cycling and Using Public Transit 🌐

The City shall partner with schools, employers, transit agencies, HARD, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents and businesses about the health and environmental benefits of walking, bicycling, and using public transit. *[Source: New Policy, City staff] (IGC/JP)*

HQL-2.4 Bicycle Security

The City shall strive to reduce bicycle theft through well designed bicycle parking facilities that are located in secure locations with high visibility. *[New Policy, City staff] (RDR/MPSP)*

HQL-2.5 Safe Routes to School

The City shall support the Alameda County Safe Routes to School and other similar programs that promote walking and biking to and from school for children and parents. *[Source: New Policy, City staff] (IGC)*

HQL-2.6 Education on Sharing the Road

The City shall support local and regional programs that educate and inform motorists to be aware of non-vehicle roadway users to promote overall safety of multi-modal streets (i.e. pavement markings, roadway signage, and educational brochures). *[Source: New Policy, City staff] (PI)*

Goal 3 Access to Healthy Foods

A healthy, varied diet is a critical component to a healthy life. Several factors determine what people choose to eat, but access is a major factor. Studies have found that people buy food that is readily available. Today, communities with the highest rates of obesity are typically places where residents have few opportunities to conveniently purchase nutritious food. A healthy, nutritious diet can reduce the risk of obesity and associated chronic diseases, directly improving one’s health and well-being and minimizing health care costs for local governments. While food is a personal choice, the City of Hayward recognizes the need to create an environment in which all residents have access to affordable and healthy food. Policies in this section promote healthy eating habits in Hayward by increasing access to farmers’ markets, community gardens, and other sources of healthy food; promoting nutrition education; and limiting sources of unhealthy food.

GOAL HQL-3

Expand year-round access to affordable, fresh, and healthy foods throughout the city. *[New Goal; City Staff]*

HQL-3.1 Access to Healthy Foods

The City shall strive to ensure that all residents are within walking distance of sources of fresh and healthy foods (e.g., grocery stores, healthy corner stores, farmers’ markets, and community gardens). *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-3.2 New Healthy Food Venues

The City shall support and consider incentives to encourage the development of new retail venues that sell local, fresh produce, including farmers’ markets, community-supported agriculture programs, and grocery stores, especially in underserved areas and near schools. *[Source: New Policy, City staff] (RDR)*

HQL-3.3 Healthy Corner Stores

The City shall use incentives or other programs to encourage existing small grocery or convenience stores to offer and promote healthy food options, with a focus on underserved areas and areas near schools. *[Source: New Policy, City staff] (MPSP/FB)*

HQL-3.4 Partnerships for Farmers’ Markets

The City shall strive to increase the number of farmers’ markets throughout the city and frequency in which they occur by encouraging partnerships between organizers of farmers’ markets and the Hayward Unified School District, neighborhood groups, senior facilities, and business groups. *[Source: New Policy, City staff] (IGC/JP)*



Downtown Farmers’ Market.

HQL-3.5 Community Garden Target

The City, in cooperation with HARD and other community groups, shall strive to establish community gardens in existing and planned parks, and vacant lots. *[Source: New Policy, City staff] (IGC)*



Hayward Community Garden

HQL-3.6 Community Gardens in Multi-Family Housing Developments

The City shall encourage all new multi-family housing developments to contain designated areas or other shared spaces for community gardens and shall count community gardens toward the common open space requirement. *[Source: New Policy, City staff] (RDR)*

HQL-3.7 Support for School Gardens

The City shall support programs (e.g., Alameda County Office of Education Project EAT) that provide school gardens and garden-based nutrition education and cooking classes for students, parents, and community members. *[Source: New Policy, City staff] (IGC)*

HQL-3.8 Restrict Unhealthy Food Options

The City shall discourage new liquor stores and fast food restaurants near schools and in areas with an existing high concentration of such stores. *[Source: New Policy, City staff] (RDR)*

Goal 4 Health Care Access and Disease Prevention

Access to health care and preventative care is an important component of community health. A lack of access to health care can exacerbate chronic diseases such as heart disease or diabetes. Health insurance coverage is also strongly correlated with better health outcomes. Uninsured people generally receive much less care, either preventive or for acute and chronic conditions, than insured people. Policies in this section promote the expansion of health care facilities and services to meet the health needs of Hayward residents.

GOAL HQL-4

Promote access to affordable health care and medical services for all residents. *[New Goal; City Staff]*

HQL-4.1 Adequate Health Care Facilities

The City shall encourage the development and maintenance of a full range of health care facilities, including hospitals, acute care facilities, neighborhood health portals/clinics, and mental health facilities, to meet the needs of all residents. *[Source: New Policy, City staff] (RDR)*



St. Rose Hospital

HQL-4.2 Public Transit Access to Medical Facilities

The City shall work with transit service providers and healthcare providers to improve connections to local and regional health care facilities for people who are transit-dependent. *[Source: New Policy, City staff] (JP)*

HQL-4.3 Prohibiting Cigarette Sales Near Schools

The City shall prohibit the sale of cigarettes near schools. *[Source: New Policy, City staff] (RDR)*

HQL-4.4 Fire Station Health Centers

The City shall encourage the co-location of health services at fire stations (as space allows) as a way to expand the geographic reach of primary health care. *[Source: New Policy, City staff] (MPSP)*

Goal 5 Safe and Cohesive Neighborhoods

A healthy community is one that promotes safety through the design of the built environment. Increasing healthy outcomes is dependent on an environment where residents feel safe and secure. People are more likely to walk, bike, and generally live an active lifestyle if they feel safe in their neighborhood. The policies in this section support safe neighborhoods that encourage community interaction and social cohesion.

Several policies in the Community Safety Element also support safe neighborhoods through law enforcement and community policing.

GOAL HQL-5

Facilitate social interaction and foster a sense of security and community pride by assuring safety in neighborhoods and public spaces.
[New Goal; City Staff]

HQL-5.1 Cohesive Neighborhoods

The City shall support cohesive neighborhoods that sustain mental health, increase social capital, and reduce crime. *[Source: New Policy, City staff] (MPSP)*

HQL-5.2 Safe Public Spaces

The City shall develop public spaces that provide safe, convenient, and pleasant gathering places for neighbors to meet and congregate. *[Source: New Policy, City staff] (RDR)*

HQL-5.3 Eyes on the Street

The City shall promote urban design principles that support active use of public spaces in neighborhoods, commercial areas, and employment centers at all times of day. Active use of public spaces provides “eyes-on-the-street” to enhance public safety in these areas. *[Source: New Policy, City staff] (RDR)*

HQL-5.4 Safety Measures

The City shall improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible spaces within new development projects. *[Source: New Policy, City staff] (RDR)*

HQL-5.5 Neighborhood Partnership Program

The City shall maintain and expand the Neighborhood Partnership Program to support local residents who want to work together to improve their neighborhoods. *[Source: New Policy, City staff] (CSO)*

HQL-5.6 Maintenance of Private Property

The City shall encourage private landowners to maintain and upgrade their property in residential neighborhoods and in commercial and industrial areas. *[Source: New Policy, City staff] (RDR)*

Goal 6 Aging in Place

Policies in this section support opportunities for Hayward residents to remain in their community as they age. Hayward's senior population will continue to grow in the coming years as the current population ages. Rather than move to a new community, many seniors prefer to stay in their homes and their communities. Aging in place promotes self-sufficiency and preserves valuable social networks that support a higher quality of life for seniors. The current physical environment and provision of services can be improved to promote independence as residents age.

GOAL HQL-6

Create neighborhoods that enable residents to remain in their homes and live healthy, productive lives as they age. *[New Goal; City Staff]*

HQL-6.1 Aging in Place

The City shall promote community health, safety, and neighborhood cohesiveness by supporting housing and neighborhood amenities that allow residents to age in place. *[Source: New Policy, City staff] (RDR)*

HQL-6.2 "Villages" Concept

The City shall support local efforts of non-profit organizations to offer services modeled on the "villages" concept (a national model that supports aging-in-place by creating a non-profit organization that provides case-management services, resources, and assistance to aging seniors that wish to remain in their homes). *[Source: New Policy, Public] (MPSP/ CSO/ RDR)*

HQL-6.3 Range of Housing for Seniors

The City shall facilitate the development of a range of housing types, including affordable housing, multi-generational housing, independent living, and assisted living for Hayward seniors. *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-6.4 Housing Maintenance Assistance

The City shall support efforts of seniors to maintain and renovate their homes by providing service assistance, grants, loans, and/or special concessions in permitting procedures to maintain or modify homes to meet needs of senior residents. *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-6.5 Universal Design

The City shall promote the use of Universal Design Principles in new construction and rehabilitation of housing to improve accessibility for seniors. *[Source: New Policy, City staff] (RDR)*

HQL-6.6 Senior Daycare

The City shall encourage the development of senior daytime care facilities in appropriate areas in the community. *[Source: New Policy, City staff] (RDR)*

HQL-6.7 Transit Service for Seniors

The City shall support efforts to make public transit more accessible to seniors, and shall ensure that public transit services are provided at or near senior housing. *[Source: New Policy, City staff] (RDR/MPSP/IGC)*

HQL-6.8 Entertainment and Recreation for Seniors

The City shall coordinate with the HARD to periodically assess entertainment and recreational opportunities for seniors to ensure that their needs are being met. *[Source: New Policy, City staff] (IGC/PSR)*



Recreation program for seniors. Courtesy of the Hayward Area Recreation and Park District.

Goal 7 Environmental Health

Environmental health is a significant component of public health. Environmental health concerns include air pollutants, contaminated land or water, and exposure to toxic substances in everyday household items. The policies in this section seek to reduce or eliminate environmental health risks through efforts to protect air and water quality and eliminate toxic substances in the home, workplace, and public spaces.

Several policies in the Natural Resources Element also support environmental health by supporting improved water and air quality, and policies in the Hazards Element address the safe handling of hazardous materials.

GOAL HQL-7

Protect residents from the harmful effects of pollution, toxic substances, and environmental contaminants. *[New Goal; City Staff]*

HQL-7.1 Support Sustainability Practices

The City shall support sustainability practices that promote clean water, healthy soils, and healthy ecosystems. *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-7.2 Use of Hazardous Materials on Public Property

The City shall reduce or eliminate, as feasible, the use of pesticides and herbicides that negatively impact human health on City properties, especially in parks and publicly accessible open spaces. *[Source: New Policy, City staff] (CSO)*

HQL-7.3 Home Use of Hazardous Materials

The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances. *[Source: New Policy, City staff] (PI)*

HQL-7.4 Non-Toxic Cleaning Supplies

The City shall use green and non-toxic cleaning supplies in all public buildings, and shall encourage schools, hospitals, non-profits, and local business to use green and non-toxic cleaning supplies. *[Source: New Policy, City staff] (CSO/IGC)*

HQL-7.5 Proximity to Pollution Sources

The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality. *[Source: New Policy, City staff] (RDR)*



Freeways and major arterial streets are major sources of air pollution in Hayward.

HQL-7.6 Mold and Lead Hazards Prevention

The City shall partner with the Alameda County Public Health Department, the Healthy Homes Department of the County Community Development Agency, and other relevant organizations to provide education and technical assistance in reducing mold and lead hazards in homes. *[Source: New Policy, City staff] (IGC/PI)*

Goal 8 Urban Forest

Extensive tree canopies reduce the urban heat island effect and make streets and sidewalks more pleasant places to walk. Trees absorb carbon

dioxide and pollution and produce oxygen, which contributes to improved air quality and human health. Trees also shelter wildlife and promote biodiversity, and can provide healthy sources of food, such as fruit and nuts. Policies in this section sustain and enhance the city's urban forest.

GOAL HQL-8

Maintain, enhance, and increase the city's urban forest as an environmental, economic, and aesthetic resource to improve Hayward residents' quality of life. *[New Goal; City Staff]*

HQL-8.1 Manage and Enhance Urban Forest

The City shall manage and enhance the urban forest by planting new trees, ensuring that new developments have sufficient right-of-way width for tree plantings, managing and caring for all publicly owned trees, and working to retain healthy trees. *[Source: New Policy, City staff] (RDR/MPSP/SO)*



Urban trees on "B" Street (west of Downtown)

HQL-8.2 Urban Forest Management Plan

The City shall maintain and implement an Urban Forest Management Plan. *[Source: New Policy, City staff] (MPSP)*

HQL-8.3 Trees of Significance

The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation. *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-8.4 Urban Heat Island Effects 🌳

The City shall promote planting shade trees with substantial canopies, and require, where feasible, site design that uses appropriate tree species to shade parking lots, streets, and other facilities to reduce heat island effects. *[Source: New Policy, City staff] (RDR/PI)*

HQL-8.5 Tree Giveaway Program

The City shall continue to provide free street trees to help beautify and keep Hayward green. *[Source: New Policy, City staff] (MPSP)*

Goal 9 Community Resiliency

Community resiliency is a measure of the sustained ability of a community to use available resources to respond to, withstand, and recover from natural and manmade disasters and other adverse situations, such as economic hardship. Healthy communities are resilient communities that have the necessary tools to confront challenges of climate instability, rising energy costs, and economic recession. The policies in this section support a more resilient community that is better prepared to respond to future threats and challenges.

Several policies in the Hazards Element also support a more resilient community by addressing flooding, sea level rise, and other hazards. Policies in the Economic Development Element support a more resilient economy.

GOAL HQL-9

Build a foundation for community resilience to future threats and challenges to help ensure the City of Hayward will be able to respond and recover as quickly as possible to such threats and challenges. *[New Goal; City Staff]*

HQL-9.1 Resiliency

The City shall strive to create a strong and resilient community and region that can withstand or accommodate change and respond to challenges. *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-9.2 Improve Social Support Networks

The City shall support residents and organizations efforts to mobilize assets and improve social support networks to improve local preparedness and respond to and recover from incidents. *[Source: New Policy, City staff] (PI/IGC/JP)*

HQL-9.3 Collaborate on Resiliency Efforts

The City shall work with residents and businesses to identify priorities for organizing support, implementing programs, and evaluating outcomes of resilience efforts. *[Source: New Policy, City staff] (JP)*

HQL-9.4 Economic Resiliency

The City shall encourage a diversity of businesses and employers and expanded tax base to protect the community from economic shocks and recessions and ensure the City can continue providing adequate services. *[Source: New Policy, City staff] (MPSP/RDR)*

HQL-9.5 Hazards Resiliency

The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare residents, business, and visitors in the

event of an incident. *[Source: New Policy, City staff] (MPSP)*

HQL-9.6 Energy Resiliency 🌍

The City shall continue to encourage residents and businesses to use less gasoline for transportation, and improve energy efficiency in and renewable energy generation from buildings and industry processes to reduce impacts from rising oil and energy prices. *[Source: New Policy, City staff] (RDR/MPSP)*

HQL-9.7 Climate Adaptation Planning 🌍

The City shall examine the potential long-term impacts of climate change on social, economic, and environmental well-being of the city of Hayward. *[Source: New Policy, City staff] (MPSP)*

HQL-9.8 Climate Adaptation in Plans 🌍

The City shall address climate adaptation in all disaster preparedness and emergency response plans. *[Source: New Policy, City staff] (MPSP)*

HQL-9.9 Reduce Impacts of Climate Change on Vulnerable Populations 🌍

The City shall support plans, standards, regulation, incentives, and investments to reduce the impacts of climate change on those populations most vulnerable to the impacts of climate change. *[Source: New Policy, City staff] (MPSP)*

Goal 10 Parks, Open Space, and Recreation

Policies in this section provide for coordinated efforts between the City, Hayward Area Recreation and Park District (HARD), and East Bay Regional Park District (EBRPD) to maintain existing and develop new local and regional parkland and facilities throughout Hayward. Parks and open space contribute to the quality of life in Hayward and provide residents opportunities to live active, healthy lifestyles. Parklands help to sustain natural environmental resources by

providing landscapes that absorb greenhouse gases, produce oxygen, and filter pollutants into the groundwater basin, and provide biodiversity. Additionally, the location of local parks and school recreational facilities can serve as a focal point of neighborhood identity and activity. Parks and recreation policies promote enhancement of existing amenities, as well as development of new parks and recreation facilities as character-defining resources that emphasize the retention of natural landforms and plant communities.

GOAL HQL-10

Create and support a diverse public park system, connecting trails, and recreation facilities suited to the needs of Hayward residents and visitors. *[New Goal; City Staff]*

HQL-10.1 Parks and Recreation Master Plan

The City shall work with HARD to maintain and implement the Parks and Recreation Master Plan. *[Source: Hayward 2002 General Plan] (MPSP/IGC)*

HQL-10.2 Parks Standard

The City shall seek to increase the number of parks throughout the city by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents:

- Two acres of local parks,
- Two acres of school parks,
- Three acres of regional parks,
- One mile of trails and linear parks, and
- Five acres of parks district-wide.

[Source: Background Report] (RDR/MPSP/IGC)



Gordon E. Oliver Eden Shores Park. Courtesy of the Hayward Area Recreation and Park District.

HQL-10.3 Miniparks and Tot Lots

The City shall encourage the creation and maintenance of neighborhood “miniparks” and tot lots through partnerships with private, non-profit and business interests in areas where it is not possible to meet HARD standards related to park size. *[Source: Hayward 2002 General Plan] (RDR/IGC)*



Tot lot within the Stonebrae neighborhood of Hayward.

HQL-10.4 Urban Infill Parks

The City shall, for development in urban infill areas where traditional neighborhood and community parks are not feasible or appropriate, work with HARD and developers to produce creative and flexible solutions for creating new urban parks, such as plazas and rooftop gardens. *[Source: New Policy, City Staff] (RDR)*

HQL-10.5 Neighborhood Focal Points

The City shall require that neighborhood parks be integrated into, and be focal points of new residential neighborhoods. *[Source: New Policy, City Staff] (RDR)*

HQL-10.6 Parks as Buffers

The City shall consider the use of parks and recreational corridors as buffers between incompatible land uses. *[Source: New Policy, City Staff] (RDR)*

HQL-10.7 Parks Access

The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible. *[Source: New Policy, City Staff] (RDR)*

HQL-10.8 Drought Tolerant Landscaping

The City shall encourage the use of drought-tolerant and drought-resistant landscaping, as well as low impact development (LID) technologies in the development of City parks. *[Source: New Policy, City Staff] (RDR)*

HQL-10.9 Security and Maintenance

The City shall work with HARD to ensure parks are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance. *[Source: New Policy, City Staff] (RDR)*

HQL-10.10 Neighborhood-Based Park Surveillance

The City shall encourage citizens, neighborhood groups, businesses, schools, organizations, and public agencies to assist in the surveillance of publicly-owned park and recreational facilities. *[Source: New Policy, City Staff] (CSO/PI)*

HQL-10.11 Buffer Potential Impacts

The City shall strive to ensure new high-activity level parks and parks intended for night use are designed to buffer existing and planned surrounding residential uses from excessive noise, light, and other potential nuisances. *[Source: New Policy, City Staff]* (RDR)

HQL-10.12 Maximum Park Dedications

The City shall maintain park dedication requirements and in lieu fees for new residential development at the maximum allowed under State law. *[Source: Hayward 2002 General Plan]* (RDR)

HQL-10.13 Park Funding

The City shall support HARD efforts to restore the District's revenue base, and shall pursue all available funding for the acquisition of parkland, the development of park facilities, and the maintenance of existing parks. *[Source: Hayward 2002 General Plan]* (IGC/FB)

HQL-10.14 Joint Use Facilities

The City shall continue to work with HARD and EBRPD, the school districts, faith-based communities, and the private sector to expand joint use facilities through cooperative agreements. *[Source: Hayward 2002 General Plan]* (IGC)



Playground at Burbank Elementary School that serves as a joint-use recreational facility.

HQL-10.15 Multipurpose Facilities

The City shall coordinate with the HARD to increase the number and availability of multipurpose facilities in order to provide a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit a cross-section of the community. *[Source: Hayward 2002 General Plan]* (IGC/RDR/MPSP)

HQL-10.16 Public Facilities for Recreation

The City shall coordinate with the HARD to improve access to public facilities that can be used for open space and/or recreation activities. *[Source: Hayward 2002 General Plan]* (IGC/CSO)

HQL-10.17 Neighborhood Involvement

The City shall coordinate with the HARD to encourage neighborhood (i.e., residents and businesses) involvement in park maintenance and enhancement. *[Source: Hayward 2002 General Plan]* (CSO/IGC/PI)

Goal 11 Trails and Open Space Corridors

Policies in this section support the coordinated preservation, maintenance, and expansion of the City's trails and open space corridors. Ease of access and connectivity for bicycles and pedestrians are essential characteristics of a successful trail system. The City will support the integration and connection of parklands, natural open spaces, and neighborhoods through greenways and trails that enhance the city's urban character. Trails and open space corridors provide Hayward's residents and workforce with opportunities to be active and enjoy the natural environment, provide visual "relief" from urban development, and protect significant plant and animal habitats.

GOAL HQL-11

Provide a continuous system of trails and open space corridors that connect local parks, regional open space areas and other destination points within and beyond the city of Hayward. [New Goal; City Staff]

HQL-11.1 Recreational Corridors

The City shall establish and maintain an integrated recreational corridor system that connects regional trails (e.g., Bay Trail, The San Francisco Bay Area Water Trail, San Lorenzo Creek Trail, Ridge Trail, the Juan Bautista DeAnza National Historic Trail), Baylands (i.e., Hayward Regional Shoreline), local creeks and open space corridors, hillside areas, and EBRPD and HARD parks. [Source: New Policy, City Staff] (MPSP)



Eden Greenway.



Signage for the Bay Trail in Hayward.

HQL-11.2 Greenway Corridors

The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers. [Source: Hayward 2002 General Plan] (MPSP)

HQL-11.3 Creekside Paths and Trails

The City shall seek to accentuate, “daylight,” and “green” creeks, culverts, and underground drainage infrastructure through infrastructure improvements and the development review process to establish or extend pathways and trails. [Source: Hayward 2002 General Plan] (RDR)

HQL-11.4 Trail Access for People with Disabilities

The City shall encourage HARD and EBRPD to provide trail access and features for people with disabilities, such as seating areas along paths and trails. [Source: Hayward 2002 General Plan] (MPSP)

HQL-11.5 Hayward Regional Shoreline Access

The City shall require, as appropriate, the dedication of public access easements through new developments along the Hayward Regional Shoreline. [Source: New Policy, City Staff] (RDR)



Trail along the Hayward shoreline. Courtesy of the Hayward Area Recreation and Park District.

HQL-11.6 Regional Coordination

The City shall coordinate with HARD, regional agencies (e.g., MTC, ABAG, and EBRPD), and surrounding jurisdictions to ensure that recreational corridors within the city connect with existing and planned recreational facilities and trails outside the city. *[Source: New Policy, City Staff] (IGC)*

Goal 12 Recreation Programs

Policies in this section support the coordinated effort of the City, Hayward Area Recreation and Park District (HARD), East Bay Regional Park District (EBRPD), and school districts to provide for a variety of recreational activities at local and regional parks. Access to a broad range of recreational activities is important to improving public health through exercise and to improving quality of life for Hayward residents.

GOAL HQL-12

Create development opportunities for, and support, both public and private recreation programs suited to the broad needs and interests of all Hayward residents. *[New Goal; City Staff]*

HQL-12.1 Recreation Activities for All People

The City shall encourage the provision of recreational activities for all people, consistent with the changing demographic composition of Hayward. *[Source: Hayward 2002 General Plan] (MPSP)*

HQL-12.2 After School Recreation Programs

The City shall work with the school districts and HARD to examine the feasibility of implementing additional after school or summer child care and recreational activities. *(IGC/PSR) [Source: New Policy, City Staff]*



Soccer recreation program at the Alden E. Oliver Sports Park. Courtesy of the Hayward Area Recreation and Park District

HQL-12.3 Cultural and Ethnic Programs

The City shall encourage and/or promote cultural and ethnic programs and activities of local interest. *[Source: New Policy, City Staff] (SO/IGC/JP)*



Advertising for cultural event sponsored by the Hayward Library.

HQL-12.4 Neighborhood Needs

The City shall work with HARD and EBRPD to consider unique neighborhood needs in developing facilities and programs for indoor and outdoor activities. *[Source: New Policy, City Staff] (SO/IGC)*

HQL-12.5 Special Needs

In planning recreation programs and facilities, the City shall work with HARD and EBRPD to promote the active involvement of all residents, including those with special needs, such as people with physical and/or mental disabilities, and the elderly. *[Source: New Policy, City Staff] (SO/IGC)*

HQL-12.6 Public Spaces

The City shall encourage incorporation of design features in new construction that can provide accessible venues and public spaces for community programs and activities. *[Source: Hayward 2002 General Plan] (RDR)*

HQL-12.7 School Joint Use

The City shall work with HUSD, HARD and EBRPD to establish cooperative agreements with school districts for the use of school facilities for City-, HARD-, and EBRPD-sponsored recreation programs. *[Source: New Policy, City Staff] (IGC)*

HQL-12.8 Surveys

The City shall support HARD and EBRPD efforts to periodically survey community attitudes and preferences concerning recreational programs. *[Source: New Policy, City Staff] (PI/IGC/SO)*

HQL-12.9 Private Recreation Facilities

The City shall strive to attract and retain privately owned recreation and entertainment facilities that help meet the entertainment needs of Hayward youth, adults, and seniors.



