

HAYWARD DOWNTOWN SPECIFIC PLAN

City of Hayward, California
Public Hearing Draft | January 2019

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CHAPTER 1

INTRODUCTION

In this chapter...

This chapter describes the planning context, key objectives, and the public outreach program that informed the planning process.

- 1.1 Downtown Specific Plan Overview
- 1.2 Vision and Plan Goals
- 1.3 Key Challenges and Recent Investments
- 1.4 Plan Area Conditions
- 1.5 Public Participation

1.1 DOWNTOWN SPECIFIC PLAN OVERVIEW

The Downtown Specific Plan and Code (Plan or Specific Plan) provides a strategy to achieve the community's vision of a resilient, safe, attractive, and vibrant historic Downtown by clearly outlining an implementation plan, delineating an inclusive, multi-modal circulation system, integrating public open spaces, and establishing new regulations that clearly establish Downtown Hayward as the heart of the City and a destination for visitors and residents.

The Plan guides initiatives and investments that capitalize on the City's unique assets, such as its central location in the Bay Area, its proximity to educational institutions, the Downtown Hayward Bay Area Rapid Transit (BART) station, the beautiful parks, creek and public gardens, the compact street grid, the historic buildings, and the extensive public art. As illustrated on Figure 1.1 (Downtown Specific Plan Area Map), the Plan Area encompasses 320 acres bounded loosely to the west by Grand Street, south by E Street, east by 3rd Street, and north by Hazel Avenue.

The City of Hayward initiated the Specific Plan and Code in August 2016. The project, which also includes the development of a programmatic Environmental Impact Report (EIR), is funded primarily by a grant from the Alameda County Transportation Commission (ACTC). Under California law, specific plans enable a community to articulate a vision for a defined area and develop goals, policies, and implementation strategies to achieve desired outcomes in a coordinated manner. The Downtown Specific Plan and Code aims to implement the goals and policies of the Hayward 2040 General Plan (See Appendix A for the General Plan Consistency Analysis).

Specific Plans

According to California Planning, Zoning and Development Laws (Government Code Section 65450-65457), a Specific Plan shall include:

(1) The distribution, location, and extent of land uses within the plan area.

(2) The proposed distribution, location, and extent and intensity of major components of public and private needed to support the land uses described in the plan.

(3) Development standards and review criteria.

(4) Implementation measures including regulations, programs, projects, and financing measures.

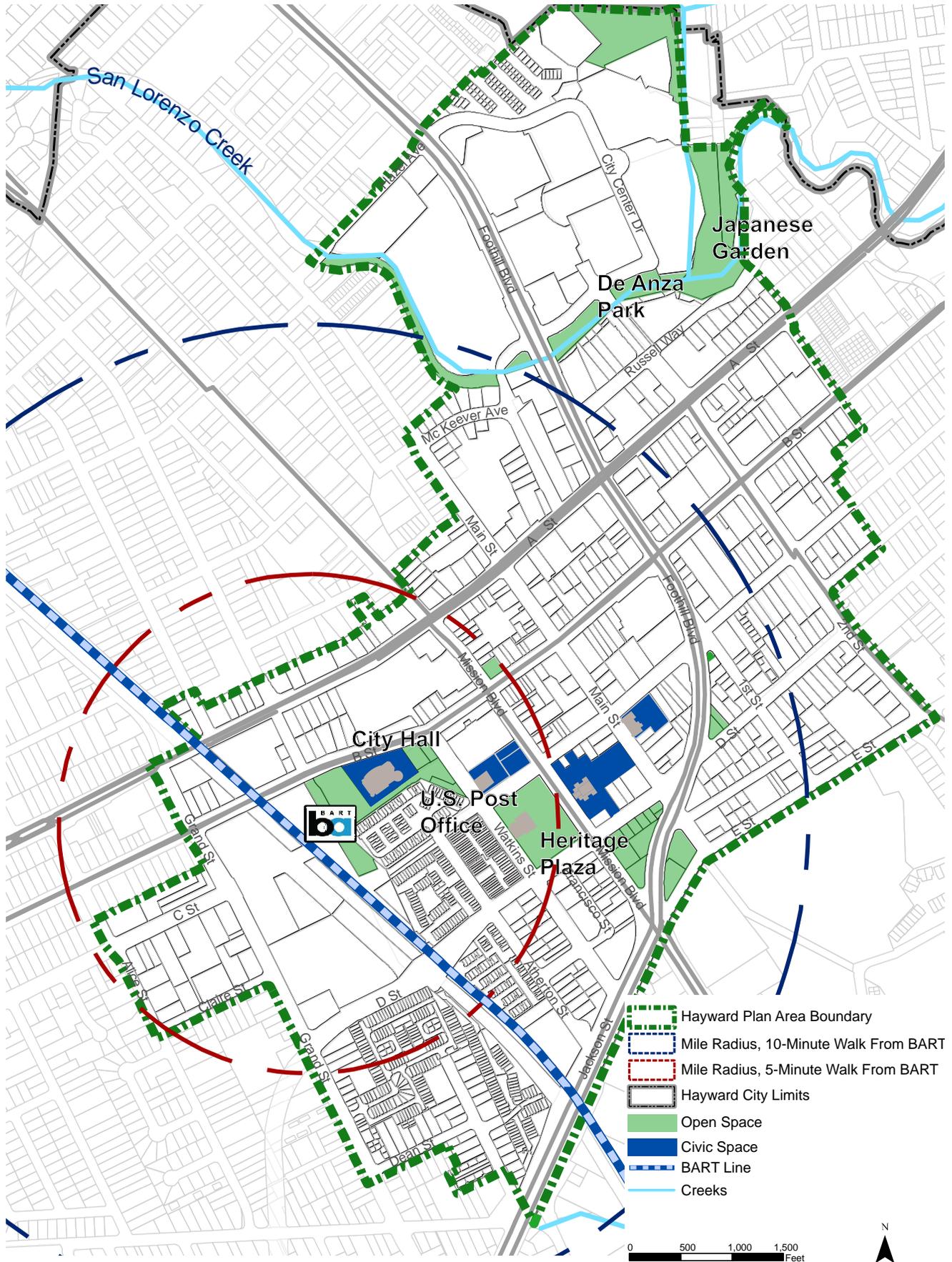


Figure 1.1 Downtown Specific Plan Area Map

1.2 VISION AND PLAN GOALS

The Vision generated through the community engagement effort conveys the overarching intent for future growth and development in Downtown Hayward. Goals are an expression of the end results to be achieved by the Plan, informed by the community's values and long-term aspirations for Downtown Hayward. The goals provide the foundation for the Plan's policies and programs aimed at achieving the Vision, located in Chapter 5 (Implementation).

VISION STATEMENT

Downtown Hayward is a regional destination, celebrated for its distinct history, culture, and diversity; providing shopping, entertainment, and housing options for residents and visitors of all ages and backgrounds; that is accessible by bike, foot, car, and public transit.

1



LAND USE. Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.

2



COMMUNITY DESIGN. Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.

3



HOUSING. A wide variety of housing types are available to meet the economic and physical needs of a diverse population.

4



CIRCULATION. The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

5



TRAVEL DEMAND MANAGEMENT AND PARKING. Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

6



ECONOMIC DEVELOPMENT. Downtown capitalizes on its location in the region, leverages its amenities, and captures more sales tax revenue to become a national model for the revitalization of mid-size cities.

7



INFRASTRUCTURE AND PUBLIC FACILITIES. Public services, community facilities, and utility systems are well maintained, implement Citywide climate change policies, and meet the needs of current and future Downtown residents, businesses, and visitors.

Route 238 Bypass Alternative

Completed in 2013, the Route 238 Bypass Alternative (Bypass Alternative) was designed to ease motor vehicle traffic congestion on State Route 238. The Bypass Alternative facilitates commuters in bypassing heavily congested State Route 238 by cutting through Hayward when traveling north or south between Interstate-580, Interstate-880, San Mateo Bridge, and/or Fremont. The project converted three major streets – Foothill Boulevard, Mission Boulevard and A Street – into a five-lane, one-way loop encompassing six blocks in the middle of Downtown (see Figure below).

The Bypass Alternative is the final proposal to address regional congestion after Caltrans abandoned two previous attempts. First, in the 1960s and 1970s Caltrans planned to develop State Route 238 into a freeway. Then in the 1980s, Caltrans proposed the Hayward Bypass, a 5.3-mile, four-lane expressway from Industrial Park to Interstate 580. The Bypass Alternative, the City's response to the Hayward Bypass, while effective in achieving the initial goals to accommodate high volumes of automobile traffic during peak commute times, has led to unintended consequences. The City, now prioritizing people over cars, seeks to encourage multi-modal transportation.