Stonebrae Country Club.

POLICY DOCUMENT: PART 3

PUBLIC FACILITIES AND SERVICES ELEMENT

Businesses and residents in Hayward are supported by a variety of public facilities and services. To sustain existing households and businesses and to accommodate future population and employment growth, water, wastewater, stormwater drainage, flood control, solid waste, energy, and telecommunications infrastructure will need to be improved, expanded, and maintained. Obtaining adequate funding for infrastructure and public facilities is also a key challenge and priority for the City of Hayward.

The Public Facilities and Services Element establishes goals and policies to guide the overall provision of public facilities and services in Hayward. The goals and policies address general public facilities and services, efficient municipal operations, water distribution, wastewater collection and disposal, stormwater drainage, flood control infrastructure, solid waste and recycling, energy utilities, and telecommunications. A number of the goals and policies also serve as Climate Action Plan actions, which are designed to reduce local greenhouse gas emissions.

The Public Facilities and Services Element contains goals and policies that indirectly and directly support other elements of the General Plan, including the Land Use and Community Character Element, the Economic Development Element, and the Health and Quality of Life Element.

Goal 1 General Public Facilities and Services

The City of Hayward and other agencies and organizations maintain a variety of public facilities and provide many public services to meet the needs of residents and businesses, including water supply and delivery, wastewater collection and treatment, stormwater drainage and flood control, solid waste collection and recycling, energy distribution, and communications. Policies in this section guide the overall provision of public facilities and services in Hayward. Maintaining necessary levels of service with adequate funding for all facilities is paramount to meet the demands of existing and future residents and businesses.

GOAL PFS-1

Ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated. [Source: New Goal, City Staff]

PFS-1.1 Capital Improvement Program

The City shall maintain the Capital Improvement Program (CIP) to ensure the implementation of the General Plan and the adequate and timely provision of public facility and municipal utility improvements. [Source: Existing Policy, City Staff] (MPSP/FB)

PFS-1.2 Priority for Infrastructure

The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints. [Source: Existing Policy, City Staff] (FB)

PFS-1.3 Public Facility Master Plans

The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy. [Source: New Policy, City Staff] (MPSP/CSO)

PFS-1.4 Development Fair Share

The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage). [Source: New Policy, City Staff] (RDR/FB)

PFS-1.5 Neighborhood Compatibility

The City shall ensure that public facilities, such as utility substations, water storage and treatment plants, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties. [Source: New Policy, City Staff] (MPSP/CSO)

PFS-1.6 Public Facility Clustering

The City shall promote the clustering of public and quasi-public facilities (e.g., schools, parks, libraries, child care facilities, community activity centers), the joint-use of these facilities, and agreements for sharing costs and operational responsibilities among public service providers. [Source: New Policy, City Staff] (MPSP/CSO/IGC)

PFS- 1.7 Adaptive Infrastructure 

The City shall monitor expected impacts of climate change on the city's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades. *[Source: New Policy, City Staff] (MPSP/CSO)*

Goal 2 Efficient Municipal Operations

The City of Hayward manages and operates a variety of public and community services throughout the city. The City is facing increased pressure to deliver services with fewer resources and less money. At the same time, there are greater expectations for the City to operate and manage facilities in a sustainable manner by reducing energy and water consumption and the generation of waste. Policies in this section provide for high-quality and efficient services throughout the city. The City will encourage sustainability in municipal operations and facilities. Utility policies will improve the capacity and energy efficiency of the City's infrastructure.

GOAL PFS-2

Operate and function in a sustainable manner, use public revenues and resources efficiently, and provide professional, high-quality service to residents and businesses. *[Source: New Goal, City Staff]*

PFS-2.1 High-Quality Service

The City shall continue to offer professional, high-quality service that meets the needs of residents and businesses. *[Source: New Policy, City Staff] (CSO)*

PFS-2.2 Efficient, Cost Effective Operations

The City shall continue to function efficiently in all its operations and activities and use revenues in a cost effective manner. *[Source: New Policy, City Staff] (CSO)*

PFS-2.3 Sustainable Practices 

The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption. *[Source: New Policy; Climate Action Plan] (CSO)*



Solar panels at City of Hayward Water Pollution Control Facility.

PFS-2.4 Sustainable Contracting 🌱

When awarding contracts, professional service agreements, or grants to businesses or non-profit agencies, the City shall request proposals or applications to include information about the sustainability practices of the organization. *[Source: New Policy; Climate Action Plan] (CSO)*

PFS-2.5 Alternative Fuels 🌱

The City shall, wherever possible, require the use of alternative fuels in new services provided by City franchisees. *[Source: New Policy; Climate Action Plan] (CSO)*

PFS-2.6 City Facilities Near Transit 🌱

When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations. *[Source: New Policy; Climate Action Plan] (CSO)*

PFS-2.7 Energy Efficient Buildings and Infrastructure 🌱

The City shall continue to improve energy efficiency of City buildings and infrastructure through implementation of the Municipal Green Building Ordinance, efficiency improvements, equipment upgrades, and installation of clean, renewable energy systems. *[Source: New Policy; Climate Action Plan] (CSO)*

PFS-2.8 Technology Use

The City shall continue to use communications technology to enhance the performance of internal City operations and the delivery of public services. *[Source: New Policy, City Staff] (CSO)*

PFS-2.9 Financial Planning for Sustainability

The City shall continue to maintain and implement its financial plan, which provides a plan for City goal setting in the budget process in implementing its policies, priorities, and programs. *[Source: Hayward Recommended Biennial Operating Budget] (MPSP/FB/CSO)*

Goal 3 Water Distribution

About 95 percent of the City, including nearly all commercial and institutional development, is served by the Hayward Water System. All water supplies are received from the San Francisco Public Utilities Commission (SFPUC) Regional Water System. The remaining small portion of north Hayward is served by the East Bay Municipal Utility District (EBMUD).

The water supplied is delivered through the Hetch-Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watershed and facilities in Alameda County. The City receives water through two aqueducts along Mission Boulevard and Hesperian Boulevard. In addition, five water wells, certified by the California Department of Health Services for short duration emergency use only, are located within the city limits. Major water system projects in the near term focus on replacing and renovating existing water storage reservoirs to increase storage capacity and improve structural reliability. The City has also made extensive efforts to improve the seismic safety of the water system, including seismic retrofits of several reservoirs and improvements to pipes at fault line crossings.

Policies in this section ensure existing and future residents a reliable water supply through the City's Water Supply Agreement with the SFPUC, the City's distribution system, and facilities within the EBMUD service area. Water conservation policies will be implemented by the City to increase water use efficiency and to address potential water shortages. Existing water infrastructure will be maintained and updated to improve structural reliability and improve seismic safety.

GOAL PFS-3

Maintain a level of service in the City's water system that meets the needs of existing and future development while improving water system efficiency. *[Source: New Goal, City Staff]*

PFS-3.1 Water Distribution System Master Plan

The City shall maintain and implement the Water Distribution System Master Plan. *[Source: New Policy, City Staff] (MPSP)*

PFS-3.2 Urban Water Management Plan

The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act. *[Source: New Policy, City Staff; Climate Action Plan] (MPSP, PI)*

PFS-3.3 Water Shortage Allocation Plan

The City shall support implementation of the Water Shortage Allocation Plan, which distributes available water from the regional water system among San Francisco Public Utility Commission and wholesale customers in the event of a system-wide shortage of 20 percent or less. *[Source: New Policy, City Staff] (MPSP)*

PFS-3.4 Water Shortage Contingency Plan

The City shall maintain and implement the Water Shortage Contingency Plan as necessary to address climate conditions or other water shortage emergencies. *[Source: New Policy, City Staff] (MPSP)*

PFS-3.5 Water System Reliability

The City shall focus major water system projects on improving water system reliability, and shall replace or repair water lines that are leaking or otherwise meet the City's criteria for replacement, when deemed financially feasible. *[Source: New Policy, City Staff] (MPSP/CSO)*

PFS-3.6 Exercise and Protect Water Rights

The City shall exercise and protect its surface and ground water rights and entitlements in perpetuity. *[Source: Background Report Findings] (CSO)*

PFS-3.7 Water Agency Participation

The City shall continue to participate in the Bay Area Water Supply and Conservation Agency and purchase water from the San Francisco Public Utility Commission. *[Source: Background Report Findings] (IGC)*

PFS-3.8 Water Treatment Capacity and Infrastructure

In the event that San Francisco Public Utilities Commission is unable to provide water that meets drinking water standards, the City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands. *[Source: New Policy, City Staff] (MPSP/FB/CSO)*

PFS-3.9 High-Quality Service Provision

The City shall provide water service that meets or exceeds State and Federal drinking water standards. *[Source: New Policy, City Staff] (MPSP/CSO)*

PFS-3.10 East Bay Municipal Utility District

The City shall work with the East Bay Municipal Utility District to provide adequate water service to areas in the Planning Area not served by the City. *[Source: New Policy, City Staff] (IGC)*



Water storage tank in the Hayward hills.

PFS-3.11 Water Supply During Emergencies

The City shall, to the extent feasible, maintain adequate water supply during emergencies. The City shall maintain emergency water connections with the Alameda County Water District and the East Bay Municipal Utility District in case of disruption of delivery from San Francisco Public Utility Commission and maintain emergency wells for short duration use in an emergency and ensure that wells meet primary drinking water standards. *[Source: Background Report Findings] (MPSP/CSO)*

PFS-3.12 Seismic Safety

The City shall continue to improve the seismic safety of the water system, including seismic retrofits of reservoirs and improvements to pipes at fault line crossings. *[Source: Background Report Findings] (MPSP)*

PFS-3.13 New Development

The City shall ensure that water supply capacity is in place prior to granting building permits for new development. *[Source: New Policy, City Staff] (RDR)*

PFS-3.14 Water Conservation Standards

The City shall comply with provisions of the State’s 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010). *[Source: New Policy, City Staff] (RDR)*

PFS-3.15 Water Conservation Programs 🌱

The City shall implement cost effective conservation strategies and programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. Water conservation strategies may include a combination of financial incentives, legislative actions, and public education. *[Source: New Policy, City Staff; Climate Action Plan] (RDR/MPSP/CSO)*

PFS-3.16 Recycled Water 🌱

The City shall increase use of recycled water where appropriate, cost effective, safe, and environmentally sustainable. The City shall work with regional partners to encourage expansion of recycled water infrastructure. *[Source: New Policy, City Staff; Climate Action Plan] (PSR, IGC)*



Landscaping irrigated with recycled water.

PFS-3.17 Bay-Friendly Landscaping 🌿

The City shall promote landscaping techniques that use native and climate appropriate plants, sustainable design and maintenance, water-efficient irrigation systems, and yard clipping reduction practices. *[Source: New Policy, City Staff] (RDR/PI)*



Examples of "Bay-Friendly" landscapes in Hayward.

Goal 4 Wastewater Collection and Disposal

The City of Hayward owns and operates the wastewater collection and treatment system that serves almost all of the residential, commercial, and industrial users within the incorporated city limits, and limited portions of the adjacent unincorporated areas of Alameda County by contract. The City has separate sewage and storm water collection systems. The Hayward collection system includes about 320 miles of sewer mains, nine sewage lift stations, and 4.2 miles of force mains and treatment occurs at the City's Water Pollution Control Facility (WPCF). The East Bay Dischargers Authority disposes of the treated wastewater from the city. The Oro Loma Sanitary District (OLSD) provides services to a small area in the northern portion of the City, as well as the community of Fairview, which is part of Hayward's Planning area.

Policies in this section provide for reliable sewer service for all residents and businesses through a cooperative effort using the City's wastewater collection and treatment system, Oro Loma Utility District facilities, and disposal service from the East Bay Dischargers Authority. Wastewater outflows will be minimized and capacity will be developed and maintained to improve sewer flows in areas where services are or will soon be deficient and to handle additional sewer flows from new development. Wastewater policies will also be implemented by the City to ensure sufficient treatment capacity and reliability of the Water Pollution Control Facility (WPCF).

GOAL PFS-4

Maintain a level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development. *[Source: New Goal, City Staff]*

PFS-4.1 Sewer Collection System Master Plan

The City shall maintain and implement the Sewer Collection System Master Plan. *[Source: New Policy, City Staff] (MPSP)*

PFS-4.2 Water Pollution Control Facility Master Plan

The City shall maintain and implement the Water Pollution Control Facility Master Plan. *[Source: Background Report] (MPSP)*

PFS-4.3 Sewer Collection System – Minimization of Sanitary Sewer Overflows

The City shall operate and maintain the sewer collection system to minimize the potential for sewer system overflows. *[Source: City staff] (MPSP/CSO)*

PFS-4.4 Water Pollution Control Facility Operation and Maintenance

The City shall operate and maintain the WPCF to ensure that wastewater discharge meets all applicable NPDES permit provisions. *[Source: Background Report] (MPSP/CSO)*

PFS-4.5 Coordinated Service

The City shall work with the Oro Loma Sanitary District to provide adequate wastewater service to areas in the Planning Area not served by the City. *[Source: Background Report] (IGC)*

PFS-4.6 Innovative and Efficient Operations

The City shall strive to adopt innovative and efficient wastewater treatment technologies that are environmentally-sound. *[Source: New Policy, City Staff] (MPSP)*



Aerial view of the City of Hayward Water Pollution Control Facility.

PFS-4.7 Reduce Infiltration/Inflow

The City shall develop and implement a plan to repair or replace underperforming wastewater facilities serving the community to remove excessive infiltration/inflow. *[Source: New Policy, City Staff]* (MPSP/CSO)

PFS-4.8 Seismic Safety

The City shall continue to improve the seismic safety of its sewer collection and treatment facilities. *[Source: City staff]* (MPSP/CSO)

PFS-4.9 Service New and Existing Development

The City shall ensure the provision of adequate wastewater service to all new development, before new developments are approved, and support the extension of wastewater service to existing developed areas where this service is lacking. *[Source: New Policy, City Staff]* (MPSP/CSO)

PFS-4.10 Wastewater Disposal

The City shall work with the East Bay Dischargers Authority to properly dispose of treated wastewater consistent with State and Federal laws. *[Source: New Policy, City Staff]* (MPSP/CSO/IGC)

PFS-4.11 Industrial Pretreatment

The City shall enforce appropriate industrial pretreatment standards and source control to prevent materials prohibited by Federal and State regulations from entering the wastewater system and to ensure compliance with the City's local discharge limits. The City shall work with the business community to maintain and implement programs to ensure compliance with all Federal, State and local discharge requirements. *[Source: New Policy, City Staff]* (RDR/IGC/JP)

PFS-4.12 Renewal Energy 

The City shall support efforts to develop, enhance, and maintain clean, green and renewable energy systems at the Water Pollution Control Facility, including:

- Solar photovoltaic and solar hot water; and
- Methane recovery systems and digester gas combustion systems. *[Source: New Policy, City Staff]* (IGC)

Goal 5 Stormwater Drainage

The major storm drainage facilities within Hayward are owned and maintained by the Alameda County Flood Control and Water Conservation District (ACFCWCD) and include gravity pipe lines predominantly made of reinforced concrete, which discharge to underground storm drain lines or manmade open channels. Storm drain pipes smaller than 30 inches are generally owned by the City. The City has five pump stations that pump stormwater into stormwater collection systems and/or dry creeks immediately downstream, flowing into Mt. Eden and Old Alameda Creeks en route to San Francisco Bay. Much of Western Alameda County lies in a floodplain protected by the ACFCWCD. Most major flood control infrastructure in western Alameda County is 50 or 60 years old.



Signage to discourage dumping into storm drains.

Policies in this section require construction of adequate storm drainage facilities. Stormwater policies ensure new drainage facilities are adequately sized and constructed, support coordinated efforts with the ACFCWCD in the development of major and regional stormwater facilities, and require preparation of watershed drainage plans where appropriate. Stormwater drainage facilities will also incorporate Low Impact Development techniques.

GOAL PFS-5

Maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development, prevent property damage due to flooding, and improve environmental quality. [Source: New Goal, City Staff]

PFS-5.1 Accommodate New and Existing Development

The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development. [Source: New Policy, City Staff] (MPSP/CSO)

PFS-5.2 Local Flooding

The City shall identify and correct problems of localized flooding within the city. Where practical and economical, the City shall upgrade existing drainage facilities as necessary. [Source: New Policy, City Staff] (MPSP/CSO)

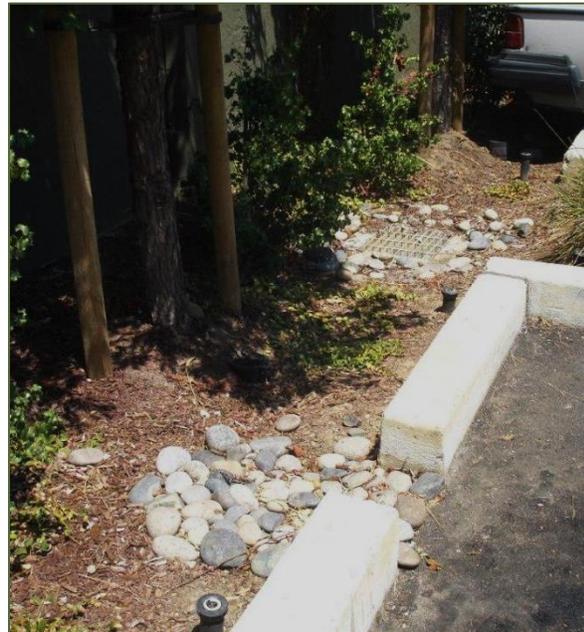
PFS-5.3 Watershed Drainage Plans

The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff

Control Program and Alameda Countywide Clean Water Program. [Source: New Policy, City Staff] (RDR)

PFS-5.4 Green Stormwater Infrastructure

The City shall encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality). [Source: New Policy, City Staff] (RDR)



Landscaping along a parking lot that filters pollutants from stormwater.

PFS-5.5 Public Improvement Design

The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems, such as green spaces and implementing Low Impact Development (LID) techniques. [Source: New Policy, City Staff] (RDR/MPSP)

PFS-5.6 Grading Projects

The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems. *[Source: New Policy, City Staff] (RDR)*

PFS-5.7 Diversion

The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels. *[Source: New Policy, City Staff] (RDR)*

PFS-5.8 Enhance Recreation and Habitat

The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features. *[Source: New Policy, City Staff] (RDR/MPSP)*

PFS-5.9 Rainwater Harvesting 

The City shall encourage the use of rainwater harvesting facilities, techniques, and improvements where appropriate, cost effective, safe, and environmentally sustainable. *[Source: New Policy, City Staff] (RDR/MPSP)*

Goal 6 Flood Control Infrastructure

Much of Western Alameda County lies in a floodplain protected by the Alameda County Flood Control and Water Conservation District (ACFCWCD). The Hayward planning area spans across three flood protection zones that include natural creeks, improved creeks, earthen channels, concrete channels, and underground pipes. The three zones also include two drainage canals, eleven pump stations, and two reservoirs.

Policies in this section require construction of adequate flood protection facilities. Flood protection policies will also be implemented by

the City to improve flood control infrastructure and control urban runoff. The City will work with the ACFCWCD in the development of major and regional stormwater facilities.

Related goals and policies in the Hazards Element address flood hazards and rising sea levels.

GOAL PFS-6

Maintain flood control infrastructure to adequately protect life and property from flooding. *[Source: New Goal, City Staff]*

PFS-6.1 Interagency Levee Management

The City shall work with Alameda County Flood Control and Water Conservation District, State, and Federal agencies to ensure existing and new levees are adequate in providing flood protection. *[Source: New Policy, City Staff] (IGC)*

PFS-6.2 Zone 3A Drainage Master Plan Study

The City shall support implementation of the Alameda County Flood Control and Water Conservation District Zone 3A Drainage Master Plan Study, which identifies improvement projects and expected maintenance activities to ensure 100-year flood protection in and around Hayward. *[Source: Background Report] (MPSP/IGC)*

PFS-6.3 Funding for 200-year Flood Protection

The City shall continue to cooperate with Alameda County Flood Control and Water Conservation District, State, and Federal agencies in securing funding to provide 200-year flood protection. *[Source: New Policy, City Staff] (FB/IGC)*

PFS-6.4 Floodplain Storage Maintenance

The City shall encourage the preservation of urban creeks to maintain existing floodplain storage. *[Source: New Policy, City Staff] (IGC)*

PFS-6.5 Levee Setbacks for New Development

The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within this 50-foot area provided that levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards. *[Source: New Policy, City Staff] (RDR)*

PFS-6.6 Dedication of Levee Footprint

The City shall require new development adjacent to a flood protection levee to dedicate the levee footprint in fee to the Alameda County Flood Control and Water Conservation District or the appropriate responsible agency. *[Source: New Policy, City Staff] (RDR/IGC)*

Goal 7 Solid Waste and Recycling

Policies in this section support a wide range of programs to reduce and divert waste from landfill, provide for increased recycling opportunities, increase participation in recycling services offered residents and businesses, support the recycling of construction debris, and encourage home composting. These policies are consistent with Hayward’s desire to promote sustainability because recycling reduces greenhouse gas emissions through energy savings, and reduced need for landfills. The City will continue to work with the Alameda County Waste Management Authority to reach County-wide diversion targets.

GOAL PFS-7

Minimize the generation of solid waste, increase recycling, and provide for the collection and disposal of solid waste.
[Source: New Goal, City Staff]

PFS-7.1 Mandatory Collection

The City shall continue to require weekly solid waste collection throughout the city. *[Source: New Policy, City Staff] (RDR)*

PFS-7.2 Adequate Service

The City shall monitor its solid waste and recycling services franchisee to ensure that services provided are adequate to meet the needs of the community and to meet the provisions of the City’s Franchise Agreement. *[Source: New Policy, City Staff] (MPSP/CSO)*



Solar-powered solid waste and recycling compactors in Downtown Hayward.

PFS-7.3 Landfill Capacity

The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region for the duration of the contract with its landfill franchisee. *[Source: New Policy, City Staff] (IGC)*

PFS-7.4 Solid Waste Diversion

The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority. *[Source: New Policy, City Staff] (MPSP)*

PFS-7.5 Municipal Waste Reduction

The City shall reduce municipal waste generation by continuing to employ a wide range of innovative techniques, including electronic communications to reduce paper usage and buying products with less packaging and in bulk, where feasible. *[Source: New Policy, City Staff] (CSO)*

PFS-7.6 Municipal Reuse

The City shall reduce municipal waste disposed by continuing to reuse equipment to prolong their useful life. *[Source: New Policy, City Staff] (CSO)*

PFS-7.7 Municipal Collection of Recyclables and Organics

The City shall continue to require its franchisee to arrange for regular collection of recyclables and organics from all municipal facilities. *[Source: New Policy, City Staff] (CSO)*

PFS-7.8 Recycling Collection at City Facilities and Parks

The City shall continue to require its franchisee to provide outdoor recycling collection containers at, and services to, all City parks and related facilities. *[Source: New Policy, City Staff] (CSO)*

PFS-7.9 City Contracts

The City shall continue to implement the Environmentally Friendly Preferred Purchasing Program by requiring City contractors to use best management practices (e.g., waste prevention, salvage and reuse, recycling and reusing) to maximize diversion of waste from landfills. *[Source: New Policy, City Staff; Climate Action Plan] (CSO)*

PFS-7.10 Recycled Products or Processes for Capital Projects

The City shall implement the use of recycled products or recycling processes whenever possible as part of any capital project. *[Source: New Policy, City Staff] (CSO)*

PFS-7.11 Disposable, Toxic, or Non-Renewable Products

The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations. *[Source: New Policy, City Staff] (CSO)*

PFS-7.12 Construction and Demolition Waste Recycling

The City shall require demolition, remodeling and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable. *[Source: New Policy, City Staff] (RDR)*

PFS-7.13 Residential Recycling

The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills. *[Source: New Policy, City Staff; Climate Action Plan] (MPSP)*

PFS-7.14 Commercial Recycling 🌍

The City shall encourage increased participation in commercial and industrial recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to provide technical assistance to businesses to implement mandatory recycling. *[Source: New Policy, City Staff, Climate Action Plan]* (MPSP, PI)

PFS-7.15 Yard Clippings Reduction 🌍

The City shall encourage residents to reduce yard clippings through at-home composting or use the green waste collection service provided by the City’s franchisee. *[Source: New Policy, City Staff]* (MPSP)

PFS-7.16 Organics Collection 🌍

The City shall encourage residents and businesses to separate for collection food and food-soiled paper using organics collection services provided by the City’s franchisee. *[Source: New Policy, City Staff]* (MPSP)

PFS-7.17 Waste-to-Energy Generation Systems 🌍

The City shall advocate for waste management strategies that aim to maximize the value of solid waste by using waste-to-energy generation systems. *[Source: New Policy; Climate Action Plan]* (IGC/JP)

PFS-7.18 E-Waste Disposal 🌍

The City shall encourage residents and businesses to properly dispose of their e-waste at permitted facilities. *[Source: New Policy, City Staff]* (MPSP)

PFS-7.19 Regional Coordination

The City shall coordinate with and support regional efforts to develop and implement effective waste management strategies. *[Source: New Policy, City Staff]* (IGC)

PFS-7.20 Food Scraps Collection 🌍

The City shall promote and expand the food scraps collection program for single-family homes to minimize organic waste in landfills. *[Source: New Policy, Climate Action Plan]* (CSO)

PFS-7.21 Mandatory Recycling 🌍

The City shall implement mandatory recycling for commercial and multifamily uses and work with StopWaste.org to increase participation in this program. *[Source: New Policy, Climate Action Plan]* (CSO)

PFS-7.22 Maximize Solid Waste Value 🌍

The City shall advocate for waste management strategies that maximize the useful value of solid waste, such as using landfill gas to generate electricity. *[Source: New Policy, Climate Action Plan]* (IGC)

PFS-7.23 Consumption Reduction 🌍

The City shall education the community about the benefits of reducing overall consumption. *[Source: New Policy, Climate Action Plan]* (PI)



Advertising for green organic waste collection program.