1.3 KEY CHALLENGES AND RECENT INVESTMENTS

Downtown has operated as the historic center of Hayward and a main commercial node in the Bay Area since the 1880s. Over time, the walkable street grid, on which Downtown was built, has been replaced with a more automobile-centric network of busy streets and large parking lots. The most notable shift occurred when Foothill and Mission Boulevards were redesigned into a highway bypass to accommodate regional traffic (see Side Bar "Route 238 Bypass Alternative"). While the Bypass Alternative was successful in serving regional automobile traffic, resulting higher vehicle speeds created unfriendly pedestrian and bicycle conditions.

However, the challenges facing the Plan Area are complex and not tied to a single factor or event. They are the combined result of shifts in urban economics and policies, including circulation expansions to accommodate traffic and parking, changes in the retail industry, the opening of the Southland Mall, the Great Recession, and the loss of key anchors, such as the Mervyn's Headquarters in 2008, among others.

In recent years, the Downtown has attracted significant investment and launched catalytic revitalization projects, including the mixed-use development at Maple and Main and the Lincoln Landing development at the old Mervyn's Headquarters. In addition, public investment in Hayward's 21st Century Library and Heritage Plaza is an anchor destination in the middle of the historic Downtown. The Downtown also has a Century Theaters on B Street, 60 new senior apartments on A Street, the renovation of the historic Green Shutter Hotel, and other smaller scale projects. The successful Mural Art Program brings together artists, schools, property owners, and the police to increase public art and significantly reduced graffiti-based vandalism. (See Chapter 2 for more details on new investment and opportunities).

To continue these success stories and fulfill Hayward's vision for a dynamic Downtown, the Downtown Specific Plan builds on local strengths such as a strong connection to the region through its BART station, the presence of Chabot College and California State University, East Bay, significant historic resources, parks and open spaces, established local businesses, and provides a road map for fostering economic development, encouraging a growing, diverse population, providing more community amenities and services, and enhancing the arts and culture of Downtown.

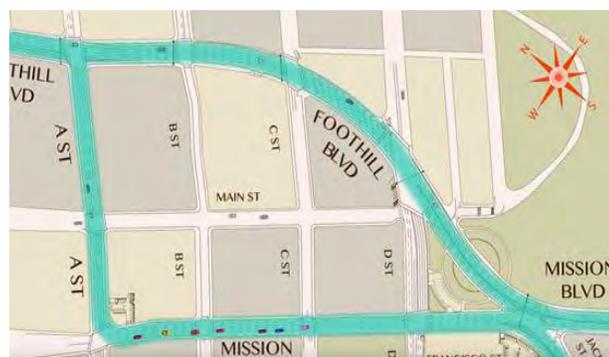


Diagram of the Route 238 Bypass Alternative

1.4 PLAN AREA CONDITIONS

1.4.1 Regional Context

Hayward is strategically located, with easy access to San Francisco, Oakland, and other Bay Area cities by BART and linked to San Mateo and Santa Clara Counties by the San Mateo and Dumbarton bridges (See Figure 1.2). Transit access to San Jose will be provided with the completion of BART’s Silicon Valley extension (anticipated by 2026), providing a stronger and more comprehensive connection with the region. Downtown also has vehicular access to Highways 238 and 580. In addition, the Plan Area is three-fourth miles from the Hayward Amtrak station, eight miles to the Oakland International Airport, and within easy access to the San Francisco International Airport via BART or the San Mateo Bridge.