Goal 8 Energy Utilities

The Pacific Gas and Electric Company (PG&E) provides electrical and natural gas service to the Hayward Planning Area. PG&E maintains three major transmission lines running west to east across Alameda county to substations in Hayward, San Mateo, and Fremont. There are also several renewable energy facilities (e.g., Water Pollution Control Facility Cogeneration System, CSU East Bay Fuel Cell Station, and the Hayward Wastewater Solar Facility) and many smaller onsite renewable energy facilities on .

Policies in this section support the maintenance and expansion of city electricity and gas service. Utility providers will ensure that transmission facilities incorporate safety features and the latest technological advancement. The City will require utility facilities to reduce habitat and visual impacts, and will encourage utility rights-of-way to be used as open space.

GOAL PFS-8

Ensure the provision of adequate gas and electric services to Hayward residents and businesses, and ensure energy facilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes efficiency. [Source: New Goal, City Staff]

PFS-8.1 Electricity and Natural Gas Service

The City shall continue to work closely with energy providers (e.g., PG&E) to ensure that adequate electricity and natural gas services are available for existing and newly developing areas. [Source: New Policy, City Staff] (IGC/JP)

PFS-8.2 Utility Providers

The City shall encourage utility providers to provide efficient, reliable, affordable, and state-of-the-art service, and shall promote technological

improvements and upgrading of utility services. [Source: New Policy, City Staff] (MPSP/JP)

PFS-8.3 Coordination with Utility Providers

The City shall coordinate with energy providers (e.g., PG&E) in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts. [Source: New Policy, City Staff] (IGC/JP)

PFS-8.4 Safe Utility Lines

The City shall work with regulators and energy providers (e.g., PG&E) to regularly monitor, evaluate, and maintain the safety of utility facilities (e.g., gas pipelines and electric lines and transformers). Where facilities are found to be a potential safety concern, especially those that could be impacted by seismic events, the City shall support utility provider efforts to repair and/or replace the affected facilities. [Source: New Policy, City Staff] (IGC/JP)

PFS-8.5 Undergrounding New Utility Lines

The City shall require that all new utility lines constructed as part of new development projects are installed underground or, in the case of transformers, pad-mounted. [Source: New Policy, City Staff] (RDR/IGC/JP)



Street that could be visually improved by undergrounding utility lines.

PFS-8.6 Undergrounding Existing Utility Lines

The City shall encourage the undergrounding of existing overhead facilities. *[Source: New Policy, City Staff]* (RDR/MPSP)

PFS-8.7 Utility Line Maintenance

The City shall encourage energy providers (e.g., PG&E) to maintain and repair gas pipelines and electric utility lines, both overhead and underground) to ensure reliable service and limit service disruptions. The City shall inform energy providers of upcoming roadway or other public projects that provide opportunities to inspect or repair underground utility lines. *[Source: New Policy, City Staff]* (CSO/IGC/JP)

PFS-8.8 Renewable Energy Integration 

The City shall encourage energy providers (e.g., PG&E) to offer their support and assistance in integrating individual renewable energy systems (e.g., solar systems) into the electricity grid. *[Source: New Policy, City Staff]* (RDR/PI)

PFS-8.9 Joint Use

The City shall ensure that PG&E rights-of-way are considered for use as public or private open space, trails, parkland, community gardens, or other compatible passive recreational uses. *[Source: New Policy, City Staff]* (RDR/MPSP)

Goal 9 Telecommunications

Within the city of Hayward all residents have access to wireline or wireless providers. About 97 percent of the population has access to two or more wireline providers. All Hayward residents have access to five or more wireless providers and nearly all have access to six providers. Hayward residents generally have better access to DSL, cable, and wireless technology as compared to the nation. The City of Hayward operates a free Wi-Fi network in the Downtown area. The City of Hayward has installed two major fiber optic

routes. The existing routes currently serve the city's public and quasi-public areas and major industrial corridor.

Policies in this section encourage a wide range of innovative telecommunications systems and services to attract and retain state-of-the-art businesses citywide, provide information and communication access to all residents, and facilitate public education. Telecommunication systems should be incorporated into public buildings and services, as well as into large-scale planned communities and office and commercial projects, to increase the accessibility of information. Telecommunication infrastructure should be designed to be compatible with adjacent uses and to minimize visual impacts.

GOAL PFS-9

Encourage state-of-the-art technology and telecommunication services for households, businesses, institutions, and public agencies throughout the city to connect Hayward residents to the City, nation, and world.
[Source: New Goal, City Staff]

PFS-9.1 Access and Availability

The City shall work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, public spaces, and public agencies throughout the city. *[Source: New Policy, City Staff]* (JP)

PFS-9.2 Improve Facilities and Service

The City shall work with service providers to expand service to areas that are not served by telecommunication technologies *[Source: New Policy, City Staff]* (MPSP/JP)

PFS-9.3 Co-Location

The City shall encourage compatible co-location of telecommunication facilities and shall work

with service providers to site telecommunications facilities on City-owned property and public right-of-ways. *[Source: New Policy, City Staff]* (RDR/JP)



Cell tower that is designed to look like a pine tree and provides co-location opportunities for multiple service

PFS-9.4 Incorporation into Public Places

The City shall establish requirements for the incorporation and accessibility of state-of-the-art, attractive telecommunication systems and services for public use in public buildings and support the development of internet-connected informational kiosks in public places and streetscapes. *[Source: New Policy, City Staff]* (RDR/PI)

PFS-9.5 New Developments

The City shall establish requirements for the installation of state-of-the-art internal telecommunications technologies in new planned developments and office and commercial developments. *[Source: New Policy, City Staff]* (RDR)

PFS-9.6 Fiber Optic Cable Access

The City shall support the extension of and connections to fiber optic telecommunications cables. *[Source: Background Report]* (JP)

PFS-9.7 Development and Extension of Fiber Optic Network

The City shall encourage the development and extension of the fiber optic system to support the City's fiber optic network. *[Source: New Policy, City Staff]* (MPSP)

PFS-9.8 Wireless Hot Spots

The City shall encourage the installation of public use wireless network "hot spots" throughout the city. *[Source: Background Report]* (RDR/MPSP)

PFS-9.9 Downtown Wireless

The City shall maintain and expand the coverage and bandwidth of the Downtown wireless network, which provides free wireless data service to residents, businesses, and visitors in and around Downtown. *[Source: New Policy, City Staff]* (CSO)

PFS-9.10 Infrastructure for Telecommuting

The City shall encourage the development of state-of-the-art communication infrastructure in appropriate City facilities to support telecommuting. *[Source: New Policy, City Staff]* (RDR)

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POLICY DOCUMENT: PART 4

GENERAL PLAN ADMINISTRATION AND IMPLEMENTATION

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. Implementation of the General Plan will occur through participation by a number of parties including residents, elected and appointed City officials, City staff, and City partners (e.g., HARD). Part 4 of the General Plan provides direction on how the City will implement and maintain the General Plan and sets out specific actions the City will undertake to achieve the goals and policies of the General Plan.

This Part begins with a summary of priority implementation programs for carrying out the General Plan, particularly those that need to be undertaken in the first three years (2014–2016). This is followed by an outline of the process for reviewing and updating the General Plan and a program for monitoring its implementation. It also outlines requirements for implementing the City's General Plan consistent with its goals, policies, standards, and programs, and provides an overview of the types of actions or tools the City will use to implement the Plan's policies. It concludes with tables that list specific implementation programs, organized by the topics addressed in the General Plan Elements.

Priority Implementation Programs

The General Plan contains a vision and set of goals and policies that are desirable for the community to achieve. Since everything cannot be accomplished immediately, the City has identified the following programs as highest priority for implementing the General Plan, particularly in the near term. These have been selected because they are likely to be most effective in transforming city operations and Hayward's community character consistent with the General Plan's Vision and Guiding Principles. However, the priority of specific actions or programs may change over time as community challenges, opportunities, and resources change. As the City implements programs on this priority list, the list will be adjusted to address new challenges facing the city.

- LU-1: Comprehensive Zoning Code Update
- LU-2: Comprehensive Subdivision Ordinance Update
- LU-15: State Historic Building Code
- M-1: Multimodal LOS and Design Standards
- M-2: Multimodal LOS Guidelines
- ED-9: Business Attraction , Expansion, and Retention Program
- ED-10: Town-Gown Partnership
- CS-2: Police Department Strategic Plan Annual Report
- CS-4: Homeless Services Partnership
- CS-9: Police and Fire Impact Fees
- CS-10: Disaster Awareness and Emergency Preparedness Program
- NR-8: Energy reduction Initiative and Annual Report
- NR-10: Financing Program for Residential Energy Efficiency Retrofits
- EDL-2: Education Partnership

- EDL-5: Public School Marketing Campaign
- EDL-7: Library Bond

Administering the General Plan

The General Plan will be implemented through policy decisions, ordinances and regulations, and future actions that are consistent with the General Plan. The General Plan is a dynamic document that should be revised to reflect changing circumstances and priorities in the City. The City is responsible for tracking, reporting and evaluating its progress in implementing the General Plan. State law provides direction on how cities can maintain the General Plan as a contemporary policy guide. It requires the City to report annually on “the status of the plan and progress in its implementation” (Government Code Section 65400[b]). The City must file annual progress reports on the implementation of the General Plan with the local legislative body, the Governor’s Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD).

General Plan Maintenance and Monitoring

The City is committed to annually reviewing its progress in implementing the goals and policies of the General Plan. Since many of the factors and issues that the General Plan addresses change from year-to-year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan’s vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

General Plan Review and Update

At least once every five years, the City will thoroughly review the General Plan and revise and update it as necessary. This review and update process will focus on Policy Document goals, policies, and implementation programs. Minor updates to the Background Report may also be made in order to maintain internal consistency between existing conditions and General Plan policy.

General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. State law limits general plan amendments to four per year, but each amendment can include multiple changes. Like the adoption of the General Plan itself, general plan amendments are subject to environmental review, public notice, and hearing requirements, and must not create inconsistencies with other parts of the plan. Some amendments will be policy changes, while many will likely be changes to the Land Use Diagram. Each of the changes will need to be carefully evaluated, not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

General Plan Consistency in Implementation

To ensure that the policies and proposals of the general plan are systematically implemented, State law requires that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted General Plan. The courts have supported and furthered this trend through their interpretations of State law.

The General Plan serves as a tool to align City decisions and actions with the community's vision. The General Plan will be implemented through municipal policy decisions, ordinances and regulations, and future actions that are consistent with the General Plan. This includes City Council priority setting and initiatives, budgeting and capital improvement planning, decisions on public and private development projects, and City activities and programs.

- Decision-makers will be responsible for ensuring that their decisions reflect the community's vision and are consistent with the goals and policies contained in the General Plan. They will ensure that sufficient resources are allocated to various departments to implement the General Plan. However, implementation of the General Plan is based on the availability of resources. Some goals, policies and implementation programs may not be achieved as identified if resources are limited or unavailable.

- City staff is responsible for ensuring that day-to-day operations and recommendations to decision-makers are consistent with the goals and policies contained in the General Plan. City staff recommendations to decision-makers should be prepared in consideration of General Plan consistency. Staff is also responsible for carrying out the implementation programs contained in the General Plan, and reporting on General Plan implementation.

Categories of Implementation Actions/Tools

The City will implement the goals and policies of the General Plan through many actions and tools that can be grouped according to the eight categories listed below. The two- to four-letter identifiers (italicized and in parentheses) are used in the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs to indicate the type of specific implementation program:

- Regulation and Development Review (RDR)
- City Master Plans, Strategies, and Programs (MPSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- City Services and Operations (CSO)
- Inter-governmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)

Regulation and Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the city's police power to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, condition, or deny projects based on their consistency with the

General Plan. The following is a list of regulatory procedures, plans, and ordinances commonly used to implement the General Plan:

- Master Plans
- Specific Plans
- Zoning Ordinance
- Subdivision Ordinance
- Building and other codes
- Habitat Conservation Plans
- California Environmental Quality Act (CEQA)
- Development Review

City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of city services and facilities, types of development, or geographic areas. These are prepared to provide more specific direction for city decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a partial list of master plans, strategies, and programs that the City has adopted or plans to adopt. Specific implementation programs in Part 4 of the General Plan call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies:

- Downtown City Center Specific Plan
- South Hayward BART Form-Based Code
- Mission Boulevard Specific Plan
- Hesperian Boulevard College Corridor Plan
- Industrial Technology and Innovation Corridor Plan

- Mills Act Program
- Multimodal LOS and Design Standards
- Wayfinding Program
- Pedestrian Master Plan
- Bicycle Master Plan
- Economic Development Strategic Plan
- Industrial Technology and Innovation Corridor Marketing Strategy
- Business Attraction, Expansion, and Retention Program
- Town-Gown Economic Partnership
- Police Department Strategic Plan
- Homeless Services Partnership
- Fire Department Strategic Plan
- Disaster Awareness and Emergency Preparedness Program
- Energy Reduction Initiative
- Energy Efficiency Retrofits Financing Program
- Educational Resources for Hazardous Materials
- Cradle-to-Career Strategic Plan
- Public School Marketing Campaign
- Library Strategic Plan
- Capital Improvement Program

Financing and Budgeting (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of city services require financial resources that are derived from various

sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax
- Sales tax
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, state, and federal funding

Planning Studies and Reports (PSR)

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a Master Plan.

City Services and Operations (CSO)

The City provides a broad range of services to its residents, businesses, and visitors and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

Inter-governmental Coordination (IGC)

The City must coordinate with numerous local, regional, state, and federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies, such as Alameda County, Alameda Local Agency Formation Commission (LAFCo), Hayward Unified School District, Hayward Area Recreation and Park District, and other special districts.
- Regional agencies, such as Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), AC Transit, Bay Area Rapid Transit (BART), East Bay Regional Park District (EBRPD), and Bay Conservation and Development Commission (BCDC).
- State agencies, such as Caltrans, General Services, California Environmental Protection Agency (EPA), Native American Heritage Commission (NAHC), and California State University, East Bay.
- Federal agencies, such as U.S. Coast Guard, U.S. Military, U.S. Fish and Wildlife Services (USFWS), U.S. Army Corps of Engineers, and Federal Emergency Management Agency (FEMA).

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector, as described in more detail below.

Joint Partnerships with the Private Sector (JP)

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

Public Information (PI)

The City can use a wide range of tools to keep the city's residents informed of city services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the City's website and social media sites, mobile device applications and notifications workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

Specific Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Each program also identifies a potential funding source for the program. This is intended only to inform the City budgeting process. It does not commit funding to a program for a given timeframe. The City will determine as part of the annual budget process which programs will be funded based on available City resources and needs. Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table GPA: General Plan Administration Implementation Programs
- Table LU: Land Use and Community Character
- Table M: Mobility
- Table ED: Economic Development
- Table CS: Community Safety
- Table NR: Natural Resources
- Table HAZ: Hazards

- Table EDL: Education and Life-Long Learning
- Table: HQL: Community Health and Quality of Life
- Table PFS: Public Facilities and Services
- Table H: Housing (to be provided)

Table GPA		GENERAL PLAN IMPLEMENTATION Implementation Programs			2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. General Plan Annual Report. The City shall prepare and submit an annual report to the City Council that summarizes the implementation of the General Plan, including the status of implementation programs. The report shall also be submitted to the Office of Planning and Research. <i>[Source: New Program; City Staff] (PSR)</i></p>									
Implements Which Policy(ies)	N/A								
Responsible Department(s)	Development Services						✓		
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Fire, Public Works – Utilities and Environmental Services, City Manager, Police, Maintenance Services, Library and Community Services, City Attorney, Information Technology								
Funding Source(s)	General Fund								
<p>2. General Plan Update. The City shall review and update (as necessary) the General Plan every five years. <i>[Source: New Program; City Staff] (MPSP)</i></p>									
Implements Which Policy(ies)	N/A								
Responsible Department(s)	Development Services								
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, City Manager, Fire, Police, Maintenance Services, Library and Community Services, City Attorney, Information Technology						✓		
Funding Source(s)	General Fund								
<p>3. Master Plans, Strategies, and Programs Updates. As part of its process to develop the Biennial Operating Budget, the City shall review a list of its adopted master plans, strategies, and programs and identify those that will be reviewed and updated, as necessary. The City shall develop and maintain a publicly available list of its adopted master plans, strategies, and programs. <i>[Source: New Program; City Staff] (MPSP)</i></p>									
Implements Which Policy(ies)	N/A				✓				✓
Responsible Department(s)	Development Services								

Table GPA GENERAL PLAN IMPLEMENTATION Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, City Manager, Fire, Police, Maintenance Services, Library and Community Services, City Attorney, Information Technology					
Funding Source(s)	General Fund					

Table LU LAND USE AND COMMUNITY CHARACTER Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. 1. Comprehensive Zoning Ordinance Update. The City shall prepare a comprehensive update to the Hayward Zoning Ordinance to ensure that the City’s zoning regulations align with the guiding principles, goals, and policies of the General Plan. <i>[Source: New Program; City Staff] (RDR)</i></p>						
Implements Which Policy(ies)	LU-1.4, LU-1.6, LU-1.9, LU-3.1, LU-3.3, LU-3.4, LU-3.5, LU-3.6, LU-4.1, LU-4.2, LU-4.3, LU-5.1, LU-5.2, LU-5.4, LU-5.7, LU-6.1, LU-6.2, LU-6.4, LU-6.5, M-10.2, ED-1.3, ED-1.12, ED-1.15, ED-6.2, NR-1.7, NR-3.3, NR-6.6, EDL-1.4, HAZ-6.3, HQL-3.1, HQL-3.2, HQL-3.4, HQL-3.5, HQL-3.6, HQL-3.8, HQL-4.3, HQL-6.5, HQL-8.3	✓				
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Fire, City Manager,					
Funding Source(s)	General Fund, Grants					
<p>2. Comprehensive Subdivision Ordinance Update. The City shall prepare a comprehensive update to the Hayward Subdivision Ordinance to ensure that the City’s subdivision regulations align with the guiding principles, goals, and policies of the General Plan. <i>[Source: New Program; City Staff] (RDR)</i></p>						
Implements Which Policy(ies)	LU-1.9, LU-3.6, NR-6.6	✓				
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Police, Fire					
Funding Source(s)	General Fund, Grants					
<p>3. Comprehensive Design Guidelines Update. The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City’s Priority Development Areas. <i>[Source: New Program; City Staff] (RDR)</i></p>			✓			
Implements Which Policy(ies)	LU-1.7, LU-1.8, LU-1.9, LU-3.4, LU-3.6, LU-3.7, LU-3.8, LU-3.9, LU-4.4, LU-4.5, LU-4.6, LU-4.8, LU-5.3, LU-5.4, LU-5.7, LU-6.7, LU-6.8, LU-7.1, LU-7.2, LU-7.3, LU-7.4, LU-7.5, LU-7.6, ED-5.5, HAZ-5.1					

Table LU LAND USE AND COMMUNITY CHARACTER Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Fire, Police, City Manager					
Funding Source(s)	General Fund, Grants					
4. Downtown City Center Specific Plan. City shall develop and adopt a Downtown City Center Specific Plan. <i>[Source: New Program; City Staff] (MPSP)</i>						
Implements Which Policy(ies)	LU-1.3, LU-1.4, LU-1.5, LU-1.6, LU-1.9, LU-2.1, LU-2.2, LU-2.3, LU-2.4, LU-2.5, LU-2.6, LU-2.7, LU-2.14, LU-2.15, LU-2.16, LU-2.17, ED-1.14, ED-1.15, M-4.8, M-7.4, M-9.5, M-9.8	✓				
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Police, Fire, Library and Community Services					
Funding Source(s)	General Fund, Grants					
5. Priority Development Area Marketing Strategy. The City shall prepare, implement, and maintain a Priority Development Area Marketing Strategy. Based on the findings of the strategy, the City shall develop an implementation program to promote development opportunities within the City’s Priority Development Areas. <i>[Source: New Program; City Staff] (MPSP/CSO)</i>						
Implements Which Policy(ies)	LU-1.3, LU-1.4, LU-1.5, LU-1.6, LU-1.10, LU-2.1, LU-2.8, LU-2.10, LU-2.12		✓			✓
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund, Grants					
6. Complete Neighborhood Strategy. The City shall develop and implement a community outreach program to identify various types of complimentary and supporting uses that are needed and desired in each Hayward neighborhood. Based on the findings of the outreach program, the City shall develop an implementation program to facilitate desired changes within local neighborhoods. <i>[Source: New Program; City Staff] (MPSP)</i>						
Implements Which Policy(ies)	LU-1.6, LU-3.1, LU-3.2, LU-3.3			✓		

Table LU LAND USE AND COMMUNITY CHARACTER Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Library and Community Services, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund, Grants					
7. “A” Street and Redwood Road Corridor Plan Feasibility Report. The City shall coordinate with Alameda County to explore the feasibility of preparing a master plan or specific plan for the “A” Street and Redwood Road corridor. The City shall submit a feasibility report to the City Council, and additional actions shall be determined based on Council direction. <i>[Source: New Program; City Staff] (IGC/PSR)</i>						
Implements Which Policy(ies)	LU-4.13			✓		
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Police, Fire, Alameda County					
Funding Source(s)	General Fund, Grants					
8. Hesperian Boulevard College Corridor Plan. The City shall develop and adopt a master plan or specific plan to enhance the Hesperian Boulevard corridor. <i>[Source: New Program; City Staff] (MPSP)</i>						
Implements Which Policy(ies)	LU-4.12, LU-1.9			✓		
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Police, Fire					
Funding Source(s)	General Fund, Grants					
9. Corridor Beautification Plan. The City shall develop and adopt a Corridor Beautification Plan as the key regulatory document for focusing future streetscape improvements along major streets and corridors throughout the city. <i>[Source: New Program, City staff] (MPSP)</i>						
Implements Which Policy(ies)	LU-4.11, LU-4.15			✓		
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Utilities and Environmental Services, Public Works – Engineering and Transportation, City Manager					
Funding Source(s)	General Fund					

Table LU LAND USE AND COMMUNITY CHARACTER Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
10. Sign Ordinance Update. The City shall update the Sign Ordinance. <i>[Source: New Program; City Staff] (RDR)</i>		✓				
Implements Which Policy(ies)	LU-4.6					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Funds, Grants					
11. Industrial Technology and Innovation Corridor Plan. The City shall develop and adopt a specific plan or master plan for the Industrial Technology and Innovation Corridor. <i>[Source: New Program; City Staff] (MPSP)</i>			✓			
Implements Which Policy(ies)	ED-1.3, ED-1.15, ED-1.16, ED-6.2, ED-6.9, EDL-1.4, LU-1.9, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.5, LU-6.6, LU-6.7, LU-6.8					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Police, Fire, City Attorney					
Funding Source(s)	General Fund, Grants					
12. Grading and Clearing Ordinance Update. The City shall update the Grading and Clearing Ordinance. <i>[Source: New Program; City Staff] (RDR)</i>			✓			
Implements Which Policy(ies)	LU-1.9, LU-7.1, LU-7.2, LU-7.3, LU-7.4					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services, Fire					
Funding Source(s)	General Fund, Grants					
13. Certified Local Government Program. The City shall coordinate with the State Historic Preservation Office to initiate and complete the process for becoming a Certified Local Government under the National Parks Service historic preservation program. <i>[Source: New Program; City Staff] (MPSP/IGC)</i>				✓		
Implements Which Policy(ies)	LU-8.1, LU-8.2					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, State Historic Preservation Office					
Funding Source(s)						

Table LU LAND USE AND COMMUNITY CHARACTER Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Funding Source(s)	General Fund, Grants					
14. Historic Districts Strategy. The City shall prepare and submit applications to the State Historic Preservation Office to establish National Park Service Historic Districts for the Upper “B” Street neighborhood; “B” Street Historic Streetcar District; Prospect Hill Neighborhood; and the Downtown Historic District. <i>[Source: New Program; City Staff] (MPSP/IGC)</i>				✓		
Implements Which Policy(ies)	LU-8.2, LU-8.7					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
15. State Historic Building Code. The City shall develop and adopt an ordinance to allow the use of the State Historic Building Code for the rehabilitation of historic resources. <i>[Source: New Program; City Staff] (RDR)</i>		✓				
Implements Which Policy(ies)	LU-8.9					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
16. Mills Act Program. The City shall develop and adopt a California Mills Act Property Tax Abatement Program. <i>[Source: New Program; City Staff] (MPSP)</i>			✓			✓
Implements Which Policy(ies)	LU-8.2, LU-8.10					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
17. Historic Preservation Resource Center. The City shall prepare and maintain a web-based resource center to promote Hayward’s local historic resources and to provide resources and incentives to encourage historic preservation. <i>[Source: New Program; City Staff] (CSO/PI)</i>				✓		✓
Implements Which Policy(ies)	LU-8.2, LU-8.7, LU-8.8, LU-8.10, LU-8.11, LU-8.12					
Responsible Department(s)	Development Services, Information Technology, Library and Community Services					

Table LU LAND USE AND COMMUNITY CHARACTER Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
18. Alameda County Government Center Area Plan Feasibility Report. The City shall coordinate with Alameda County to explore the feasibility of forming a partnership to fund and prepare a master plan or specific plan for the Alameda County Government Center area. The City shall submit a feasibility report to the City Council, and additional actions shall be determined based on Council direction. <i>[Source: New Program; City Staff] (IGC/PSR)</i>				✓		
Implements Which Policy(ies)	LU-9.4					
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Alameda County					
Funding Source(s)	General Fund					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. Multimodal LOS and Design Standards. The City shall adopt multi-modal Level of Service (LOS) and design standards and a methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented. The multimodal LOS program, design standards, and methodology should be consistent with those adopted by the Alameda County Transportation Commission. <i>[Source: New Program, City Staff] (RDR/MPSP)</i></p>			✓			
Implements Which Policy(ies)	M-1.2, M-1.3, M-1.4, M-1.5, M-9.2					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services, Fire, Police					
Funding Source(s)	General Fund					
<p>2. Multimodal LOS Guidelines. The City shall update its Traffic Study Preparation Guidelines to reflect the multi-modal Level of Service (LOS) policies, standards, and methodologies and to provide additional flexibility in implementing multimodal transportation improvements. <i>[Source: New Program, City Staff] (RDR/FB)</i></p>			✓			
Implements Which Policy(ies)	M-1.2, M-1.3, M-1.4, M-1.5					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					
<p>3. Survey Transportation and Transit Gaps and Barriers. The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers. <i>[Source: New Program, City Staff] (PSR)</i></p>				✓		
Implements Which Policy(ies)	M-1.4, M-1.7, M-7.2, M-7.3, M-7.4, M-7.10					
Responsible Department(s)	Public Works – Engineering and Transportation					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	Development Services, Alameda County Transportation Commission, Library and Community Services, Public Works – Utilities and Environmental Services, AC Transit					
Funding Source(s)	General Fund					
4. Regional Connection Improvements.	The City shall work with the Alameda County Transportation Commission, AC Transit, and adjacent communities to identify better connections between city roadways, pedestrian ways, bicycle facilities, and transit corridors and neighboring and regional transportation networks. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority improvements for better regional transportation connections that should be included in the Capital Improvement Program or Countywide Transportation Plan. <i>[Source: New Program, City Staff] (PSR/IGC)</i>			✓		
Implements Which Policy(ies)	M-2.1, M-2.3					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	City Manager, MTC, AC Transit, City of Fremont, City of Union City, City of San Leandro, Alameda County Transportation Commission, Alameda County					
Funding Source(s)	General Fund					
5. Collision Data Reporting.	The City shall prepare and submit bi-annual reports to the City Council that summarize traffic collision data at the top collision locations for automobiles, bicycles, and pedestrians, and recommend improvements where needed. <i>[Source: New Program, City Staff] (PSR)</i>					✓
Implements Which Policy(ies)	M-3.10, M-4.7					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Police					
Funding Source(s)	General Fund, Grants					
6. Complete Streets Assessment.	The City shall conduct a study of the existing street network to identify streets that can be more complete. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on a priority list of complete streets improvements. <i>[Source: New Program, City Staff] (PSR)</i>			✓		
Implements Which Policy(ies)	M-3.2, M-3.3, M-3.10					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Fire, Police, Maintenance Services, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund, Grants					
7. Underused Rights-of-Way. The City shall conduct a study to identify underused rights-of-way, such as street lanes, open drainage facilities, and railroad corridors, to convert to bikeways, pedestrian ways, trails, and/or landscaping improvements. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priorities to maximize the use of underused right-of-way for non-motorized facilities or landscaping improvements. <i>[Source: New Program, City Staff] (PSR)</i>						
Implements Which Policy(ies)	M-3.2, M-3.3, M-3.10			✓		
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services, Hayward Area Recreation District, City Attorney					
Funding Source(s)	General Fund					
8. Complete Streets Evaluation. The City shall bi-annually evaluate and report to the City Council on how well the streets and transportation network are serving each category of users. <i>[Source: New Program, City Staff] (PSR)</i>						
Implements Which Policy(ies)	M-3.1, M-3.2, M-3.3, M-3.10					✓
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					
9.🌍 Improved Traffic Flow Program. The City shall work with Metropolitan Transportation Commission and the Alameda County Transportation Commission to plan and obtain funding for projects that improve traffic flow on arterials and reduce vehicle idling <i>[Source: New Program, Climate Action Plan] (MPSP/IGC)</i>			✓			
Implements Which Policy(ies)	M-4.1, M-4.4					
Responsible Department(s)	Public Works – Engineering and Transportation					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	Public Work – Utilities and Environmental Services, MTC, ACTC					
Funding Source(s)	General Fund					
10. Traffic Calming Measures. The City shall conduct a study to identify neighborhoods where appropriate traffic-calming measures could help reduce speeding and create safer streets. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority streets for traffic calming measures. <i>[Source: New Program, City Staff] (PSR)</i>				✓		
Implements Which Policy(ies)	M-4.7					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, Fire					
Funding Source(s)	General Fund					
11. Pedestrian Master Plan. The City shall develop, adopt, and implement a Pedestrian Master Plan that includes a planned sidewalk system, pedestrian design standards, and implementation program. As part of the preparation of the Pedestrian Master Plan, the City shall review and incorporate (as appropriate) planned improvements and programs identified in the Alameda Countywide Pedestrian Plan that connect Hayward’s existing and planned pedestrian facilities to regional walking and bicycle facilities. The Pedestrian Master Plan shall include a Safe Routes to Schools Plan, an ADA Transition Plan, and strategies to improve pedestrian connections to parks, transit, and neighborhood commercial, and service uses. <i>[Source: Climate Action Plan, City Staff] (MPSP)</i>			✓			
Implements Which Policy(ies)	M-5.2, M-5.4, M-5.5					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works— Utilities and Environmental Services, Hayward Unified School District					
Funding Source(s)	General Fund, Grants					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>12. ♻ Shuttle Service Study. The City shall conduct a study to evaluate the feasibility of establishing shuttle services to address any unmet transit needs, to fill in gaps in service that are not being met by other transit providers, and to improve transit connections between major transit stations and employment centers. Based on findings from the study, the City shall prepare and submit recommendations to the City Council relative to the options for establishing such services in the city. <i>[Source: New Program, Climate Action Plan] (PSR)</i></p>			✓			
Implements Which Policy(ies)	M-7.11					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, City Manager, AC Transit, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					
<p>13. Private Transportation Companies. The City shall conduct a study to identify economic incentives for private transportation companies seeking to enhance mobility in the Downtown, Priority Development Areas (PDAs), corridors, employment centers, and other high-intensity districts in the city. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on potential incentives. <i>[Source: New Program, City Staff] (PSR)</i></p>				✓		
Implements Which Policy(ies)	M-7.11, M-7.12, M-7.13					
Responsible Department(s)	Public Works – Engineering and Transportation, City Manager					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund					
<p>14. Transit Rider Information Study. The City shall work with AC Transit to identify options for informing transit riders of the availability and timing (e.g., headways) of public transit. Based on findings from the study, the City shall work with AC Transit to prepare and submit recommendations to the City Council on developing a transit information program. <i>[Source: New Program, City Staff] (PSR)</i></p>				✓		
Implements Which Policy(ies)	M-7.7					
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	AC Transit					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Funding Source(s)	General Fund					
15. Pedestrian Design Standard for Transit Stop. The City shall work with AC Transit to develop and adopt transit stop design standards for lighting, walkways, streetscape furniture, and landscaping to promote a feeling of safety at transit stops. <i>[Source: New Program, City Staff] (RDR)</i>						
Implements Which Policy(ies)	M-7.6, M-5.3		✓			
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, AC Transit					
Funding Source(s)	General Fund					
16. Citywide TDM Plan. The City shall develop and adopt a citywide Transportation Demand Management (TDM) Plan, which could include strategies to reduce peak-hour traffic, such as staggered work hours, flexible schedule options, and telecommuting from home offices. <i>[Source: Climate Action Plan, City Staff] (MPSP)</i>						
Implements Which Policy(ies)	M-8.2		✓			
Responsible Department(s)	Public Works – Engineering and Transportation, City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services, Alameda County Transportation Commission					
Funding Source(s)	General Fund					
17. City Employee Car/Bike Share Programs. The City shall conduct a study that explores the development of car-sharing and/or bike sharing programs for City employees. Based on findings from the study, the City shall prepare and submit recommendations to the City Council about establishing such programs. <i>[Source: New Program, Climate Action Plan] (MPSP/PSR)</i>						
Implements Which Policy(ies)	M-8.3, M-8.4, M-8.5, M-8.6			✓		
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, Public Works – Utilities and Environmental Services, Human Resources					
Funding Source(s)	General Fund					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
18.🌐 City Commuter Benefits. The City shall continue to offer commuter benefits, such as Tran Ben or Commuter Checks to City employees, and when possible, expand or develop other commuter benefits programs, such as parking cash-out or parking pricing programs, or taking advantage of the new tax credit for biking to work. <i>[Source: New Program, Climate Action Plan] (CSO)</i>						✓
Implements Which Policy(ies)	M-8.5					
Responsible Department(s)	Human Resources					
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, City Manager, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					
19.🌐 TDM Amendments. The City shall amend Administrative Rule 2.26 to reflect current transportation demand management opportunities. <i>[Source: New Program, Climate Action Plan] (RDR)</i>			✓			
Implements Which Policy(ies)	M-8.3, M-8.4					
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Human Resources, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>20.🌐 Off-Street Parking Regulations Comprehensive Update. The City shall amend the Off-Street Parking Regulations of the Municipal Code to incorporate smart growth principles and to incentivize walking, biking, and public transit. The update shall consider the following changes:</p> <ul style="list-style-type: none"> ▪ Creating a single “blended” parking requirement for commercial uses to facilitate future changes of use (i.e. changing a retail store to a restaurant); ▪ Providing requirements or incentives for bicycle parking; ▪ Allowing on-street parking along the property’s frontage to count towards satisfying a portion of the property’s off-street parking requirements; ▪ Setting parking maximums to limit the amount of parking that can be built on a site; ▪ Creating parking preferences or incentives for residents who rideshare or use low- or zero-emissions vehicles; and ▪ Allowing property owners to develop and implement parking demand management plans that consider ways to reduce the need for off-street parking by using shared parking arrangements, valet parking services, paid parking, and other appropriate techniques. <p><i>[Source: New Program, Climate Action Plan] (RDR)</i></p>			✓			
Implements Which Policy(ies)	M-9.2, M-9.3, M-9.11					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Police, Fire, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>21.🌐 Downtown Parking Management Plan. The City shall prepare and implement a Downtown Parking Management Plan. The preparation of the plan shall consider the following:</p> <ul style="list-style-type: none"> ▪ Adopting parking requirements that are appropriate for a mixed-use, walkable, and transit-oriented district; ▪ Creating a single “blended” parking requirement to facilitate future changes of use (i.e. changing a retail store to a restaurant or office space to residential); ▪ Establishing flexible parking requirements to allow innovative parking solutions to efficiently meet parking needs, including shared parking, valet parking, and the implementation of parking demand management strategies; ▪ Providing dedicated parking spaces for car-sharing programs and low- or zero-emissions vehicles; ▪ Establishing incentives to encourage car-sharing programs (e.g., receiving credit for meeting the minimum “parking minimum” if a car share program is included with the project); ▪ Establishing paid parking with market pricing strategies for public parking (on- and off-street); ▪ Installing state-of-the-art parking meters that allow users to locate, reserve, and pay for parking with smart phone and mobile device applications; ▪ Adopting policies to use parking revenues to fund Downtown improvements and enhancements; and ▪ Establishing bicycle parking requirements and incentives. <p>The Parking Management Plan may be prepared in conjunction with the Downtown Specific Plan (see Implementation Program 7 of Table LU-1). [Source: New Program, City Staff] (MPSP)</p>			✓			
Implements Which Policy(ies)	M-9.4, M-9.8					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, City Manager					
Funding Source(s)	General Fund, Grants					

Table M MOBILITY ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>22. Truck Routes Study. The City shall conduct a study of the Surface Transportation Assistance Act (STAA) truck routes and local truck routes (i.e. Hayward Traffic Code Section 6.11) to evaluate and confirm the optimal network for truck traffic through and within the city. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on an appropriate system of truck routes. <i>[Source: New Program, City Staff] (PSR)</i></p>						
Implements Which Policy(ies)	M-11.2			✓		
Responsible Department(s)	Public Works – Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services, Alameda County Transportation Commission					
Funding Source(s)	General Fund					
<p>23. Transportation Impact Fees. The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for local transportation improvements, and if deemed appropriate by City Council, regional transportation improvements. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an Impact Fee Ordinance for transportation improvements. <i>[Source: New Program; City Council] (RDR/FB)</i></p>			✓			
Implements Which Policy(ies)	M-4.1, M-4.2, M-4.4					
Responsible Department(s)	Public Works – Engineering and Transportation, Development Services					
Supporting Department(s)/ Partner(s)	Finance, City Manager					
Funding Source(s)	General Fund, Grants					

Table ED ECONOMIC DEVELOPMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
1. Economic Development Strategic Plan Annual Report. The City shall submit an annual report to the City Council that evaluates the implementation of the Economic Development Strategic Plan. <i>[Source: New Program; City Staff] (PSR)</i>						
Implements Which Policy(ies)	ED-1.2				✓	
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund					
2. Branding and Marketing Program. The City shall develop and maintain a branding and marketing strategy and materials to promote Hayward and maximize the effectiveness of the City’s communication materials and website. <i>[Source: New Program; EDSP] (MPSP/CSO)</i>						
Implements Which Policy(ies)	ED-5.1, ED-5.6	✓				✓
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Chamber of Commerce, California State University East Bay					
Funding Source(s)	General Fund, Grants					
3. Energy and Sustainability Businesses Program. The City shall coordinate with the Chamber of Commerce and the East Bay Economic Development Alliance to develop a program that supports and attracts businesses in the renewable and energy-efficiency sector to Hayward. <i>[Source: Climate Action Plan] (MPSP/JP/IGC)</i>						
Implements Which Policy(ies)	ED-1.7, ED-6.11		✓			
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Chamber of Commerce, East Bay Economic Development Alliance, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					
4. Business Resource Center and Website. The City shall develop and maintain a business resource center and website. <i>[Source: New Program; City Staff] (CSO)</i>						
Implements Which Policy(ies)	ED-1.10, ED-1.17, ED-1.18, ED-2.1, ED-2.2, ED-2.3, ED-2.4, ED-2.7, ED-2.8, ED-3.4, ED-3.5, ED-5.1	✓				✓
Responsible Department(s)	City Manager					

Table ED ECONOMIC DEVELOPMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	Development Services, Information Technology, Library and Community Services, Chamber of Commerce					
Funding Source(s)	General Fund, Grants					
5. International Business Program.	The City shall develop and promote an international business program to expand and diversify the economic base of Hayward and to promote businesses that reflect the cultural diversity of the Hayward community. <i>[Source: New Program; City Staff] (MPSP/CSO/IP)</i>					
Implements Which Policy(ies)	ED-1.8, ED-1.9, ED-2.1			✓		✓
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund, Grants					
6. Industrial Technology and Innovation Corridor Marketing Strategy.	The City shall develop and maintain a branding and marketing strategy to promote economic investment and business and development opportunities within the Industrial Technology and Innovation Corridor. <i>[Source: New Program; City Staff] (MPSP)</i>					
Implements Which Policy(ies)	ED-1.16			✓		✓
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Police, Fire, City Attorney					
Funding Source(s)	General Fund, Grants					
7. Local Hire Incentives.	The City shall develop a package of business incentives (e.g., reduced business license fees) to encourage Hayward businesses to hire local residents. <i>[Source: New Program; GPUTF, PC/CC] (MPSP/RDR)</i>					
Implements Which Policy(ies)	ED-1.19	✓				
Responsible Department(s)	Finance					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, City Attorney, Public Works – Utilities and Environmental Services,					
Funding Source(s)	General Fund					

Table ED ECONOMIC DEVELOPMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>8. Business Incubator Study. The City shall partner with the Hayward Chamber of Commerce, local business organizations, and college business programs to explore the feasibility of establishing a business incubator. The City shall submit a feasibility report to the City Council and additional actions shall be determined based on direction from the City Council. <i>[Source: New Program; City Staff] (JP/IGC/PSR)</i></p>						
Implements Which Policy(ies)	ED, 2-1, ED-2.2, ED-2.6		✓			
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Finance, Development Services, Library and Community Services, Chamber of Commerce, Chabot College, California State University East Bay,					
Funding Source(s)	General Fund, Grants					
<p>9. Business Attraction, Expansion, and Retention Program. The City shall develop a comprehensive business attraction, expansion, and retention program. <i>[Source: Modified Program; GPUTF, PC/CC] (CSO/MPSP)</i></p>						
Implements Which Policy(ies)	ED-1.4, ED-1.5, ED-1.6, ED-1.7, ED-1.8, ED-1.9, ED-2.6, ED-3.1, ED-3.2, ED-3.4, ED-3.5, ED-3.6, ED-6.7, ED-6.8, ED-6.12	✓				✓
Responsible Department(s)	City Manager, Finance					
Supporting Department(s)/ Partner(s)	Development Services, Library and Community Services					
Funding Source(s)	General Fund					
<p>10. Town-Gown Economic Partnership. The City shall coordinate with Chabot College and California State University, East Bay to develop a formalized Town-Gown Economic Partnership. <i>[Source: New Program; Public, GPUTF] (MPSP/IGC)</i></p>						
Implements Which Policy(ies)	ED-4.1	✓				
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Chabot College, California State University East Bay					
Funding Source(s)	General Fund					
<p>11. Town-Gown Economic Strategic Plan and Annual Report. The City shall coordinate with Chabot College and California State University, East Bay to develop a Town-Gown Economic Strategic Plan that focuses on enhancing the college-town economy and culture of Hayward. The City shall submit an annual report to the City Council that evaluates the implementation of the Strategic Plan. <i>[Source: New Program; City Staff] (MPSP/IGC/PSR)</i></p>			✓		✓	

Table ED ECONOMIC DEVELOPMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Implements Which Policy(ies)	ED-3.3, ED-3.6, ED-4.1, ED-4.2, ED-4.3, ED-4.4, ED-4.5, ED-4.6, ED-4.7, ED-5.6					
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Library and Community Services, Chabot College, California State University East Bay					
Funding Source(s)	General Fund, Grants					
12. Customer Service Survey The City shall develop and maintain a customer service survey to evaluate and identify opportunities to improve permit procedures and the customer service of the Development Services Department and Finance Department (business license permitting). The survey will be sent to applicants after permits for the project are approved or denied. <i>[Source: New Program; City Staff] (MPSP)</i>						
Implements Which Policy(ies)	ED-6.1, ED-6.3, ED-6.4, ED-6.6	✓				✓
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager, Finance					
Funding Source(s)	General Fund					
13. Permit Processing Software. The City shall upgrade its Development Services permit processing software to streamline review, allow the submission of electronic applications, reduce costs, and monitor processing time. <i>[Source: New Program; City Staff] (CSO/FB)</i>						
Implements Which Policy(ies)	ED-6.4, ED-6.5	✓				✓
Responsible Department(s)	Development Services, Information Technology					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund					
14. Ombudsperson Service. The City shall develop an ombudsperson service to assist commercial and industrial business and new development applicants with the City’s permit and entitlement process, and to provide coordination assistance with utility providers and other regulatory and permitting agencies. <i>[Source: New Program; City Staff] (CSO)</i>						
Implements Which Policy(ies)	ED-6.3	✓				
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, City Attorney, City Clerk					
Funding Source(s)	General Fund					

Table ED ECONOMIC DEVELOPMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
15. Cultural Commission. The City shall establish a Cultural Commission to coordinate the efforts of various arts, culture, and historical groups within Hayward and to assist with cultural event planning reflective of Hayward’s diversity. The Commission shall also evaluate funding mechanisms for public art and performance projects. <i>[Source: New Program; Community Outreach] (MPSP)</i>				✓		
Implements Which Policy(ies)	ED-5.2					
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund, Grants					

Table CS COMMUNITY SAFETY Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
1. Grant Funding. The City shall pursue grant funding on an on-going basis to increase Police and Fire Department staffing levels, improve police and fire facilities and equipment, and improve community safety services and programs. <i>[Source: New Program; PC/CC] (CSO)</i>						
Implements Which Policy(ies)	CS-1.2, CS-1.3, CS-1.7, CS-1.8, CS-1.15, CS-1.16, CS-2.3, CS-2.4, CS-2.5, CS-2.15, CS-1.3, CS-4.2, CS-4.3, CS-4.10, CS-4.13, CS-5.1, CS-5.2, CS-5.4					✓
Responsible Department(s)	Police and Fire					
Supporting Department(s)/ Partner(s)	City Manager, Finance					
Funding Source(s)	General Fund					
2. Police Department Strategic Plan Annual Report. The City shall submit an annual report to the City Council that evaluates the implementation of the Police Department Strategic Plan. <i>[Source: Existing Program; City Staff] (PSR)</i>						
Implements Which Policy(ies)	CS-1.1, CS-1.2, CS-1.3, CS-1.4, CS-1.5, CS-1.6, CS-1.7, CS-1.8, CS-1.11, CS-1.13, CS-1.15, CS-1.16, CS-2.1, CS-2.2, CS-2.3, CS-2.4, CS-2.5, CS-2.6, CS-2.7, CS-2.8, CS-2.9, CS-2.10, CS-2.11, CS-2.12, CS-2.13, CS-2.15				✓	
Responsible Department(s)	Police					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund					
3. Crime Prevention Through Environmental Design Checklist. The City shall develop a Crime Prevention Through Environmental Design (CPTED) Checklist to encourage project applicants to incorporate CPTED principles into the design of their projects and to assist in the Police Department's review of development applications. <i>[Source: New Program; City Staff] (RDR)</i>			✓			
Implements Which Policy(ies)	CS-1.9, CS-2.10					
Responsible Department(s)	Police					
Supporting Department(s)/ Partner(s)	Development Services, City Manager					
Funding Source(s)	General Fund, Grants					