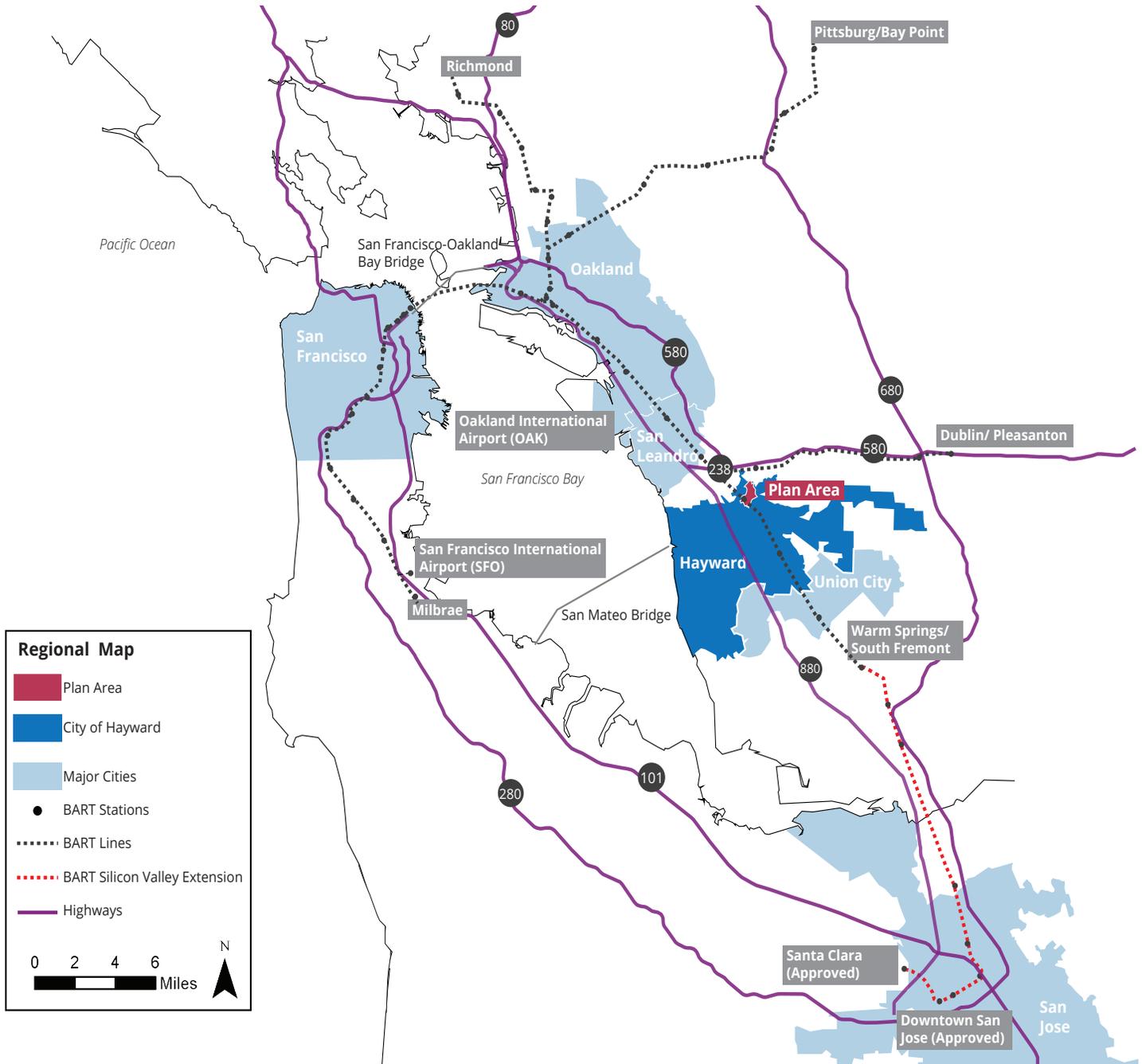
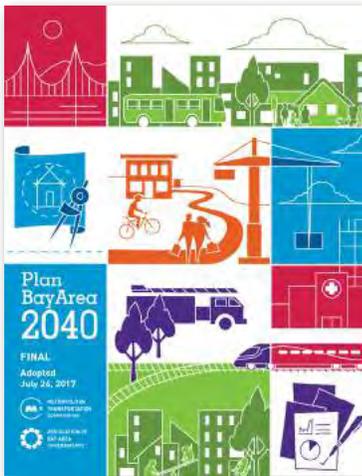


Figure 1.2 Regional Map

Priority Development Area

The Downtown Hayward Priority Development Area (PDA) has been designated a City Center PDA, defined as a sub-regional center of economic and cultural activity served by frequent dedicated regional transit with connections to frequent sub-regional and local service (MTC & ABAG, 2013). Objectives of City Center PDAs are to: reduce greenhouse gas emissions, improve public health, alleviate the housing crisis, and facilitate economic development through coordinated land use and transportation planning.



Plan Bay Area 2040 cover

1.4.2 Demographic Trends

Hayward is the sixth largest city in the San Francisco Bay Area in population with approximately 144,00 residents and is one of the most ethnically and linguistically diverse cities in America. While the Plan Area serves as the city center, it accounts for a relatively small share of the City's population and total number of jobs (see Table 1.A). Median household incomes in the Plan Area are lower than the City and County, and the Downtown is primarily a community of renters with a very low vacancy rate when compared to the rest of the City and County.

TABLE 1.A PLAN AREA POPULATION AND HOUSEHOLDS

	Plan Area	City of Hayward	Alameda County
Population	4,630	144,186	1,510,271
Housing Units	2,290	48,300	582,550
Renter-Occupied	68.7%	46.2%	45.8%
Owner-Occupied	29.1%	48.3%	48%
Vacancy	2.1%	5.6%	6.3%
Jobs	6,300	68,140	694,460
Median Household Income	\$53,566	\$63,587	\$73,722

Source: Plan Bay Area Projections, 2013; ESRI Business Analyst Online as cited by Economic and Planning Systems, Inc., 2015; American Community Survey as cited by Economic and Planning Systems, Inc., 2015

The Association of Bay Area Governments (ABAG) tracks and forecasts the region's demographic and economic trends to inform and guide decision-making in the Bay Area. According to ABAG projections for the Plan Area (See Table 1.B), the population is expected to grow nearly 161 percent in the next 25 years. This Specific Plan accommodates housing and employment growth by adding 3,430 new housing units and 1.9 million square feet of non-residential space such as retail, hospitality, office, and education. The specifics of the development buildout are located Chapter 2 (Land Use and Community Design).

TABLE 1.B ABAG GROWTH PROJECTIONS FOR THE PLAN AREA

	2010	2040	Percentage in Growth
Population	4,630	12,100	161%
Households	2,100	5,730	173%
Jobs	6,300	9,270	47%

Source: Plan Bay Area Projections, 2013.

1.4.3 Local Amenities

There are many local amenities in the Plan Area that contribute to Hayward’s success and make Downtown a great place to live, work, and play. The goals, policies, and programs of the Specific Plan (listed in detail in Chapter 5) seek to build upon and enhance these community assets.

*The Douglas Morrison Theatre, the Hayward Japanese Garden, the San Lorenzo Creek, and De Anza Park provide the Plan Area with open space and recreation opportunities. Managed by the Hayward Area Recreation District, these amenities promote **health and wellness** in the Plan Area.*



*Downtown Hayward already has many **great businesses and restaurants** that have contributed the local economy for decades including Caspers Hot Dogs, the World Famous Turf Club, and Los Compadres. Downtown is also home to the Century at Hayward movie theater.*