Table CS COMMUNITY SAFETY Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>4. Homeless Services Partnership. The City shall develop formal partnerships with community and faith-based organizations to develop and implement a coordinated strategy for managing food, shelter, and support services to the homeless in Hayward. <i>[Source: New Program; City Staff] (MPSP/IGC/JP)</i></p>		✓				
Implements Which Policy(ies)	CS-1.14					
Responsible Department(s)	Library and Community Services					
Supporting Department(s)/ Partner(s)	Police, City Manager, Development Services, Alameda County					
Funding Source(s)	General Fund					
<p>5. Park Security Program. The City shall coordinate with the Hayward Area Recreation and Park District and East Bay Regional Park District to prepare a strategy for integrating appropriate security and surveillance technology in Hayward parks. <i>[Source: New Program; Public; City Staff] (MPSP)</i></p>			✓			
Implements Which Policy(ies)	CS-1.11, CS-1.13					
Responsible Department(s)	Police					
Supporting Department(s)/ Partner(s)	Hayward Area Recreation and Park District, East Bay Regional Park District					
Funding Source(s)	General Fund, Grants					
<p>6. Comprehensive Safe School Plans. The City shall coordinate with local school districts on an ongoing basis to assist in the review and update of a Comprehensive Safe School Plan for each school in Hayward. <i>[Source: New Program; City Staff] (MPSP/IGC/CSO)</i></p>						✓
Implements Which Policy(ies)	EDL-3.6, CS-1.1, CS-1.5, CS-2.11					
Responsible Department(s)	Police					
Supporting Department(s)/ Partner(s)	Fire, City Manager, Public Works – Engineering and Transportation, Hayward Unified School District					
Funding Source(s)	General Fund					
<p>7. Fire Department Strategic Plan and Annual Report. The City shall develop and adopt a Fire Department Strategic Plan. The City shall submit an annual report to the City Council that evaluates the implementation of the Fire Department Strategic Plan. <i>[Source: New Program; City Staff] (MPSP)</i></p>			✓		✓	
Implements Which Policy(ies)	CS-3.1, CS-3.2, CS-3.6, CS-3.7, CS-3.8, CS-4.1, CS-4.2, CS-4.3, CS-4.4, CS-4.5, CS-4.6, CS-4.7, CS-4.8, CS-4.9, CS-4.10, CS-4.13					

Table CS COMMUNITY SAFETY Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Responsible Department(s)	Fire					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
8. Center for Public Safety Excellence Program. The City shall initiate and complete the accreditation process for the Center of Public Safety Excellence to evaluate and enhance fire and emergency medical services within the city. <i>[Source: New Program; City Staff] (MPSP)</i>						
Implements Which Policy(ies)	CS-4.15	✓				
Responsible Department(s)	Fire					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
9. Police and Fire Impact Fees. The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for police and fire services. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an impact fee ordinance for police and/or fire services. <i>[Source: New Program; City Staff] (RDR/FB)</i>						
Implements Which Policy(ies)	CS-2.14, CS-4.12	✓				
Responsible Department(s)	Finance					
Supporting Department(s)/ Partner(s)	Police, Fire, City Manager, Development Services					
Funding Source(s)	General Fund, Grants					
10. Disaster Awareness and Emergency Preparedness Program. The City shall prepare a comprehensive update of its disaster awareness and emergency preparedness program. <i>[Source: New Program; City Staff] (MPSP)</i>						
Implements Which Policy(ies)	CS-5.1, CS-5.2, CS-5.3, CS-5.4, CS-5.5, CS-5.6, HAZ-3.5	✓				
Responsible Department(s)	Fire					
Supporting Department(s)/ Partner(s)	Police, City Manager, Library and Community Services					
Funding Source(s)	General Fund, Grants					

Table CS COMMUNITY SAFETY Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>11. Disaster Drills. The City shall conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center. If necessary, the City shall submit a report to the City Council that provides recommendations for follow-up training, updates to the Comprehensive Emergency Management Plan, and improvements to the Emergency Operations Center. <i>[Source: New Program; City Staff] (PSR)</i></p>					✓	
Implements Which Policy(ies)	CS-5.5, CS-5.8					
Responsible Department(s)	Fire, Police					
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Utilities and Environmental Services, Public Works – Engineering and Transportation, Information Technology					
Funding Source(s)	General Fund					
<p>12. Community Emergency Response Reserves Program. The City shall establish a volunteer reserves program for Hayward residents certified in Community Emergency Response Training (CERT). The reserves program shall include a regular training program and a leadership structure to communicate and coordinate with volunteers during emergencies. <i>[Source: New Program; City Staff] (MPSP/CSO)</i></p>				✓		
Implements Which Policy(ies)	CS-5.4					
Responsible Department(s)	Fire					
Supporting Department(s)/ Partner(s)	Police, City Manager					
Funding Source(s)	General Fund, Grants					
<p>13.  Energy Assurance Plan. The City shall develop and implement an Energy Assurance Plan to ensure that critical facilities have access to power during emergencies and power outages. <i>[Source: New Program; City Staff] (MPSP)</i></p>				✓		
Implements Which Policy(ies)	CS-5.7					
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Fire, Police, Development Services, Maintenance Services					
Funding Source(s)	General Fund, Grants					
<p>14. Mass Communication System Update. The City shall review and update (as necessary) its mass communication system (the system for sending emergency information and updates to the Hayward community). <i>[Source: New Program; GPUTF; City Staff] (CSO)</i></p>						✓

Table CS COMMUNITY SAFETY Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Implements Which Policy(ies)	CS-5.11					
Responsible Department(s)	Fire					
Supporting Department(s)/ Partner(s)	Police, City Manager, Information Technology					
Funding Source(s)	General Fund, Grants, Impact Fees					

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. Habitat Conservation Plan. The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward. <i>[Source: New Program, City staff] (MPSP/IGC)</i></p>						
Implements Which Policy(ies)	NR-1.1 through NR-1.10, NR-1.12		✓			✓
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Alameda County, City of Fremont, City of San Leandro, City of Union City, Hayward Area Recreation and Park District, East Bay Regional Park District					
Funding Source(s)	General Fund, Developer Fees					
<p>2. Creek Daylighting and Restoration Study. The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. . Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams. <i>[Source: Existing Policy, modified] (PSR)</i></p>						
Implements Which Policy(ies)	NR-1.6 and NR-1.11 through NR-1.12			✓		
Responsible Department(s)	Public Works –Engineering and Transportation					
Supporting Department(s)/ Partner(s)	Development Services, City Attorney, Public Works – Utilities and Environmental Services, Alameda County Flood Control and Water Conservation District, Hayward Area Recreation and Park District					
Funding Source(s)	General Fund, Grants					
<p>3. ♻️ Recycled Water Program. The City shall construct facilities to deliver recycled water to customers near the Water Pollution Control Facility. <i>[Source: New Program, City staff] (MPSP)</i></p>						
Implements Which Policy(ies)	NR-6.9 through NR-6.13			✓		
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	Wastewater System Improvement Fund, Water System Improvement Fund, Grants					

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
4.🌐 Water Conservation Standards. The City shall develop and adopt Water Conservation Standards within the Municipal Code for households, businesses, industries, and public infrastructure. <i>[Source: New Program, City staff] (RDR)</i>						
Implements Which Policy(ies)	NR-6.9 through NR-6.16		✓			
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	Water Enterprise Fund					
5.🌐 Residential Energy Performance Assessment and Disclosure Ordinance. Not sooner than 2017, the City shall consider adopting a Residential Energy Performance Assessment and Disclosure (EPAD-R) Ordinance for detached single-family homes and multi-family homes. The EPAD-R Ordinance may include the following: <ul style="list-style-type: none"> ▪ energy performance disclosures at certain points or thresholds ▪ use of a free online tool such as the Environmental Protection Agency’s <i>Home Energy Yardstick</i> for self-assessment, which takes into account the size of the home and number of occupants ▪ alternatively, use of a low-cost assessment tool such as the Department of Energy’s <i>Home Energy Score</i> ▪ flexible exemption provisions including: <ul style="list-style-type: none"> ○ the age of the building, ○ foreclosures or short sales, ○ recent energy efficiency upgrades, ○ an owner providing 12 consecutive monthly utility bills from the previous two years <i>[Source: New Program; Climate Action Plan] (RDR)</i>			✓	✓		
Implements Which Policy(ies)	NR-2.4, NR-2.6					
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund					

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>6.🌍 Commercial Energy Performance Assessment and Disclosure Ordinance. The City shall consider adopting a Commercial Energy Performance Assessment and Disclosure (EPAD-C) Ordinance for commercial buildings. The EPAD-C Ordinance may include the following:</p> <ul style="list-style-type: none"> ▪ Energy use disclosure requirements consistent with State law (AB 1103), which requires use of the ENERGY STAR <i>Portfolio Manager</i> benchmarking tool. ▪ Exemption provisions consistent with AB 1103, which include: <ul style="list-style-type: none"> ○ the size of the building ○ the occupancy type of the building <p><i>[Source: New Program; Climate Action Plan] (RDR)</i></p>			✓	✓		
Implements Which Policy(ies)	NR-2.4, NR-2.6					
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund					
<p>7.🌍 Energy Reduction Initiative and Annual Report. The City shall develop and implement a public information and education campaign to encourage every household and every business to reduce their energy consumption by 10 percent by 2020. The City shall evaluate and report to the City Council annually on the community’s progress in achieving the ten percent goal, and recommend additional efforts as necessary to ensure the goal is met. <i>[Source: New Program, Climate Action Plan] (MPSP/PSR/PI)</i></p>		✓			✓	
Implements Which Policy(ies)	NR-4.1, NR-4.13					
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, PG&E					
Funding Source(s)	General Fund, Grants					
<p>8.🌍 Home Energy Monitors and Annual Report. The City shall develop a program to encourage the installation of Home Energy Monitors in existing homes. The City shall evaluate and report to the City Council annually on the community’s participation in the program, and any additional reductions in energy use that result from implementation of the program. <i>[Source: New Program, Climate Action Plan] (MPSP/PSR)</i></p>			✓		✓	
Implements Which Policy(ies)	NR-4.13					

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, Library and Community Services, PG&E					
Funding Source(s)	General Fund, Grants					
9.🌐 Financing Program for Residential Energy Efficiency Retrofits. The City shall work with regional agencies and organizations to develop a residential energy efficiency retrofit financing program for single-family and multi-family homes. <i>[Source: New Program, Climate Action Plan] (MPSP/FB)</i>						
Implements Which Policy(ies)	NR-4.2, NR-4.14		✓			✓
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, Finance, Library and Community Services					
Funding Source(s)	General Fund, Grants					
10.🌐 Financing Program for Commercial Energy Efficiency Retrofits. The City shall work with regional agencies and organizations to develop a commercial energy efficiency retrofit financing program for commercial and industrial properties. <i>[Source: New Program, Climate Action Plan] (MPSP/FB)</i>						
Implements Which Policy(ies)	NR-4.2, NR-4.14		✓			✓
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	City Manager, Development Services, Finance					
Funding Source(s)	General Fund, Grants					
11.🌐 City Building Audits and Reports. The City shall conduct an energy efficiency audit of City-owned buildings every five years to identify opportunities for efficiency improvements from both operations and equipment upgrades. The City shall prepare and submit a report to the City Council that summarizes the results of the audit and makes recommendations for improvements that will improve energy efficiency. <i>[Source: New Program, Climate Action Plan] (PSR)</i>						
Implements Which Policy(ies)	NR-4.4			✓		
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, Maintenance Services, City Manager					

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Funding Source(s)	General Fund, Grants					
12.🌐 Financing Program for the Installation of Residential Renewable Energy Systems. The City shall work with regional agencies and organizations to develop a financing program for the installation of renewable energy systems on single-family and multi-family residential buildings and mobile homes. <i>[Source: New Program, Climate Action Plan] (FB/IGC/MPSP)</i>						
Implements Which Policy(ies)	NR-4.2, NR-4.6, NR-4.9		✓			✓
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, Finance, Library and Community Services					
Funding Source(s)	General Fund, Grants					
13.🌐 Financing Program for the Installation of Commercial Renewable Energy Systems. The City shall work with regional agencies and organizations to develop a financing program for the installation of renewable energy systems on commercial and industrial properties. <i>[Source: New Program, Climate Action Plan] (FB/IGC/MPSP)</i>						
Implements Which Policy(ies)	NR-4.2, 4.6, NR-4.9, NR-4.15		✓			✓
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, Finance					
Funding Source(s)	General Fund, Grants					
14.🌐 Renewable Energy Generation Potential. The City shall conduct a city-wide study to estimate the total potential for renewable energy generation on City facilities and the estimated costs and benefits of developing that potential. Based on findings from the study, the City shall develop a plan to develop cost effective renewable energy projects. <i>[Source: New Program, Climate Action Plan] (PSR)</i>						
Implements Which Policy(ies)	NR-4.6, NR-4.9, NR-4.6		✓			
Responsible Department(s)	Maintenance Services, Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, City Manager					
Funding Source(s)	Grants, General Fund					

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
15.🌐 Carbon Management Activities Program. The City shall develop and implement a program to track carbon sequestration activities on private and public lands, such as planting trees or managing wetlands. <i>[Source: New Program, Climate Action Plan] (MPSP)</i>						
Implements Which Policy(ies)	NR-3.1 through NR 3.5, NR-4.12					
Responsible Department(s)	Public Works – Utilities and Environmental Services, Maintenance Services		✓			✓
Supporting Department(s)/ Partner(s)	Development Services, Hayward Area Recreation and Park District, East bay Regional Park District					
Funding Source(s)	General Fund, Grants					
16.🌐 Green Portal. The City shall develop and maintain a stand-alone Green Portal, or website, that serves as the City’s hub for all things green. <i>[Source: New Program, Climate Action Plan] (PI)</i>						
Implements Which Policy(ies)	NR-4.1, NR-4.11	✓				✓
Responsible Department(s)	Public Works – Utilities and Environmental Services, Information Technology					
Supporting Department(s)/ Partner(s)	Development Services					
Funding Source(s)	General Fund, Grants					
17.🌐 Business Engagement in Climate Programs. The City shall engage local businesses and business organizations (e.g., Chamber of Commerce, the Keep Hayward Clean and Green Taskforce, the Alameda County Green Business Program) in climate-related programs. <i>[Source: New Program, Climate Action Plan] (IGC/JP/PI/MPSP)</i>					✓	
Implements Which Policy(ies)	NR-4.2					
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, City Manager, Chamber of Commerce, KHCG, Alameda County					
Funding Source(s)	General Fund, Grants					
18.🌐 Environmental Education Programs. The City shall coordinate with Alameda County, Pacific Gas & Electric Company, non-profit organizations, and other agencies and businesses to develop and implement an Environmental Education Program. <i>[Source: New Program, Climate Action Plan] (IGC/PI/MPSP)</i>			✓			

Table NR NATURAL RESOURCES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Implements Which Policy(ies)	NR-1.1 through NR-1.12 and NR-3.1 through NR- 3.5, PFS-7.23					
Responsible Department(s)	City Manager, Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, Alameda County, EBMUD, PG&E, Alameda County Waste Management Authority					
Funding Source(s)	General Fund, Grants					

Table HAZ HAZARDS Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. Seismic and Geologic Safety Standards. The City shall review and update (as necessary) its seismic and geologic safety standards when there is an update to the Uniform Building Code and the California Building Code. <i>[Source: New Program; City Staff] (RDR)</i></p>						
Implements Which Policy(ies)	HAZ-2.1					
Responsible Department(s)	Development Services					✓
Supporting Department(s)/ Partner(s)	Fire, City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services					
Funding Source(s)	General Fund					
<p>2. Seismic Retrofit Feasibility Study for City Facilities. The City shall prepare a study to identify all existing City facilities that do not meet current building code standards. The City shall use the study to prioritize the funding of capital improvement projects. <i>[Source: New Program; City Staff] (PSR)</i></p>						
Implements Which Policy(ies)	HAZ-2.9, HAZ-2.10			✓		
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Fire, City Manager, Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, Maintenance Services					
Funding Source(s)	General Fund, Grants					
<p>3. Seismic Retrofit Program. City shall establish and promote a seismic retrofit program to encourage property owners to upgrade buildings, especially masonry buildings, soft-story buildings (i.e., buildings designed with minimal bracing on the first floor), and critical facilities (i.e. hospitals, schools, and long-term care facilities). <i>[Source: New Program; City Staff] (MPSP/PI)</i></p>						
Implements Which Policy(ies)	HAZ-2.9, HAZ 2.11, HAZ-2.12		✓			
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
<p>4. Tsunami Warning System. The City shall coordinate with the Hayward Area Recreation and Park District, the East Bay Regional Parks District, and Alameda County Flood Control and Water Conservation District to develop and implement a tsunami warning system and evacuation plan for the Hayward shoreline. <i>[Source: New Program; City Staff] (IGC)</i></p>				✓		

Table HAZ HAZARDS Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Implements Which Policy(ies)	HAZ-2.8					
Responsible Department(s)	Fire					
Supporting Department(s)/ Partner(s)	Hayward Area Recreation and Park District, East Bay Regional Park District, City Manager, Alameda County Flood Control and Water Conservation District					
Funding Source(s)	Park Impact Fees					
5. Flood Plain Management Ordinance Comprehensive Update. The City shall prepare a comprehensive update to the Floodplain Management Ordinance. <i>[Source: New Program; City Staff] (RDR)</i>						
Implements Which Policy(ies)	HAZ-3.2, HAZ-3.3, HAZ-3.4, HAZ-4.5					
Responsible Department(s)	Public Works – Engineering and Transportation, Development Services		✓			
Supporting Department(s)/ Partner(s)	City Manager, Public Works – Utilities and Environmental Services, Alameda County Flood Control and Water Conservation District					
Funding Source(s)	General Fund, Grants					
6. Airport Noise Monitoring and Reporting. The City shall submit an annual report to the City Council that evaluates airport noise. If necessary, the City shall consider changes to airport operations to comply with airport noise mitigation requirements. <i>[Source: New Program; City Staff] (PSR)</i>						
Implements Which Policy(ies)	HAZ-8.14					
Responsible Department(s)	Public Works – Engineering and Transportation				✓	
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund					

Table EDL EDUCATION AND LIFELONG LEARNING Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. Education and Lifelong Learning Resource Center. The City shall develop and maintain a web-based Education and Lifelong Learning Resource Center to promote and provide access to local and web-based educational resources, programs, and services for parents, students, and adults. <i>[Source: New Program; City Staff] (CSO/JP/IGC/PI)</i></p>						
Implements Which Policy(ies)	EDL-1.1, EDL-1.2, EDL-1.5, EDL-2.5, EDL-2.8, EDL-4.7, EDL-4.8, EDL-5.3					
Responsible Department(s)	Library and Community Services		✓			✓
Supporting Department(s)/ Partner(s)	City Manager, Information Technology, Hayward Unified School District, Hayward Area Recreation and Park District, Alameda County Workforce Investment Board, Chabot College, California State University East Bay					
Funding Source(s)	General Fund, Grants					
<p>2. Education Partnership: The City shall establish a formal partnership with the Hayward Unified School District, the Hayward Area Recreation and Park District, the Hayward Chamber of Commerce, Chabot College, and California State University, East Bay to coordinate the educational support programs and services offered to Hayward's youth. <i>[Source: New Program; City Staff] (IGC/JP)</i></p>						
Implements Which Policy(ies)	EDL-1.3, EDL-4.4	✓				
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Hayward Unified School District, Hayward Area Recreation and Park District, Chamber of Commerce, Chabot College, California State University East Bay					
Funding Source(s)	General Fund					
<p>3. Cradle-to-Career Strategic Plan and Annual Report. The City shall coordinate with the Hayward Local Agency Committee, local businesses, community organizations, Chabot College, and California State University, East Bay to develop a Cradle-to-Career Strategic Plan. The City shall submit an annual report to the City Council that evaluates the implementation of the Cradle-to-Career Strategic Plan. <i>[Source: New Program; City Staff] (MPSP/PSR/JP/IGC)</i></p>						
Implements Which Policy(ies)	EDL-1.1, EDL-1.2, EDL-1.3, EDL-1.6, EDL-2.3, EDL-2.4, EDL-2.5, EDL-2.6, EDL-2.7, EDL-2.9, EDL-2.10, EDL-4.4, EDL-4.5, EDL-4.6, EDL-4.10, EDL-5.1, EDL-5.2, EDL-5.4, EDL-5.6		✓		✓	

Table EDL EDUCATION AND LIFELONG LEARNING Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Responsible Department(s)	Library and Community Services					
Supporting Department(s)/ Partner(s)	City Manager, Hayward Area Recreation and Park District, Hayward Unified School District, Chamber of Commerce, Alameda County Workforce Investment Board, Eden Area Regional Occupation Program, Chabot College, California State University East Bay					
Funding Source(s)	General Fund, Grants					
4. Education Awards Program.	The City shall establish an annual awards program to recognize and honor the achievements of students, local schools, and businesses and community organizations that support local schools. <i>[Source: New Program; City Staff] (MPSP/JP/CSO)</i>					
Implements Which Policy(ies)	EDL-2.12, EDL-2.13				✓	
Responsible Department(s)	Library and Community Services					
Supporting Department(s)/ Partner(s)	City Manager, Hayward Unified School District, Chamber of Commerce					
Funding Source(s)	General Fund					
5. Public School Marketing Campaign.	The City shall coordinate with local school districts, alumni networks, real estate professionals, and the business community to develop and implement a comprehensive marketing campaign that promotes the positive achievements of local schools and helps change the perception and conversation about the quality of public schools in Hayward. <i>[Source: New Program; City Staff] (IGC/JP/MPSP/PI)</i>	✓				✓
Implements Which Policy(ies)	EDL-2.14					
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Library and Community Services, Chamber of Commerce, Hayward Unified School District, Bay Association of Realtors					
Funding Source(s)	General Fund, Grants					
6. Library Strategic Plan and Annual Report.	The City shall develop and adopt a Library Strategic Plan. The City shall submit an annual report to the City Council that evaluates the implementation of the Library Strategic Plan. <i>[Source: New Program; City Staff] (MPSP/PSR)</i>					
Implements Which Policy(ies)	EDL-1.2, EDL-1.3, EDL-1.6, EDL-2.5, EDL-2.7, EDL-4.4, EDL-4.5, EDL-4.6, EDL-5.4, EDL-5.5, EDL-6.1, EDL-6.2, EDL-6.3, EDL-6.4, EDL-6.5		✓		✓	
Responsible Department(s)	Library and Community Services					

Table EDL EDUCATION AND LIFELONG LEARNING Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	General Fund, Grants					
7. Library Facility Revenue Measure. The City shall develop and promote a local library facility revenue measure to be considered by Hayward voters. <i>[Source: New Program; City Staff] (FB/CSO/PI)</i>						
Implements Which Policy(ies)	EDL-6.1, EDL-6.2,3, EDL-6.2, EDL-6.7	✓				
Responsible Department(s)	Library and Community Services					
Supporting Department(s)/ Partner(s)	City Manager, Finance, City Attorney, City Clerk					
Funding Source(s)	General Fund					
8. Library Fee Ordinance. The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for library services. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an impact fee ordinance for library services. <i>[Source: New Program; City Staff] (FB/CSO/RDR)</i>						
Implements Which Policy(ies)	EDL-6.8		✓			
Responsible Department(s)	Library and Community Services					
Supporting Department(s)/ Partner(s)	City Manager, Finance, City Attorney, Development Services					
Funding Source(s)	General Fund					

Table HQL COMMUNITY HEALTH AND QUALITY OF LIFE ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>1. Healthy Community Program. The City shall partner with local health officials, planners, nonprofit organizations, businesses, schools, hospitals, local health clinics, and community groups to conduct a study to identify strategies, programs, and practices that prioritize the overall health of Hayward residents and employees. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on ways the City can prioritize community health and remove barriers to healthy living. <i>[Source: New Program, City Staff] (PSR)</i></p>				✓		
Implements Which Policy(ies)	HQL-1.1, HQL-1.3					
Responsible Department(s)	City Manager					
Supporting Department(s)/ Partner(s)	Development Services, Library and Community Services, Healthy Eating Active Living Cities					
Funding Source(s)	General Fund, Grants					
<p>2. Healthy Development Checklist. The City shall develop a checklist of health strategies that could be incorporated into the design of discretionary development projects and plans. The City shall share this resource with project applicants to help them design their projects to promote community health. <i>[Source: New Program, City Staff] (RDR/PI)</i></p>				✓		
Implements Which Policy(ies)	HQL-2.1, HQL-5.2 HQL-5.3, HQL-6.5					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Utilities and Environmental Services, Healthy Eating Active Living Cities					
Funding Source(s)	General Fund, Grants					
<p>3. Food Policy Task Force. The City shall work with Healthy Eating Active Living Cities Campaign (HEAL) to develop and maintain a task force to advance healthy food options within the city. <i>[Source: New Program, City Staff] (IGC/PI)</i></p>						
Implements Which Policy(ies)	HQL-3.1					
Responsible Department(s)	Library and Community Services		✓			✓
Supporting Department(s)/ Partner(s)	City Manager, Development Services, Public Works – Utilities and Environmental Services, Healthy Eating Active Living Cities					
Funding Source(s)	General Fund					

Table HQL COMMUNITY HEALTH AND QUALITY OF LIFE ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
<p>4. Senior Assistance Program. The City shall conduct a study to identify service assistance, grants, loans, and/or special concessions in permitting procedures to maintain or modify homes to meet the needs of aging senior residents. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on types of services, financial assistance, or incentives the City can provide to help meet the housing needs of seniors. <i>[Source: New Program, City Staff] (PSR)</i></p>						✓
Implements Which Policy(ies)	HQL-6.4					
Responsible Department(s)	Library and Community Services,					
Supporting Department(s)/ Partner(s)	Development Services, City Manager, Finance					
Funding Source(s)	General Fund, Grants					
<p>5. Urban Forest Management Plan. The City shall develop and adopt an Urban Forest Management Plan. <i>[Source: New Program, City Staff] (MPSP)</i></p>						
Implements Which Policy(ies)	HQL-8.1, HQL-8.2					
Responsible Department(s)	Maintenance Services		✓			
Supporting Department(s)/ Partner(s)	Development Services, Public Works – Utilities and Environmental Services, City Manager					
Funding Source(s)	General Fund, Grants					
<p>6. Climate Change Vulnerability Assessment Strategy and Annual Report. The City shall prepare a climate change vulnerability assessment strategy to evaluate the cities susceptibility to climate change impacts and identify tools and strategies to mitigate impacts and create a more resilient city. The City shall submit an annual report to the City Council on implementation of the strategy. <i>[Source: New Program, City Staff] (MPSP)</i></p>						
Implements Which Policy(ies)	HQL-9.1, HQL-9.7, HQL-9.8			✓	✓	
Responsible Department(s)	Public Works – Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	City Manager, Development Services					
Funding Source(s)	General Fund, Grants					
<p>7. Parks and Recreation Guidelines. The City shall work with Hayward Area Recreation and Park District to develop and adopt urban park guidelines that provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible or appropriate. <i>[Source: New Program, City Staff] (MPSP/IGC)</i></p>				✓		

Table HQL COMMUNITY HEALTH AND QUALITY OF LIFE ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Implements Which Policy(ies)	HQL-10.1, HQL-10.2, HQL-10.3, HQL-10.4					
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Hayward Area Recreation and Park District, City Manager, Maintenance Services					
Funding Source(s)	General Fund, Grants					
8. Park Dedication Requirements and In-Lieu Fees.	The City shall work with the Hayward Area Recreation and Park District to review and amend its ordinances (as necessary) to require sufficient park dedications or in-lieu fees to meet the parkland standards outlined in the General Plan. <i>[Source: New Program, City Staff] (RDR/IGC)</i>					
Implements Which Policy(ies)	HQL-10.12, HQL-10.13	✓				
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Hayward Area Recreation and Park District, City Manager, City Attorney					
Funding Source(s)	General Fund, Grants					
9. Park Dedication Incentives Program.	The City shall develop an incentives program that encourages private development to dedicate parkland beyond the minimum requirements. <i>[Source: New Program, City Staff] (RDR/MPSP/IGC)</i>					
Implements Which Policy(ies)	HQL-10.12, HQL-10.13		✓			
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Hayward Area Recreation and Park District, City Manager					
Funding Source(s)	General Fund, Grants					
10. Park Surveillance Program.	The City shall develop and implement a park surveillance program to train citizens and neighborhood groups in the proper methods of park surveillance and how to coordinate with the Police Department to report safety issues and address neighborhood concerns. <i>[Source: New Program, City Staff] (MPSP/IGC)</i>					
Implements Which Policy(ies)	HQL-10.10			✓		✓
Responsible Department(s)	Police					
Supporting Department(s)/ Partner(s)	Hayward Area Recreation and Park District, City Manager, Development Services					
Funding Source(s)	General Fund, Grants					

Table PFS PUBLIC FACILITIES AND SERVICES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
1. Capital Improvement Program. The City shall annually review and update the Capital Improvement Program to ensure adequate and timely provision of public facility and municipal utility provisions. <i>[Source: Existing City Program] (MPSP/FB)</i>						
Implements Which Policy(ies)	PFS-1.1					
Responsible Department(s)	Public Works – Engineering and Transportation, Public Works-Utilities and Environmental Services				✓	
Supporting Department(s)/ Partner(s)	City Manager, Maintenance Services, Finance					
Funding Source(s)	General Fund					
2. Water Conservation Programs. The City shall regularly develop cost effective conservation programs that decrease water use. <i>[Source: New Program, City staff] (MPSP)</i>						
Implements Which Policy(ies)	PFS-3.15					
Responsible Department(s)	Public Works-Utilities and Environmental Services					✓
Supporting Department(s)/ Partner(s)	Development Services, EBMUD					
Funding Source(s)	Water Enterprise Fund					
3. Public Use Telecommunications Systems and Services Plan. The City shall prepare a plan for the incorporation and accessibility of state-of-the-art, attractive telecommunication systems and services for public use in public buildings and support the development of internet-connected informational kiosks in public places and streetscapes. <i>[Source: New Program, City staff] (MPSP)</i>			✓			
Implements Which Policy(ies)	PFS-9.1 through PFS-9.10					
Responsible Department(s)	Information Technology					
Supporting Department(s)/ Partner(s)	City Manager, Development Services					
Funding Source(s)	General Fund					
4. Requirements for Telecommunication Technologies in New Planned Development. The City shall prepare an ordinance to establish requirements for the installation of state-of-the-art internal telecommunications technologies in new planned developments and office and commercial developments. <i>[Source: New Program, City staff] (RDR)</i>			✓			
Implements Which Policy(ies)	PFS-9.5					
Responsible Department(s)	Development Services					

Table PFS PUBLIC FACILITIES AND SERVICES ELEMENT Implementation Programs		2014-2016	2017-2019	2020-2040	Annual	Ongoing
Supporting Department(s)/ Partner(s)	Information Technology, Public Works – Engineering and Transportation					
Funding Source(s)	General Fund					
5.🌐 Construction and Demolition Debris Recycling Ordinance. The City shall revise the Construction and Demolition Debris Recycling Ordinance to be consistent with the processing capabilities Alameda County transfer stations and waste facilities. <i>[Source: New Program, Climate Action Plan] (RDR)</i>						
Implements Which Policy(ies)	PFS-7.4, PFS-7.12		✓			
Responsible Department(s)	Public Works-Utilities and Environmental Services					
Supporting Department(s)/ Partner(s)	Development Services, Alameda County Waste Management Authority, City’s franchisee for solid waste and recycling					
Funding Source(s)	Recycling Fund					
6.🌐 Rainwater Harvesting and Greywater Systems. The City shall study the feasibility of amending the City’s building and development codes to encourage rainwater harvesting and greywater systems. Based on findings from the study, the City shall prepare and submit recommendations to the City Council to amend the building and development codes as necessary, <i>[Source: New Program, Climate Action Plan] (PSR)</i>			✓			
Implements Which Policy(ies)	PFS-5.4, PFS-5.9					
Responsible Department(s)	Public Works-Utilities and Environmental Services, Development Services					
Supporting Department(s)/ Partner(s)	City Manager					
Funding Source(s)	Water Enterprise Fund					
7. Underground Utility Ordinance. The City shall prepare an ordinance that establishes thresholds and requirements for private developers to underground utilities along the street frontage of their project site. <i>[Source: New Program; City Staff] (RDR)</i>						
Implements Which Policy(ies)	PFS-8.3, PFS-8.5, PFS-8.6, PFS-8.7, LU-4.11			✓		
Responsible Department(s)	Development Services					
Supporting Department(s)/ Partner(s)	Public Works – Utilities and Environmental Services, Public Works – Engineering and Transportation, City Manager					
Funding Source(s)	General Fund					

Table H HOUSING ELEMENT Implementation Programs (to be provided)		2014-2016	2017-2019	2020-2040	Annual	Ongoing
1.						
Implements Which Policy(ies)						
Responsible Department(s)						
Supporting Department(s)/ Partner(s)						
Funding Source(s)						

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POLICY DOCUMENT: APPENDICES

Glossary of Terms

Acre-foot. An acre-foot (AF) is the volume of water required to cover one acre of land (43,560 square feet) to a depth of one foot. One acre-foot is equal to 325,851 gallons or 1,233 cubic meters. Historically, an acre-foot represents the amount of water typically used by one family during a year.

Active Recreation. A mix of recreation uses that involve some form of built infrastructure or constructed facilities, such as athletic fields, concession stands, golf courses, tennis or basketball courts, baseball fields, children’s playgrounds, dog parks, or paved bike paths.

Adaptation. Adaptation is preparing for climate change impacts that are expected to occur, by making adjustments in natural or human systems in response to actual or expected climatic stimuli or their effects that are aimed at minimizing harm or taking advantage of beneficial opportunities.

Aeronautics Act: Sections 21670 et seq. of the California Public Utilities Code.

Aggravated Assault. An unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury.

Aggregate. A resource composed of sand, gravel, and crushed stone used in the construction of buildings, roads, and other structures and facilities.

Airport Influence Area (AIA): The area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. In most circumstances, the airport influence area is designated by the ALUC as its planning area boundary for the airport and the two terms can be considered synonymous.

Airport Land Use Commission (ALUC): A commission authorized under the provisions of the California Public Utilities Code, Sections 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them.

Airport Land Use Compatibility Plan (ALUCP).The California State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires the preparation of an airport land use compatibility plan (ALUCP) for nearly all public-use airports in the state. The intent of the ALUCP is to encourage compatibility between airports and the various land uses that surround them.

Airport: An area of land that is used or intended to be used for the landing and taking off of aircraft, including its buildings and support facilities.

Alluvial fan. An alluvial fan is a fan or cone-shaped deposit of sediment crossed and built up by streams or debris flows. These flows come from a single point source at the apex of the fan, and over time move to occupy many positions on the fan surface. Fans are typically found where a canyon draining from mountainous terrain emerges out onto a flatter plain.

Ambient Air Quality Standards. These standards measure outdoor air quality. They identify the maximum acceptable average concentrations of air pollutants during a specified period of time. These standards have been adopted at both State and Federal levels.

Annexation: The process by which land is incorporated into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Annual Average Daily Traffic. The average daily volume of traffic estimated on a yearly basis based on one year (365 days) of data.

Antenna. An antenna is any system of wires, poles, rods, reflecting discs, or similar devices used for the transmission or reception of electromagnetic waves when such system is either external to or attached to the exterior of a structure.

Archaeology. The scientific study of the physical remains of past human life, including prehistoric and historic societies.

Areawide Source. Areawide sources include sources of pollution where the emissions are spread over a wide area, such as consumer products, fireplaces and wood stoves, natural gas-fueled space heaters and water heaters, road dust, landscape maintenance equipment, architectural coatings, solvents, and farming operations. Areawide sources do not include mobile sources or stationary sources.

Arson. The unlawful intentional burning of any structure or object resulting in damage or destruction of property.

Assessed Valuation. A value established for real property for use as a basis for levying property taxes. Assessed values are determined by the County Assessor and are set at full market value when property is sold or newly constructed. Thereafter, assessed values may only increase by up to two percent per year until sold or improved again. During periods of real estate price decline, the Assessor may reduce assessed values on existing properties.

Assessor's Use Code: Land use codes used by the County Assessor to determine the value of property for property tax purposes.

Asthma. A chronic lung condition that causes swelling, excess mucus, and narrowing of the airways.

Atmospheric River. An atmospheric river is a meteorological phenomenon that draws water vapor from the Pacific Ocean near the equator and transports it to the U.S. West Coast.

Automatic Aid. The process whereby the closest piece of emergency apparatus is dispatched to a call for assistance, regardless of jurisdiction.

Average Daily Traffic. The total volume of traffic during a given time period (in whole days greater than one day and less than one year) divided by the number of days in that time period. ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise.

Aviation-Related Use: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration (FAA), together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

Avigation Easement: A type of easement that typically conveys the following rights:

- A right to prohibit electrical interference, glare, misleading lights, visual impairments, wildlife hazards, or other hazards to aircraft flight from being created on the property.
- A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
- A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.

- A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
- A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with the FAR Part 77 criteria).

A-Weighted Sound Level. An A-weighted sound level is the frequency-response adjustment of a sound level meter that conditions the output signal to approximate human hearing response.

Base flood elevation (BFE). Base flood elevation refers to the elevation shown on the Flood Insurance Rate Maps that indicate the water surface elevation resulting from a flood that has a one-percent or greater chance of being equaled or exceeded in any given year.

Base Flood. Base flood means a flood having a one percent chance of being equaled or exceeded in any given year. This term is synonymous with the term “100-year flood”. Base flood is the term used throughout the City’s floodplain management ordinance.

Bay Trail. The Association of Bay Area Governments (ABAG) envisioned a 500-mile continuous bikeway that circles the San Francisco Bay with connections to parks and links to existing transportation facilities.

Biohazard. An infectious agent or hazardous biological material that presents a risk or potential risk to the health of humans, animals, or the environment. The risk can be direct through infection or indirect through damage to the environment.

British thermal unit (Btu). The quantity of heat required to raise the temperature of one pound of liquid water by one degree Fahrenheit at the temperature at which water has its greatest density.

Brownfield. Abandoned, idled, or under-used real property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination.

Building. A structure created principally to shelter any form of human activity, such as a house.

Buildout: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Burglary. The unlawful entry of an inhabited structure to commit a felony or a theft.

California Natural Diversity Database. (CNDDDB) The CNDDDB is a program that inventories the status and locations of rare plants and animals in California. The CNDDDB is used frequently

in planning projects to determine if special status species occur within a particular project area. Using information from CNDDDB queries is often the first step in determining whether or not a project or plan may impact habitat for a certain species.

California Scenic Highway Program. The California Scenic Highway Program, created by the State Legislature in 1963 (Streets and Highways Code 260 et seq.), preserves and protects scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways.

Capital Improvement Program (CIP). A multi-year plan for maintaining or replacing existing public facilities or assets, and for building or acquiring new ones that have an initial useful life beyond one year.

Carbon dioxide (CO₂). Carbon dioxide is an odorless and colorless GHG. CO₂ is emitted from natural sources, such as the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out-gassing. Anthropogenic (man-made) sources include the burning of fossil and other fuels (e.g., coal, oil, natural gas, wood).

Carbon dioxide equivalent (CO₂e). Carbon dioxide equivalent (CO₂e) is a distinct measure for describing how much global warming a given type and amount of greenhouse gas may cause, using the functionally equivalent amount or concentration of CO₂ as the reference.

Carbon Sequestration. Carbon storage (sequestration) occurs in forests and soils, primarily through the natural process of photosynthesis. Atmospheric CO₂ is taken up through leaves and becomes carbon in the woody biomass of trees and other vegetation where it is stored.

Carcinogen. Any substance that can cause or aggravate cancer.

Cellular Telephone. A mobile telephone operated through a cellular radio network.

Certificated School Employee. A certificated school employee is an employee of a school district who is in a position requiring a teaching certificate from the State Department of Education. Classified school employees include teachers, student services personnel, principals, assistant principals, program directors, and coordinators.

Charter School. A tax-supported school established by a charter between a granting body (i.e., school board) and an outside group (e.g., teachers and parents). Charter schools operate within the framework of California State law (Education Code §47605-47608) to create a charter that outlines the school's governing structure, mission, methods of assessment, student outcomes, and goals. Charter schools function as small independent school districts and accept students based on criteria established in the school charter.

City Limits: a political boundary that defines land that has been incorporated into a city.

Class I Bikeway (Bike Path). A paved right-of-way for bicycle travel that is completely separate from any street or highway.

Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway.

Class III Bikeway (Bike Route). A signed route along a street or highway where the bicyclist shares the right-of-way with motor vehicles.

Classified School Employee. A classified school employee is an employee of a school district who is in a position not requiring a teaching certificate from the State Department of Education. Classified school employees include employees in such positions as teaching assistants, teacher's aides, pupil services aides, library aides, school secretaries, custodians, bus drivers, and cafeteria workers. The numbers of classified staff members do not include preschool, adult education, or regional occupational center or program classified employees.

Climate Action Plan (CAP). A Climate Action Plan is a planning document that lays out a set of strategies and policy recommendations intended to reduce GHG emissions associated with a given entity, agency, or jurisdiction.

Climate Change. Climate change refers to any significant change in the measures of climate lasting for an extended period of time. In other words, climate change includes major changes in temperature, precipitation, or wind patterns, among others, that occur over several decades or longer.

Climate Impacts. Climate impacts are the consequences of climate change on natural and human systems.

Clustered Development. A development that clusters housing units in a compact area to preserve a large area of open space.

Co-location. Co-location means a wireless telecommunications facility comprising a single telecommunications tower, monopole, or building supporting antennas owned or used by more than one telecommunications carrier. Co-location shall also include the location of wireless telecommunications facilities with other facilities such as water tanks, light standards, and other utility facilities and structures.

Community Choice Aggregation. A program that allows cities and counties to aggregate the buying power of individual customers within a defined area in order to secure alternative energy supply contracts on a community-wide basis.

Community Noise Equivalent Level (CNEL). A CNEL is similar to the L_{dn} with an additional 5 dB penalty applied during the noise-sensitive hours from 7 p.m. to 10 p.m., which are typically reserved for relaxation, conversation, reading, and watching television.

Community Park. A community park is larger than a local park and provides a wider variety and higher intensity of recreational uses. The focus is on more active and structured activities for larger segments of the community. In general, community park facilities are designed for organized activities and sports, although individual and family activities are also encouraged. Their service area is roughly a two- to three-mile radius.

Community Resiliency. A community's ability to prepare for, respond to, and rapidly recover from adverse situations.

Community Risk Reduction Strategy. A comprehensive strategy to minimize community health risk associated with toxic air contaminants and fine particulate matter in both existing and new development.

Compatibility Zone: Any of the airport influence area zones set forth in this ALUCP for the purposes of determining land use compatibility.

Complete Neighborhood. Neighborhoods that are designed to meet the daily needs of residents by providing a mix of amenities including pedestrian and bicycle-friendly streets, parks, community centers, day care centers, community gardens, affordable housing and neighborhood commercial and service uses.

Complete Streets. Streets designed and constructed to serve all users regardless of their age or ability or whether they are driving, walking, bicycling, or taking transit.

Concrete-lined channels. Concrete lined channels are channels built from concrete. They can be found in many spots throughout western Alameda County and date back to the 1960s.

Coronary heart disease. A disease that develops when the arteries of the heart become narrowed or clogged and cannot supply enough oxygen-rich blood and nutrients to the heart muscle.

Corrosiveness. The ability to eat away materials and destroy human and animal tissue by chemical action (e.g., oven cleaner).

Creative Class. A term used to describe a group of highly creative and innovative professionals that design goods and offer services to solve complex problems, such as scientists, engineers, educators, computer programmers, web designers, researchers, artists, architects, and media workers.

Crime Prevention Through Environmental Design (CPTED). A multi-disciplinary approach to deterring criminal behavior through environmental design.

Cross-connection. A cross-connection is an actual or potential connection between a public or consumer's drinking water system and a non-potable (non-drinkable) source of water or other fluid. Examples of cross-connections are the connections between the drinking water distribution system and irrigation or lawn sprinkler systems, hose bibs, fire sprinkler systems, carbonation units, boilers, and chemical feed equipment.

Crosswalk. A crosswalk is any portion of a roadway that connects the lateral lines of a sidewalk, or in the absence of sidewalks, the edges of a roadway. Thus, crosswalks may or may not be marked.

Crowdsourcing. The practice of obtaining needed services, ideas, or content by soliciting contributions from a large online community of volunteers. Entrepreneurs can use crowdsourcing techniques in place of hiring outside businesses or consultants.

Cultural resource. An object, document, or any part of the built environment that has significance in archaeology, architecture, art, or history.

Curb Ramp. A combined curb ramp and landing that creates a transition between sidewalk that are raised above roadway grade to the roadway. They are necessary for people using wheelchairs, scooters and other mobility assistive devices but benefit all pedestrians.

Day-Night Average Noise Level (L_{dn}). L_{dn} is the 24-hour L_{eq} with a 10 dB penalty applied during the noise-sensitive hours from 10 p.m. to 7 a.m., which are typically reserved for sleeping.

Debt Financing. Borrowing funds for capital improvements needed today and pledging future revenues to repay principal and interest expenditures.

Debt Service. Payments of principal and interest on bonds and other debt instruments in accordance with a predetermined schedule.

Decibel (dB). A dB is a sound level expressed in decibels which is the logarithmic ratio of two like pressure quantities, with one pressure quantity being a reference sound pressure.

Defensible Space. This term refers to the area between a building and an oncoming wildfire where the vegetation has been modified to reduce the threat of the wildfire igniting the structure and allows firefighters to operate safely. Typically, creating a defensible space involves thinning of flammable native trees and shrubs, removal of dead vegetation, and planting of more fire resistant plant materials around the house. The defensible space concept

conveys several important ideas including homeowner responsibility, being proactive, vegetation management, house survivability, and firefighter safety.

Density (Residential): The number of permanent residential dwelling units per acre of land. Densities specified in the general plan may be expressed in units per gross acre or per net developable acre.

Design Guidelines: Design criteria and standards that must be considered to meet a minimum standard of design for development projects. Design guidelines address a variety of topics, including site design, building mass, facade design, building materials, signage and landscaping.

Designated historical resource. Any historical resource that has been designated and placed on a local register of historical resources.

Diabetes. A chronic disease in which the body does not produce or properly use insulin, which can lead to blood glucose (sugar) levels that are too high.

Differential Settlement. Uneven settlement of buildings and infrastructure due to low-strength foundation materials (e.g., imported fill) or where improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native soils and fill).

Digital Subscriber Line. A digital subscriber line (DSL) is internet technology that uses existing two-wire copper telephone wiring to deliver high-speed data services at speeds greater than basic internet dial-up.

Discharge. Often synonymous with stream flow, discharge is the volume rate of water flow including any suspended solids (i.e. sediment), dissolved chemical species, and/or biologic material transported through a given cross-sectional area. The units typically used to express discharge include cubic feet or meters per second, or acre-feet per day.

Disinfection. Disinfection is a process following secondary or tertiary treatment that typically involves the use of chlorine or ultraviolet (UV) radiation to destroy bacteria and other pathogens.

Disposal Site. A disposal site is the place, location, tract of land, area, or premises in use, intended to be used, or which has been used for the disposal of solid wastes.

- A Class I disposal site may include a landfill, waste pile, surface impoundment, or land treatment unit for hazardous waste. A Class I landfill must have a variance permit from CalRecycle and is regulated by the Enforcement Agency (EA).
- A Class II disposal site may include a landfill, waste pile, surface impoundment, or land treatment unit for designated waste which threatens water quality. A Class II disposal site

must have a solid waste facilities permit from CalRecycle and is regulated by the Enforcement Agency (EA).

- A Class III disposal site is a landfill that accepts non-hazardous resources such as household, commercial, and industrial waste, resulting from construction, remodeling, repair, and demolition operations. A Class III landfill must have a solid waste facility permit from CalRecycle and is regulated by the Enforcement Agency (EA).

Disposal. Disposal includes all waste created by all sources within each jurisdiction (including businesses, government agencies, and residents) which is disposed at CalRecycle-permitted landfills or CalRecycle-permitted transformation facilities, or is exported from the state. CalRecycle records tons of waste disposed by each jurisdiction using its disposal reporting system.

Diversion. Diversion refers to the amount of solid waste that is prevented from being deposited into a landfill and instead is able to be reused or recycled as another product. Diversion is typically expressed as a percentage of total solid waste.

Drainage Channel. A drainage channel is an open channel such as a swale, constructed channel, or natural drainage course that conveys, stores, and/or treats runoff.

Drainage. Drainage includes the surface or subsurface features or structures that collect and remove excess rainfall runoff or high groundwater.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long term basis.

Earthen channels. Earthen channels are channels constructed with natural materials.

Easement. An easement is a limited right to make use of a property owned by another; for example, a right of way across the property for an electricity or gas line.

Effluent. Effluent is treated wastewater that is discharged from a wastewater treatment facility.

Electricity. Electricity is a natural phenomenon, either through lightening or the attraction and repulsion of protons and electrons to create friction, that in turn forms an electric current or power.

Emergency Services. Emergency services refers to the preparation and carrying out of all emergency functions, other than functions for which the military forces are primarily responsible.

Emergency. An emergency is the actual or threatened existence of conditions of disaster or of extreme peril to the safety of persons and property.