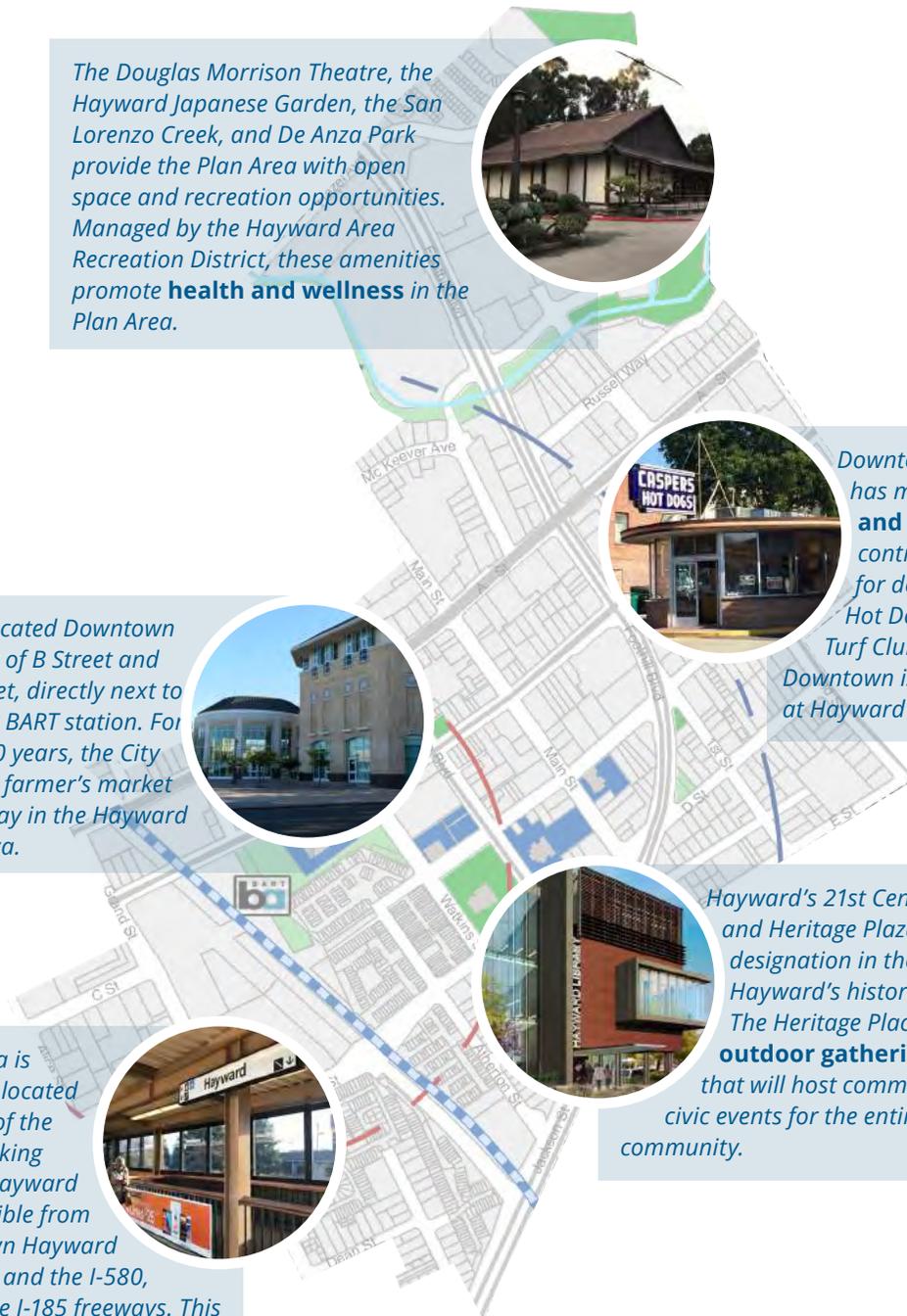
City Hall is located Downtown at the corner of B Street and Watkins Street, directly next to the Hayward BART station. For more than 20 years, the City has hosted a farmer’s market every Saturday in the Hayward City Hall Plaza.



*Hayward’s 21st Century Library and Heritage Plaza will be a designation in the heart of Hayward’s historic district. The Heritage Place create an **outdoor gathering space** that will host community and civic events for the entire Hayward community.*



*The Plan Area is conveniently located in the heart of the East Bay, making Downtown Hayward easily accessible from the Downtown Hayward BART station and the I-580, I-238, and the I-185 freeways. This easy access will help contribute to Hayward becoming a **regional designation**.*



1.4.4 Historic Context

In the 1850s, the East Bay saw a significant population growth that altered land use patterns in the region. As more people settled in the East Bay, Hayward saw a rise in settlers seeking farmland close to San Francisco. In 1852, William Hayward set up a small general store at the corner of A Street and Mission Boulevard. The store became a major stop on the road from Oakland to San Jose, generating commercial development in the region. By the late 1880s, Hayward had grown into a regional center for commerce and growth.

By the 1930s, the commercial core of Hayward had developed at the corner of B Street and Main Street and continued to grow into the next decade. In the Post-World War II era, the City's population increased significantly as people moved into the area seeking family homes. As a result, property values increased and commercial development expanded along Foothill Boulevard. In 1949, the first 16 stores on the Hayward Strip opened, further cementing the City as a commercial hub of the region.

The growing population, doubling in size every decade, changed the community character of Hayward from an agriculturally-focused regional trade center to a suburban bedroom community. To accommodate the growing Hayward population and an increasing autocratic culture, the City sought to expand the transportation network in and out of the East Bay. In the 1950s, Foothill Boulevard was significantly widened to accommodate the increased traffic. In the early 1960s, the Foothill Freeway, also known as the Bypass Alternative, was proposed to connect I-580 and I-680 through Hayward and Fremont. The project ran directly through Downtown and was highly controversial as it destroyed historic buildings and disconnected the area. In 1972, the Hayward BART Station in Downtown was opened to the public, serving to further connect Hayward to the rest of the San Francisco region.