Emissions Scenario. An emissions scenario is a plausible representation of the future development of emissions of substances that are potentially radiatively active (e.g., greenhouse gases, aerosols), based on a coherent and internally consistent set of assumptions about driving forces (e.g., demographic and socio-economic development, technological change) and their key relationships. Concentration scenarios, derived from emissions scenarios, are used as input into a climate model to compute climate projections.

Endangered Species Act. (ESA) Both the federal and state Acts protect plants and wildlife that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). The California State Endangered Species Act also protects species that are considered candidates to be listed as threatened or endangered.

Energy Resources. Sources of electricity and natural gas. Electrical generation may come from natural gas, biomass, hydroelectric plants, solar, or wind.

Enterprise Funds. This type of fund is used to account for operations that are financed and operated in a manner similar to private sector enterprises and it is the City's intent that the costs (including depreciation) of providing goods or services to the general public be financed or recovered primarily through user charges. The City has established five enterprise funds: water, sewer, stormwater, recycling, and the airport .

Environmental Protection Agency (EPA)-regulated Hazardous Materials Sites. Environmental Protection Agency (EPA)-regulated hazardous materials sites includes facilities generating or transporting hazardous waste, or recycling, treating, storing, or disposing (TSD) of hazardous waste.

Equivalent Noise Level (L_{eq}). An L_{eq} is the equivalent steady-state noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).

Erosion. Erosion is the removal of soil and/or sediment by wind, water, or glacial ice. Erosion occurs naturally, but can be intensified by land clearing activities such as farming, development, road building, and timber harvesting.

Expansive Soils. Soils composed largely of clays that can undergo significant volume change with changes in moisture content. Also see "Shrink/Swell Potential."

Exposure Pathway. The route through which a chemical can enter the body (e.g., through the skin, inhaling, ingesting).

Extreme Heat Days. An extreme heat day is a day in April through October where the maximum temperature exceeds the 98th historical percentile of maximum temperatures based on daily temperature data between 1961-1990.

Extreme Storm Events. Extreme storm events refer to the increase in precipitation intensity and variability, increase in wind speed, and increase in ocean temperatures that increase the number and intensity of tropical cyclones and hurricanes that can increase the risk of flooding, drought, erosion, turbidity, debris in reservoirs, nutrient and pollutant loading, and wildfires.

Farmland Mapping and Monitoring Program (FMMP). This program was designed by the state to inventory important farm and grazing lands by preparing Important Farmland Series maps.

Fault Creep. Fault displacement through slow, persistent movement, which occurs over time outside of actual earthquake events on the identified fault.

Fault. A fault is a fracture or zone of fractures between two blocks of rock that allows the blocks to move relative to each other. This movement may occur rapidly, in the form of an earthquake, or may occur slowly, in the form of creep. Most faults produce repeated displacements over geologic time. During an earthquake, the rock on one side of the fault suddenly slips with respect to the other. The fault surface can be horizontal or vertical or some arbitrary angle in between.

Federal Aviation Regulations (FAR) Part 77: The part of the Federal Aviation Regulations that addresses objects affecting navigable airspace.

Fiber Optic Cable. A fiber optic cable is a cable containing multiple optical fibers. The individual fibers are coated with flexible, transparent glass or plastic and contained in a cable tube suitable to the environment where the cable is being deployed. The fibers transmit light between the two ends of the cable, allowing for high speed transmission of information over long distances.

Fiscal Year. The beginning and ending period of recording financial transactions. The City has specified July 1 to June 30 as its fiscal year.

Five-Hundred-Year (500) Flood Event. A 500-year flood is an event that would occur on average every 500 years, or that has a 0.2 percent chance of occurring in any given year.

Flood Control. Flood control includes regulations and practices that reduce or prevent the damage caused by stormwater runoff.

Flood Insurance Rate Map (FIRM). The FIRM is the basis for floodplain management, mitigation, and insurance activities of the National Flood Insurance Program (NFIP). Uses of the

FIRM for insurance activities include enforcement of the mandatory purchase requirement of the 1973 Act. The risk zones shown on the FIRMs are the basis for the establishment of premium rates for flood coverage offered through the NFIP. At present, FIRMs have been published for virtually all communities in the nation having flood risks.

Flood. A flood is a temporary rise in flow rate and/or stage (elevation) of any watercourse or stormwater conveyance system that results in runoff exceeding normal flow boundaries and inundating adjacent, normally dry areas.

Floodplain. A floodplain is any land area susceptible to inundation by stormwater from any source. FEMA defines the floodplain to be the area inundated by the 100-year flood.

Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. This term is synonymous with the term “regulatory floodway.”

Floor Area Ratio (FAR): the ratio of interior building space on a property to the total square footage of the property: $FAR = \text{Square footage of building} / \text{square footage of property}$.

Food desert. A geographic area within urban settings that has limited access to the fresh produce needed to maintain a healthy diet.

Forcible Rape. The carnal knowledge of a person forcibly and against his/her will.

Form-Based Code: Zoning regulations and design standards that foster predictable built results and a high-quality public realm by regulating physical form (rather than the separation of uses) as the organizing principle for the code. Form-based codes offer an alternative to conventional zoning, which primarily regulates the use of property. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals.

Fuel Load. Fuel load is the buildup of easily ignited dry vegetation in grassland areas or on the forest floor.

Fuel Reduction. The fire management practice to actively reduce the fuel load on a property.

Gallons of Water Per Capita Per Day. Gallons of water per capita per day (gpcpd) is a unit of measurement calculated as the Net Use allocated to the Water User Group (WUG) in gallons, divided by a Population Estimate, divided by 365 days.

Gallons of Water Per Day (gpd). Gallons of water per day (gpd) is a unit of measurement calculated as the Net Use allocated to the Water User Group (WUG) in gallons, divided by 365 days.

General Fund. As the primary operating fund of the City, all revenues that are not allocated by law or contractual agreement to a specific fund are accounted for in the General Fund. Except for subvention or grant resources restricted for specific uses, General Fund resources can be used for any legitimate governmental purpose.

General Permit. A general permit is a permit issued under the NPDES program to cover a certain class or category of stormwater discharges. These permits reduce the administrative burden of permitting stormwater discharges.

General Plan: A compendium of county or city policies regarding its long term development, in the form of goals, policies, implementation measures, and maps. The general plan is a legal document required of each local agency by the California Government Code Section 65301 and adopted by the board of supervisors or city council.

Gigawatthours (GWh). A unit of measurement for electricity equal to one thousand megawatthours or one billion watt hours.

Gigawatthours. Gigawatthours (GWh) are a unit of measurement for electricity equal to one thousand megawatt hours or one billion watt hours.

Global Warming Potential (GWP). GWP is one type of simplified index based upon properties of the GHG that can be used to estimate the effect on the climate system with reference to CO₂. For example, one ton of methane is as potent a GHG as 21 tons of CO₂. Methane has GWP of 21 CO₂e. See also Carbon Dioxide Equivalent.

Global Warming. Global warming is the recent and ongoing global average increase in temperature near the Earth's surface.

Greenhouse Effect. The greenhouse effect describes the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Greenhouse Gas (GHG) Inventory. A greenhouse gas (GHG) inventory is an accounting of the amount of GHGs emitted to or removed from the atmosphere over a specific period of time (e.g., one year) for a specified area. A GHG inventory also provides information on the activities that cause emissions, as well as background on the methods used to make the calculations. Policy makers use GHG inventories to track emission trends, develop strategies and policies, and assess progress in reducing GHG emissions.

Greenhouse Gases (GHG). Greenhouse gases are gases that contribute to the greenhouse effect. Some GHGs such as carbon dioxide occur naturally, and are emitted to the atmosphere through natural processes and human activities. Other GHGs (e.g., fluorinated gases) are created and emitted solely through human activities. The principal GHGs that enter the atmosphere because of human activities include: water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), Chlorofluorocarbons (CFCs), and fluorinated gases (hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)).

Ground Shaking. The vibration which radiates from the epicenter of an earthquake.

Groundwater Basin. Groundwater is found everywhere beneath the ground surface and is especially abundant where soils and sediments occur up to tens, hundreds, or thousands of feet thick. Such areas are called groundwater basins. The permeable and porous soil, sediment, or rock where groundwater accumulates and flows is called an aquifer. Groundwater is tapped through wells placed into an aquifer.

Groundwater. Groundwater is water that exists beneath the Earth's surface. Most groundwater exists and flows within the small openings (pores) between soil and rock particles. Some groundwater may also exist in caverns or fractures within the rock. Either way, groundwater slowly accumulates and generally flows from high to low areas ultimately seeping into rivers, lakes, or the ocean. Groundwater and surface water are inextricably linked by the hydrologic cycle.

Hacklabs, Hackerspaces and Makerspaces. Community-operated workspaces where people with common interests can meet, collaborate, and develop their business ideas and products.

Hayward Unified School District Design Team (HUSD Design Team). The HUSD Design Team consists of 37 members and several groups, including the City, administrators, employees, classified staff, teachers, parents, and students. The HUSD Design Team volunteered countless hours of their personal time at 14 evening meetings, over the course of 11 months to update the HUSD Facilities Master Plan.

Hazardous Fire Area. A hazardous fire area is land designated which is covered with grass, grain, brush, or forest, whether privately or publicly-owned, which is so situated or is of such in accessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion such areas are designated by the Fire Chief on a map maintained in the office of the Fire Chief. The hazardous fire area of Hayward has been defined as the areas east of Mission Boulevard from the south side of D Street to the city limits south to Union City.

Heat Island Effect. A phenomenon that occurs when developed areas are significantly warmer than surrounding undeveloped or rural areas.

Heat Waves. Heat waves are a prolonged period of excessive heat, often combined with excessive humidity. A heat wave is defined as 5 or more consecutive extreme heat days.

Heat-related Illness. Heat-related illnesses are a group of physically related illnesses caused by prolonged exposure to hot temperatures, restricted fluid intake, or failure of temperature regulation mechanisms of the body. Disorders of heat exposure include heat cramps, heat exhaustion, and heat stroke.

Heavy Metals. An individual metal or metal compound that can negatively affect people's health. Though in very small amounts certain heavy metals are necessary to support life (e.g., iron, copper, manganese, zinc), heavy metals can become toxic when they are not metabolized by the body and accumulate in the soft tissues.

Height Review Overlay Zone: The area around an airport where the ground lies above a FAR Part 77 surface or less than 35 feet beneath a FAR Part 77 surface.

Helipad: A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters.

Heliport: A facility used for operating, basing, housing, and maintaining helicopters.

Historic context statement. A document adopted by the City Council that describes historic periods and themes in Hayward's history, which is used as a tool to assist with the assessment of a property's historic significance by providing a framework against which to objectively qualify the property's relationship to larger themes and events.

Historic district. A geographically-definable area – urban or rural, small or large – possessing a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development. An historic district may also comprise individual elements separated geographically but linked by association or history. A contributing resource within an historic district is an historical resource which contributes to the character of a historic district.

Historic resource. Any district, site, building, structure, or object determined to be historically significant.

Homicide. The willful (non-negligent) killing of one human by another.

Hydrology. The scientific study of the waters of the earth, especially how rainfall and evaporation affects the flow water in streams and storm drains.

Hydromodification. Hydromodification can be any activity that increases the velocity and volume (flow rate), and often the timing, of runoff. Such activities include construction and maintenance of channels, levees, dams, and other water conveyance structures; alterations to natural land contours for the purposes of new development (including transportation and other infrastructure) or navigation; development of impervious surfaces such as roadways or buildings; and deforestation or removal of vegetation.

Ignitability. The ability to catch fire; flammable (e.g., lighter fluid, paint remover).

Impervious Surface. Impervious surface is a term used to refer mainly to artificial structures and materials such as roads, sidewalks, driveways, and parking lots that are impenetrable to rain, or that do not allow rain to absorb naturally. Soils compacted by urban development may also be highly impervious.

Industry Cluster. A group of related industries, usually within a defined geographic area, that have similar labor force needs, capital requirements, production inputs and supplies as well as utilities and infrastructure. An industry cluster includes not only the private sector businesses, but also related research and development capacity usually found in universities, and public sector agencies that address workforce development and regulatory issues.

Industry shift-share. A statistical measure that compares an industry's growth rate in a local area to the growth rate for the same industry throughout the state or nation. If the shift-share is a positive factor, it means the industry grew faster locally than it did across the state or nation.

Infiltration. Infiltration is groundwater that enters into the sanitary sewer system.

Insurance Services Office (ISO) Rating. Rating and statistical information for the insurance industry based on a community's fire-suppression delivery system, including fire dispatch, fire department, and water supply. Insurance rates are set using this rating, which is based on a scale from Class 1 to Class 10, where Class 1 is the best score. HFD maintains an ISO rating of 3.

Internet. The internet is a network that links computer networks all over the world by satellite and telephone, connecting users with service networks such as e-mail and the World Wide Web.

Intertie Facility. An intertie facility is a facility constructed to connect with other facilities owned by partner agencies and include water transmission lines that allow water to flow between the facilities.

Invasive Species. An invasive species is an introduced species that invades natural habitats.

Kilowatthours (kWh). A unit of measurement for electricity equal to one thousand watt hours.

Labor Force. The portion of the population that is employed or actively seeking work.

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the general plan, as distinct from zoning regulations (which are more specific).

Landslide. A landslide is any down-slope movement of soil and rock under the direct influence of gravity and often categorized by slope movement: falls, topples, slides, spreads, and flows. Landslides can be further described by the type of geologic material (bedrock, debris, or earth). For instance, debris flows (commonly referred to as mudflows or mudslides) and rock falls are examples of common landslide types. Landslides can be initiated in slopes already on the verge of movement by rainfall, snowmelt, changes in water level, stream erosion, changes in ground water, earthquakes, volcanic activity, disturbance by human activities, or any combination of these factors. Landslides can move slowly (millimeters per year), or can move quickly and disastrously, as is the case with debris flows.

Larceny. The unlawful taking, carrying, leading, or riding away of property from the possession or construction possession of another.

Lateral Spreading. A form of horizontal displacement of soil toward an open channel or other "free" face, such as an excavation boundary.

Leach. The process by which soluble substances are dissolved and transported down through the soil and may result in hazardous substances entering surface water, groundwater, or soil.

Levee. A levee is a dike or embankment constructed to confine flow to a stream channel and to provide protection to adjacent land. A levee designed to provide 100-year flood protection must meet FEMA standards.

Level of Service. Level of service (LOS) is a quantitative stratification of a performance measure or measures that represent quality of service. The LOS concept facilitates the presentation of results, through the use of a familiar A (best) to F (worst) scale. LOS is defined by one or more *service measures* that both reflect the traveler perspective and are useful to operating agencies.

Life expectancy at birth. The average number of years that a group of infants would be expected to live if they were to experience throughout their lifespan the same mortality experienced by the different age groups at the time of their birth.

Lift Station. A lift station is a pumping facility that conveys wastewater flow from an area that would not naturally drain to the wastewater treatment plant, or into the gravity sewer system for delivery and treatment. (Mintier Harnish)

Liquefaction. The loss of soil strength due to seismic forces acting on water-saturated granular soils. This can lead to a “quicksand” condition, which causes many types of ground failure. Liquefaction typically occurs in areas underlain by soils containing unconsolidated, saturated, clay-free sands, and silts.

Local Agency Formation Commission (LAFCO): A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county’s LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Park. A local park is a combination playground and park area designed primarily for non-supervised, non-organized recreation activities. These parks are generally three to ten acres in size and serve an area of approximately one-quarter to one-half mile radius. At least fifty percent of the site should be level and usable for both active and passive recreation.

Local register. A list of properties officially designated as historically significant by the City of Hayward pursuant to a local ordinance or resolution adopted by the City Council.

Location Quotient (LQ). A statistical measure that compares an industry’s share of total employment in a local area to its share in the state or nation as a whole. If the LQ is above 1.0, it means the industry is more prominent or concentrated in the local area than it is across the state or nation.

Marks Historic Rehabilitation District. A historic district that can issue tax exempt revenue bonds for financing the rehabilitation of historic structures.

Maximum Noise Level (L_{max}). The L_{max} is the highest instantaneous noise level during a specified time period.

Median Wage. The wage level for any particular industry where 50 percent of the jobs in that industry pay more and 50 percent pay less.

Medi-Cal (The California Medical Assistance Program). The California Medicaid welfare program serving low-income families, seniors, persons with disabilities, children in foster care, pregnant women, and certain low-income adults.

Medicare. A Federal system of health insurance for people over 65 years of age and for certain younger people with disabilities.

Megawatthours. A unit of measurement for electricity equal to one thousand kilowatt hours or one million watt hours.

Methane (CH₄). Methane is a GHG with GWP of 21. Anthropogenic (human-caused) sources of methane emissions include agricultural activities, natural gas consumption, landfills, wastewater treatment plants, and mobile sources.

Mid-block Crossing. A mid-block crossing is a designated crossing of a roadway for pedestrians that is not located at a roadway intersection. A mid-block crossing may or may not include treatments as such as pedestrian signals and advanced warning signs, but only exist if they are marked.

Million Gallons of Water Per Day. Million gallons per day (mgd) is a measurement of water flow frequently used in measurement of water consumption. One mgd equals 133,680.56 cubic feet per day, 1.5472 cubic feet per second or 3.0689 acre-feet per day.

Mills Act (California Mills Act Property Tax Abatement Program). A state law that allows cities and counties to adopt local programs that provide property owners of historic resources an economic incentive (property tax relief) to restore, preserve, and maintain qualified historic properties.

Mineral Deposit. A mass of naturally occurring mineral material, such as metal ores or nonmetallic mineral, usually of economic value. The mineral material may be of value for its chemical and/or physical characteristics.

Minimum Noise Level (L_{min}). The L_{min} is the lowest instantaneous noise level during a specified time period.

Mobile Source. A moving source of air pollution such as on road or off-road vehicles, boats, airplanes, lawn equipment and small utility engines.

Modified Mercalli Intensity (MMI) Scale. A 12-point scale of earthquake intensity based on local effects experienced by people, structures, and earth materials. Each succeeding step on the scale describes a progressively greater amount of damage at a given point of observation. Effects range from those that are detectable typically only by seismicity recording instruments (I) to total destruction (XII).

Mortality Rate. The mortality rate is the rate of occurrence of death within a population within a specified time period; calculation of mortality takes account of age-specific death rates, and can thus yield measures of life expectancy and the extent of premature death.

Motor Vehicle Theft. The theft, or attempted theft, of a motor vehicle.

Multi-modal. The consideration of multiple modes of transportation including walking, bicycling and transit.

Municipal Services Review: A study conducted for a city, county, or special district that examines all public service needs for the area and recommends action to promote the efficient provision of public services.

Mutual Aid. The provision of resources (personnel, apparatus, and equipment) to a requesting jurisdiction already engaged in emergency operations, which have exhausted or will shortly exhaust local resources.

National Pollutant Discharge Elimination System (NPDES). This Federal permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. In most cases, the NPDES program is administered by authorized states. In the State of California, the program is administered by the State Water Resources Control Board.

National Pollutant Discharge Elimination System Permit. A National Discharge Elimination System (NPDES) permit is the regulatory document that defines the discharge requirements, monitoring requirements, and operational requirements for a particular wastewater treatment facility or other discharger to a surface water.

Native Species. A native species is a species indigenous to a natural habitat.

Natural Gas. Natural gas is a hydrocarbon gas mixture that is widely used as an energy source in a variety of applications including heating buildings, fueling vehicles, and generating electricity.

Net Market Capture (Also Excess Capture). Net capture refers to situations where the retail sales in a given store category exceed the retail market demand. This will generally occur when retail stores or commercial centers can attract customers from beyond the local area, and/or attract significant spending from other non-local constituents such as businesses, tourists and online sales.

Nitrous oxide (N₂O). N₂O is a GHG with GWP of 310. Nitrous oxide sources include wastewater treatment plants, fertilizer application and soil management in agricultural activities, and mobile sources.

Noise Exposure Contours. Noise exposure contours are noise exposure levels as a function of distance from the noise source.

Noise-Sensitive Area. A noise-sensitive place in a place where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Examples include residences, cemeteries, churches, and hospitals.

Nonattainment Area. An area or air basin that does not meet State of Federal ambient air quality standards for a given pollutant.

Non-Point Source Pollutants. Non-point source (NPS) pollutants are pollutants from many diffuse sources. Rainfall or snowmelt moving over and through the ground causes NPS pollution. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing the pollutants into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water.

Non-Point Source Pollution. Unlike pollution from industrial and sewage treatment plants (i.e. point sources), non-point source (NPS) pollution comes from many diffuse sources. NPS pollution is caused by rainfall or snowmelt moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters and ground waters.

Object. A material thing of functional, aesthetic, cultural, historical, or scientific value; typically artistic in nature or relatively small in scale and simply constructed (e.g., boundary marker, boat, fountain, headstone, mile post, monument, sculpture, statuary).

Ombudsperson. A public official who acts as an impartial intermediary between the public and the government.

One Hundred Year (100-year) Flood. The one-hundred year (100-year) flood is a flood event that has a 1 percent chance of occurring in any given year.

Open Space Land. Open space land is any parcel, area, or waterway that is essentially unimproved and devoted to an open space use. Under Section 65560 of the California Government Code, open space land is broadly defined as land designated for the preservation of natural resources (e.g., lakeshore and watershed lands); managed production of resources (e.g., lands for agriculture, forestry, recharge of groundwater); outdoor recreation (e.g., parks, scenic highway corridors, areas with outstanding scenic, historic, and cultural values); or public health and safety (e.g., flood plains, unstable soil areas).

Operating Budget. The portion of the budget that pertains to daily operations and delivery of basic governmental services.

Operational Area. The Standard Emergency Management System (SEMS) established operational areas, which correspond with county boundaries, to coordinate mutual aid and emergency operations. The Operational Area acts as a link between local and State governments to communicate and coordinate aid during emergency events.

Organics. Organics are discarded materials that will decompose and/or , and that the City Municipal Code permits, directs, and/or requires generators to separate from solid waste and recyclable materials for collection in specially designated containers for organic materials collection. Organic materials include yard trimmings, food scraps, and food-soiled paper.

Overweight and Obesity. According to the Centers for Disease Control and Prevention (CDC), overweight and obesity are both labels for ranges of weight that are greater than what is generally considered healthy for a given height. For adults, overweight and obesity ranges are determined by using weight and height to calculate a number called the “body mass index” (BMI). BMI is used because, for most people, it correlates to the amount of body fat. An adult who has a BMI of between 25 and 29.9 is considered overweight. An adult who has a BMI of 30 or higher is considered obese.

Oxides of Nitrogen (NO_x). Oxides of nitrogen include composed of nitric oxide (NO), nitrogen dioxide (NO₂), and other molecules consisting of nitrogen and oxygen. Oxides of nitrogen are created from the combustion of fuels process and are a major contributor to smog and acid rain formation.

Ozone and Ozone Precursors. Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is a pungent, colorless, toxic gas created in the atmosphere rather than emitted directly into the air. Ozone is not directly emitted into the air but is formed through complex chemical reactions between emissions of ozone precursors, including reactive organic gases (ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. Ozone precursors occur either naturally or as a result of human activities such as the use of combustion engines.

Pacific Decadal Oscillation (PDO). Pacific Decadal Oscillation is the pattern and time series of the first empirical orthogonal function of sea surface temperature over the North Pacific north of 20°N. PDO broadened to cover the whole Pacific Basin is known as the Inter-decadal Pacific Oscillation (IPO). The PDO and IPO exhibit virtually identical temporal evolution.

Paleontological Resources. Any fossilized remains, traces, or imprints of organisms preserved in or on the earth’s crust, that provide information about the history of life on earth, evolution, and our place, as humans, in the world, with the exception of archeological resource as defined by the Archeological Resources Protection Act of 1979 (16 U.S.C. 470bb [1]), or any cultural item as defined by the Native American Graves Protection and Repatriation Act of 1990 (25 U.S.C. 3001[2]).

Particulate Matter (PM). Particulate matter (PM), also known as particle pollution, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Dust and other particulates exhibit a range of particle sizes. The size of particles is directly linked to their potential for causing health problems. Small particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into lungs, and some may even get into the bloodstream (EPA 2012).

Passive Recreation. A mix of non-motorized or non-consumptive recreational uses, such as wildlife viewing, hiking, biking, and canoeing that typically occur on undeveloped or minimally-improved lands.

Peak Particle Velocity (PPV). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings.

Petroleum Hydrocarbons. The primary constituents in oil, gasoline, diesel, and a variety of solvents.

Planning Area: The area directly addressed by a jurisdiction's general plan. The planning area generally encompasses all incorporated and unincorporated territory that bears a relationship to the long-term planning of the jurisdiction. Planning areas for cities typically encompass all areas in the city limits and the unincorporated areas that are within the city's Sphere of Influence.

PM₁₀. PM₁₀ refers to dust and particulates that are 10 microns in diameter or smaller. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. EPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects (EPA 2012). PM₁₀ is also referred to as respirable particulate matter.

PM_{2.5}. PM_{2.5} refers to dust and particulates that are 2.5 microns in diameter or smaller. These small particles can be inhaled into the lungs and have the potential to cause health-related impacts in sensitive persons. These particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries and automobiles react in the air (EPA 2012). PM_{2.5} is also referred to as fine particulate matter.

Point Source Pollutant. Point source pollutants are pollutants from a single, identifiable source such as a factory, refinery, or place of business.

Point Source Pollution. A point source of pollution is a single, identifiable source of pollution. In the case of water quality, point sources are discrete conveyances such as pipes or man-made ditches.

Polychlorinated Biphenyls (PCBs). Manufactured chemicals formerly used as coolants and lubricants in transformers and other electrical equipment (e.g., fluorescent light ballasts, old televisions). In 1978, PCB production was banned in the U.S. because they may accumulate in the environment and may cause harmful health effects, including cancer.

Power Plants. Power plants are sources for generating electricity.

Precipitation. Precipitation is the amount of rain, snow, hail, etc., that has fallen at a given place within a given period, usually expressed in inches or centimeters of water.

Preservation. The act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses on the ongoing maintenance and repair of historic materials and features, rather than extensive replacement and new construction.

Primary Treatment. Primary treatment is wastewater treatment prior to secondary treatment involving screening, settling, and removal of suspended solids.

Priority Development Area. Areas within the San Francisco Bay Area that are targeted for growth by the Regional Transportation Plan and Sustainable Communities Strategy. These areas include downtowns, employment centers, corridors, neighborhoods and districts that are served by regional transit.

Private Hauler. A private hauler is any privately-owned waste hauler that collects, disposes, or destroys, or any combination thereof, garbage, waste, or debris.

Public Right-of-Way. Public Right-of-Way means and includes all public streets and utility easements, now and hereafter owned by the City, but only to the extent of the City's right, title, interest, or authority to grant a license to occupy and use such streets and easements for telecommunications facilities.

Reactive Organic Gases (ROG). ROG are photochemically reactive and are composed of non-methane hydrocarbons. These gases contribute to the formation of smog. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels.

Reactivity. The ability to create an explosion or produce deadly vapors (e.g., bleach mixed with ammonia cleaner).

Reconstruction. The act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Recreational Area. Any public or private space set aside for, or primarily oriented to, recreational use. This includes both parks and community centers.

Recycling. Recycling is the process of collecting, sorting, cleansing, treating, and reconstituting materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused, or reconstituted products that meet the quality standards necessary to be used in the marketplace.

Regional Park. A regional park is a spacious land area with outstanding natural features and sufficient land area to support outdoor recreational opportunities. A regional park must be 500 acres or more, including scenic or natural resources in at least 70 percent of its area.

Regional Transportation Plan (RTP). A long-term plan for a region's transportation system that identifies and analyzes the transportation needs of the region and creates a framework for project priorities.

Rehabilitation. The act or process of making possible an efficient compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values.

Release/Occurrence. Any means by which a substance could harm the environment (e.g., spilling, leaking, dumping).

Remediate. The act or process of removing pollution or contaminants from the soil, groundwater, sediment, or surface water to protect human health and the environment.

Renewable Energy. Renewable energy is energy that comes from natural resources that are naturally replenished, such as solar, wind, rain, tides, geothermal, and biomass sources.

Repetitive Loss Property. Repetitive Loss Properties are properties that have submitted claims for flood reimbursement at least twice in the last 10 years under the National Flood Insurance Program.

Reserve. The part of the resource base that can be economically extracted or produced in the foreseeable future. The term reserve does not imply that extraction facilities are in place and operational.

Reservoir. A reservoir is an artificial or natural storage place for water, such as a lake, pond, or aquifer, from which the water may be withdrawn for such purposes as irrigation, water supply, or irrigation.

Residential Permit Parking Zones. Residential zones in which parking is restricted to holders of permits, which may only be obtained by residents of the area.

Resources. A concentration of naturally occurring solid, liquid, or gaseous material in or on the earth's crust in a location and in such an amount that economic extraction of the commodity is feasible. Typical materials with economic value include gold, precious metals, and materials used in construction, such as sand, gravel, and clay.

Response Time. The total amount of time it takes for a fire, police, and/or emergency medical service (EMS) unit to respond to a call, from the time when the emergency call is placed to 911

to the time that the unit arrives on scene. Response times are typically broken into three components:

- Call-handling time which includes the time of the call to 911 until the time that Communications dispatches fire, police, and/or EMS units.
- Travel time which includes the time that the fire, police, and/or EMS unit responds until the time that the unit arrives on scene.
- Turnout time which includes the time that Communications dispatches a fire, police, and/or EMS unit until the time that the unit responds and is en route to the scene.

Restoration. The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Retail Leakage. Retail leakage refers to situations where the retail sales in a given store category are less than the local retail market demand. Leakage will generally occur when retail stores or commercial centers are insufficient in number and/or quality to match the local spending habits, or if local offerings for certain products do not adequately match local demand. While retail leakage represents a shortcoming in the local retail base, it can also represent an opportunity to recapture retail spending that currently leaves a community.

Retail Market Demand. Market demand refers to the average amount that a consumer unit (household, commuter, out-of-town visitor, or student) within a given area will typically spend on retail purchases at retail stores. The retail market demand is distributed among different store groups, such as general merchandise, apparel, food, and automotive.

Richter Scale. A logarithmic scale developed by Dr. Charles F. Richter and Dr. Beno Gutenberg to measure earthquake magnitude (M) by the amount of energy released, as opposed to earthquake intensity as determined by local effects on people, structures, and earth materials. Each whole number on the Richter scale represents a 10-fold increase in amplitude of the waves recorded on a seismogram and about a 32-fold increase in the amount of energy released by the earthquake.

Robbery. Taking or attempting to take anything of value from the care, custody, or control of a person or persons by force or threat of force or violence and/or by putting the victim in fear.

Root-Mean-Square (RMS). RMS is the average of the squared amplitude of a vibration signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration. Because the human body responds to average vibration amplitude, RMS velocity values as measured in VdB are used to estimate vibration effects on humans.

Runoff. Runoff, or surface runoff, is the water flow that occurs when excess water from rain, meltwater, or other sources flows over the land because soil is infiltrated to full capacity or because impervious surfaces do not allow water to permeate land surface.

Sanitary Sewer. Sanitary sewer includes pipes, pump stations, manholes, and other facilities that convey untreated (raw) wastewater from various sources to wastewater treatment facilities.

Scenic Freeway/Expressway. Scenic freeways and expressways are those that traverse, or those that provide the most efficient routes to or between areas of major, scenic, recreational, and cultural attractions. Freeways, with two to four moving lanes in each direction separated by a median strip, carry the heaviest traffic volumes. Freeways have controlled access and grade separated vehicular or rail crossings. Expressways have two to four moving lanes in each direction, limited access without grade separations, and are designed to be readily converted into freeways.

Scenic Highway Corridor. The visible land area along a transportation corridor (road) right-of-way and generally described as the "view from the road."

Scenic Highway: A highway that is recognized by the State of California's Scenic Highway Program for its natural scenic beauty. Land use along Scenic Highways is regulated by ordinances or policies that help preserve the scenic qualities of the corridor.

School Developer Fees. Fees levied on new development by school districts as established by Proposition 1A and SB 50 and determined by the State Allocation Board.

- Level I fees are set at rates of \$3.20 per square foot of new residential and \$0.51 per square foot for commercial and industrial development. A fee of \$3.20 per square foot also applies to any additions to existing residential development. Additions of less than 500 square feet are exempt from this fee.
- Level II fees are additional fees on new development set by individual School Districts to generate one-half of the cost of providing new school facilities. Use of Level II fees assumes that the State will provide the other half of the cost of new schools through the issuance of general obligation bonds.
- Level III fees are additional fees on new development set by individual School Districts to generate 100 percent of the cost of providing new school facilities allowed in the event that the State does not have funding available. The district must, however, refund these funds when general obligation funds from the State do become available.

School Park/Recreation Site. A school recreation site is a facility that has been developed on school land and is available for use by the recreating public. School parks may be jointly-owned

and/or developed. Public use of these school parks for recreational purposes is subject to use restrictions defined in specific joint-use agreements.

Sea-level rise. Sea level rise is an increase in the mean level of the ocean. Eustatic sea-level rise is a change in global average sea level brought about by an alteration to the volume of the world ocean. Relative sea level rise occurs where there is a net increase in the level of the ocean relative to local land movements. Climate modelers largely concentrate on estimating eustatic sea-level change. Impact researchers focus on relative sea-level change.

Secondary Treatment. Treatment of wastewater that typically follows primary treatment, and involves biological processes and settling tanks to remove organic material.

Seismic. Related to earthquakes.

Self-Sufficiency Income. A measure of the actual cost of living for different household types in each county, including costs for housing, food, health care, taxes, and child care.

Sensitive Receptors. Populations or uses that are more susceptible to the effects of air pollution than the general population, such as long-term health care facilities, rehabilitation centers, retirement homes, convalescent homes, residences, schools, childcare centers, and playgrounds.

Service Line. Service lines are facilities owned and maintained by property owners that convey waste from a structure to the public system.

Shrink/Swell Potential. A soil's potential to shrink and swell depending on the amount and types of clay in the soil. Soils with these properties expand when wet and disproportionately shrink when dry. Also see "Expansive Soils."

Silt. Silt is unconsolidated or loose sedimentary material whose constituent rock particles are finer than grains of sand and larger than clay particles.

Single-Event Noise Exposure Level (SENEL). The single event noise exposure level, in decibels (dB), is the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of a single event exceeds a given threshold noise level.

Slip Rate. How fast the two sides of a fault are slipping relative to another. The Hayward fault has a slip rate of about two inches every ten years.

Sound Exposure Level or Single Event Level (SEL): A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is

usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

State Historic Building Code. An alternative set of building regulations that can be used to facilitate the re-use and conversion of historic buildings to alternative uses.

State Mining and Reclamation Act (SMARA). State Mining and Reclamation Act adopted to protect mineral resources.

Snowline. The snowline is the lower altitudinal boundary of a snow-covered area, especially of one that is perennially covered, such as the snowcap of a mountain.

Snowpack. Snowpack is a seasonal accumulation of slow-melting snow.

Solid Waste. Solid waste is non-hazardous solid discarded items from households and industry. Solid waste includes primarily waste paper and food organic waste. Other common waste items are plastic, cloth, metal cans, and yard trimmings.

Solvent. A substance that dissolves another substance (or substances) to form a solution. Solvents are usually, but not always, liquids. Liquid solutions that do not have water as a solvent are called non-aqueous solutions. For example, solvents can be used to dissolve greases, oils, and paints or thin or mix pigments, paints, glues, pesticides, and epoxy resins.

Special District. A Special District is defined by the State of California as "a legally constituted governmental entity, which is governed neither by the city or county and is established for the purpose of carrying on specific activities within defined boundaries."

Special Flood Hazard Areas (SFHAs). SFHAs are areas subject to inundation by a flood having a one-percent or greater probability of being equaled or exceeded during any given year. This flood, which is referred to as the 1% annual chance flood (or base flood), is the national standard on which the floodplain management and insurance requirements of the NFIP are based.

Special Revenue Funds. Special Revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted. Examples of the City's special revenue funds include: Community Development Block Grant funding, Measure B – Paratransit funding, Landscape & Lighting Districts, etc.

Special status species. According to the Sacramento County Department of Environmental Review and Assessment, "Special Status Species" is a universal term used by biological scientists to describe plant and animal species that are considered sufficiently rare that they require special consideration and/or protection. These species should be, or have been, listed as rare, threatened or endangered by the Federal and/or State governments.

Special status vegetation communities. According to California Department of Fish and Game, these are vegetation communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects.

Special Use Facility. A special use facility is a unique public recreation amenity that includes: special population group facilities (such as senior centers and recreation facilities for the disabled; cultural facilities such as theaters, auditoriums, and botanic gardens); single purpose sites that are used for golf, field sports, aquatics or other activities; and sites occupied by a special use building (such as historic structures). The size and location of these special use facilities depend on the function.

Specific Plan: A planning tool authorized by Government Code Section 65450, et seq., for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: An area that includes the probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

State Department of Conservation. The State Department of Conservation oversees reclamation requirements and issues pertaining to mineral resources.

Stationary Source. A non-mobile source of air pollution such as a power plant, refinery, distribution center, chrome plating facility, dry cleaner, port, rail yard, or manufacturing facility. In San Joaquin County, confined animal facilities are identified as important stationary sources of air emissions.

Storm Runoff. Storm runoff is the surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Stormwater Facilities. Stormwater facilities are systems such as watercourses, constructed channels, storm drains, culverts, and detention/retention facilities that are used for conveyance and/or storage of stormwater runoff.

Stormwater Management. Stormwater management includes functions associated with planning, designing, constructing, maintaining, financing, and regulating the facilities (both constructed and natural) that collect, store, control, and/or convey stormwater.

Stormwater System. The stormwater system includes the entire assemblage of stormwater facilities located within a watershed.

Stormwater. Stormwater is precipitation that accumulates in natural and/or constructed storage and stormwater systems during and immediately following a storm event.

Structural Fire. A fire that occurs within a man-made structure.

Subprime loan. A type of loan that is offered at a rate above prime to individuals who do not qualify for prime rate loans.

Subsidence. The sinking of land, usually occurring over broad areas, which typically results from extraction of groundwater, gas, oil, and geothermal energy, or hydrocompaction, peat oxidation, and fault rupture.

Surface Rupture. A crack or breaking of the ground along a fault during an earthquake.

Surface Water. Surface water is water that remains on the surface of the ground, including rivers, lakes, reservoirs, streams, wetlands, impoundments, seas, and estuaries.

Sustainable Communities Strategy (SCS). An element of the Regional Transportation Plan that defines how the region will meet greenhouse gas reduction targets through the integration of land use and transportation.

SWOT. Refers to a “strengths, weaknesses, opportunities and threats analysis,” which helps the City identify strategic issues that should be addressed in the City’s business marketing program.

Target Industry. An industry recommended as desirable for the City to attempt to develop or attract due to favorable market prospects, location requirements, fiscal benefits or job quality, among other factors.

Taxable Sales. Taxable sales refer to revenues collected by businesses on goods that are subject to state sales tax. Under California law, most goods sold by retail stores are taxable. Exceptions would include groceries, non-prepared meals, and prescription drugs.

Telecommunications Facility. A telecommunications facility is a wireless facility that transmits and/or receives electromagnetic signals. It includes antennas, microwave dishes, horns, and other types of equipment for the transmission or receipt of such signals, telecommunications towers, or similar structures supporting said equipment, equipment buildings, parking area, and other accessory development.

Telecommunications Tower. A telecommunications tower is a structure more than 10 feet tall, built primarily to support one or more telecommunications antennas.

Therm. A unit of heat energy equal to 100,000 British thermal units (BTU). It is approximately the energy equivalent of burning 100 cubic feet of natural gas.

Threat Zone. Threat zones are community regions and rural centers within one and one-quarter miles of continuous wildland fuels equally threatened by a wildfire burning under average to worst fire weather conditions.

303(d) Threatened and Impaired Waters List. Under Section 303(d) of the Clean Water Act (CWA) or Act, states, territories, and authorized tribes are required to develop lists of impaired waters every two years (i.e., Section 303(d) list). The states identify all waters where required pollution controls are not sufficient to attain or maintain applicable water quality standards. States are required to establish priorities for development of TMDLs for waters on the 303(d) List (40C.F.R. §130.7(b)(4)).

Total Maximum Daily Load (TMDL). The sum of the individual wasteload allocations (WLAs) for point sources, load allocations (LAs) for non-point sources and natural background, and a margin of safety (MOS). TMDLs can be expressed in terms of mass per time, toxicity, or other appropriate measures that relate to a state's water quality standard.

Town-Gown. A term used to describe the relationship between a college or university and the adjacent city or town.

Toxicity. The ability to produce injury, illness, or damage to people, domestic animals, or wildlife through ingestion, inhalation, or absorption through the body (e.g., cleaning fluids, pesticides, bleach, drain cleaner).

Traffic Calming. Roadway improvements designed to slow vehicle speeds.

Trails, Linear Parks, and Greenways. Trails, linear parks, and greenways are untraditional parklands that are identified as areas that are linear in nature, and provide a significant connection within the District between parks, schools, neighborhoods, business, and shopping areas. They also preserve natural habitat or cultural features through urban areas or open, undeveloped lands.

Transit-Oriented Development (TOD). A mixed-use, residential, and/or commercial area designed to maximize access to public transportation and often incorporates features to encourage walking and transit ridership.

Transmission and Distribution Lines. Transmission and distribution lines are distribution networks for electricity and natural gas.

Transportation Demand Management (TDM). Transportation programs designed to reduce peak hour vehicle trips, such as carpool and vanpool programs, telecommuting incentives, and financial incentives to use transit.

Tsunami. A series of waves generated in a body of water by a rapid disturbance that vertically displaces the water such as an underwater fault rupture or landslide.

Ultraviolet Radiation (UV). Ultraviolet radiation (UV) is the energy range just beyond the violet end of the visible spectrum. UV radiation is the major energy source for the stratosphere and mesosphere, playing a dominant role in both energy balance and chemical composition.

Urban. Urban is a characteristic of or constitutes a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be nonurban or rural.

Urban Limit Line (ULL). Boundary line that separates areas for urban growth and development from natural open space.

Urban Runoff. Urban Runoff is stormwater from urban areas that tends to contain heavy concentrations of pollutants from vehicles and industry.

Urban Structure. Urban structure includes the physical elements of the urban landscape and includes the natural setting, street patterns, water courses, and overall building placement, height, scale, color, wall types, and prominent views.

Urban Wildfire. A fire occurring within the urban/wildland interface.

Vacant Land: Land that is not actively used for any purpose, including land that is not improved with buildings or site facilities.

Vector. A vector is an organism, such as an insect, that transmits a pathogen from one host to another.

Vector-borne Diseases. Vector-borne diseases are diseases transmitted between hosts by a vector organism such as a mosquito or tick (e.g., malaria).

Vegetation community. A vegetation community is a group of plant species that occupy the same area at the same time, and are associated with a particular group of animal species.

Vehicle Miles Traveled (VMT). The total number of vehicle miles traveled within a specific geographic area over a set period of time.

Vibration Decibels (VdB). Average vibration amplitude is a more appropriate measure for human response as it takes time for the human body to respond. Average particle velocity over

time is zero, so the root-mean-square (RMS) amplitude velocity level, measured in VdB, is used to quantify annoyance.

Vulnerability. Vulnerability is the degree to which a system is exposed to, susceptible to, and (un)able to cope with and adapt to the adverse effects of climate change, including climate variability and extremes.

Waste Discharge Requirements. Waste discharge requirements are issued by the Regional Water Quality Control Board (Regional Board) to govern wastewater discharges to land.

Wastewater Collection System. A wastewater collection system is the totality of the pipes, pump station, manholes, and other facilities that convey untreated (raw) wastewater from the various sources to a wastewater treatment facility.

Wastewater. Wastewater is sewage (either treated or untreated) from residential, commercial, industrial, and institutional sources.

Water Transfer. The sale or exchange of water or water rights among or between individuals or agencies.

Water Year. A term commonly used in hydrology to describe a time period of 12 months. It is defined as the period between October 1st of one year and September 30th of the next.

Watercourse. A watercourse is a lake, stream, creek, channel, stormwater conveyance system, or other topographic feature, over which stormwater flows at least periodically.

Watershed. A watershed is a geographical area which drains to a specified point on a water course, usually a confluence of streams or rivers (also known as a drainage area, catchment, or river basin).

Watt. A watt is an electrical unit of power equal to the rate of energy transfer produced in a circuit by one volt acting through a resistance of 1 ohm; a unit of measurement of resistance.

Wetlands. Wetlands are land with wet, spongy soil, where the water table is at or above the land surface for at least part of the year. Wetlands are characterized by a prevalence of vegetation that is adapted for life in saturated soil conditions. Examples include swamps, bogs, fens, marshes, and estuaries.

Wi-Fi. Wi-Fi is a technology that allows an electronic device to exchange data wirelessly over a computer network.

Wilderness Area. Often known as “wildlands,” a wilderness area is a natural environment that has not been significantly modified by human activity. They are typically undisturbed wild natural areas that do not have developed roads or other types of infrastructure.

Wildland Fire. Any fire occurring in wild land areas.

Wildland. An area in which development is essentially non-existent except for power lines, roads, railroads, and similar transportation facilities. Structures, if any, are widely scattered and are primarily for recreational purposes. Includes large cattle ranches and forests managed for timber production.

Wildland/Urban Interface. The wildland/urban interface is a geographical area identified by the state as a “Fire Hazard Severity Zone” in accordance with the Public Resources Code Sections 4201 through 4204 and Government Code Sections 51175 through 51189, or other areas designated by the enforcing agency to be at a significant risk from wildfires.

Williamson Act. The Act creates an arrangement whereby private landowners contract with counties and cities to voluntarily restrict their land to agricultural and compatible open-space uses. The vehicle for these agreements is a rolling term 10-year contract (i.e., unless either party files a “notice of nonrenewal,” the contract is automatically renewed for an additional year). In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Zoning Ordinance: The adopted zoning and planning regulations of a city or county.

Zoning: Local codes regulating the use and development of property. A zoning ordinance divides a county or city into districts or zones represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Z-score. A Z-Score is a statistical measure that tells how a single data point compares to normal data and describes not only whether a point was above or below average, but how unusual the measurement is.

Common Verbs (Used in Goals, Policies and Implementation Programs)

Adopt. A commitment to pass a law or regulation

Advise. A commitment to recommend as desirable, wise, or prudent.

Advocate. A directive to recommend publically

Allow. A directive to give permission.

Assign. A directive to appoint or transfer responsibility to another agency, organization, or individual.

Assist. A commitment to give support

Avoid. A directive to keep away from.

Collaborate. A commitment to work with another agency or organization.

Concentrate. A commitment to focus.

Consider. A commitment to think carefully about something or pay attention to something in order to make a decision.

Construct. A commitment to build

Convert. A commitment to change into a different form.

Coordinate. A commitment to work with another agency or organization.

Create. A commitment to establish.

Develop. A commitment to advance or make or effective on a firm or stable basis a study, plan, process, or project.

Direct. To manage or guide by advice, helpful information, or instruction.

Discourage. A less rigid directive to be honored in the absence of compelling or contravening considerations. Discourage communicates clear opposition that permits flexibility if circumstances so dictate.

Educate. A directive to teach or provide information.

Encourage. A less rigid directive to be honored in the absence of compelling or contravening considerations. Encourage communicates a clear commitment that permits flexibility if circumstances so dictate.

Enforce. A commitment to maintain and implement rules, laws or regulations.

Ensure. A less rigid directive to be honored in the absence of compelling or contravening considerations. Ensure communicates a clear assurances or guarantees that permits flexibility if circumstances so dictate.

Establish. A directive that communicates a commitment to settle, institute, build, or bring into being on a firm or stable basis.

Evaluate. A commitment to determine the significance, worth or quality of.

Explore. A directive to look into closely.

Focus. A commitment to concentrate.

Identify. A commitment to recognize or establish.

Implement. A commitment to put into effect according to or by means of a definite plan or procedure

Improve. A directive to bring into a more desirable or excellent condition.

Incorporate. A commitment to include.

Invest. A commitment to use, give or devote as for a purpose.

Limit. A directive to confine or keep within.

Maintain. A commitment to keep in an appropriate condition and operation.

Monitor. A commitment to keep track of.

Optimize. A commitment to make as effective and useful as possible or to plan or carryout with maximum efficiency.

Participate. A commitment to be involved in an effort.

Prepare. A commitment to research and produce a report, inventory, study, or evaluation on a particular topic that will assist future policy decisions.

Promote. A commitment to help or encourage to exist or flourish

Prohibit. An unequivocal directive that communicates a mandatory prohibition.

Protect. A commitment to defend or guard from loss.

Provide. A commitment to make available.

Pursue. A commitment to seek to attain or accomplish

Recognize. A commitment to perceive as existing or true

Require. An unequivocal directive that communicates a mandatory requirement.

Review. A commitment to look at.

Seek. A commitment to pursue to attain or accomplish.

Strive. A commitment to make an effort to achieve a desired outcome, without guaranteeing results.

Support. A commitment to agree with, uphold, or advocate another agency's or organization's actions, activities, or programs.

Update. A commitment to bring up to date studies, reports, or plans or agencies, organizations, or individuals by adding or providing new information, making corrections, or setting new direction.

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