One hundred and forty Downtown buildings are Hayward designated properties with medium to high historic integrity (See Figure 1.3). Ten historic properties are listed on National, State, or local historic registers, which are primarily located along B Street and C Street, between Watkins Street and Foothill Boulevard.



Historic Plan Area street grid, 1879 (Hayward Area Historical Society)



B Street circa 1912 (Hayward Area Historical Society)



B Street circa 1940s (Hayward Area Historical Society)



B Street circa 1940s (Hayward Area Historical Society)

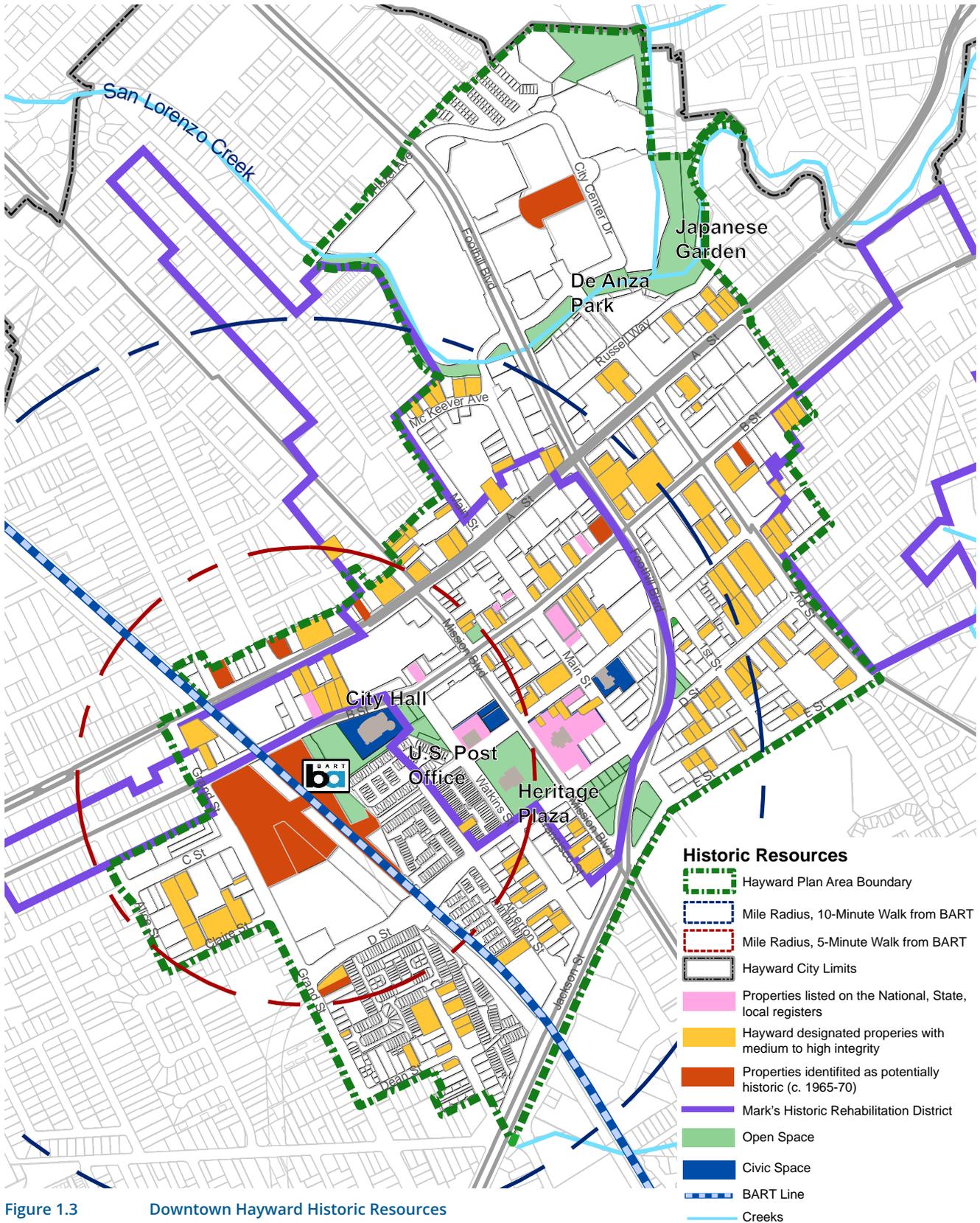


Figure 1.3 Downtown Hayward Historic Resources

Data Source: City of Hayward, 2015; LWC, 2018.

1.4.5 Environmental Context

Hayward represents a unique crossroad of commerce and ecology. Just to the north of the City, the coastal mountain range splits, allowing for a gradual passage east to west from the rich farmland of the central valley to the natural harbors along the Hayward shoreline.

The major topographical feature of the Plan Area is the creek system. The San Lorenzo Creek runs east-west through the northern end of the Plan Area. The Coyote Creek runs north-south between the Japanese Gardens and the adjacent multiple-family residential project, meeting the San Lorenzo Creek in the De Anza Park.

Downtown Hayward sits on the Hayward Fault line, a spur of the Calaveras fault. The fault runs along the base of the coastal mountains from the Niles district of Fremont, through Downtown Hayward, north along the I-580 to I-13 to Berkeley. In Hayward, the fault parallels Mission Boulevard (Figure 1.4 shows where the fault line runs through the Plan Area). The last major earthquake along the fault was recorded in 1868 and reached a magnitude of 6.8. The 1868 Hayward Quake was known as the “Great San Francisco Earthquake” until 1906.



Figure 1.4 Section of the Plan Area that sits on the Hayward Fault line.

1.5 PUBLIC PARTICIPATION

The Consultant Team and City Staff led a multi-faceted public engagement process that involved multiple and diverse opportunities for input from Hayward's community.

1.5.1 Stakeholder Interviews

In January 2017, the consultant team conducted personal interviews with stakeholders comprised of City staff, Task Force members, special interest groups, community members, and business owners to gather information concerning the long-term vision for the Plan Area and to gain insight on opportunities and constraints in achieving that vision. The following top themes emerged from the interviews:

- The Plan Area's potential is diminished by a negative perception held by many visitors and residents;
- Cars travel through the Plan Area at dangerous speeds, resulting in safety concerns;
- The circulation system (e.g. Route 238 Bypass Alternative) is not conducive to a walkable, business-friendly environment;
- The permit process for development and renovations is cumbersome; and
- A greater diversity in businesses, housing, and mixed-use development is needed.

1.5.2 Joint Planning Commission and City Council Work Sessions

Two joint Planning Commission and City Council work sessions were held over the course of the planning process. The purpose of the first work session, held at the beginning of the planning process, was to provide an opportunity for the consultant team to obtain high-level input regarding key topics, issues, and objectives from elected and appointed officials and the public. The second work session was held later in the process and focused on gaining feedback on the Long-Term Vision. Elected and appointed officials and the public had the opportunity to provide input on the community priorities articulated in the Long-Term Vision, as well as development, design, and mobility concepts.



Consultant team during kick-off meeting and site tour



Public workshop held on January 25, 2017

Project Website

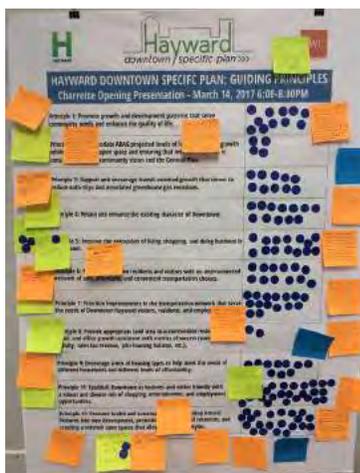
Plan information was posted to the project website over the course of the planning process to keep the public informed, including Plan Goals, the Long-Term Vision, Plan maps, and Task Force meeting presentations and summary notes.



Public workshop held on January 25, 2017

What is a charrette?

A charrette is an intensive planning session that allows the community an opportunity to work directly with land use and transportation planners, and economics and environmental professionals. These sessions provide opportunities for collaboration and ensure the community's substantive participation in the Plan.



Community votes on priorities during design charrette, March 2017

1.5.3 Public Workshops

The consultant team facilitated two community workshops during the planning process.

Workshop 1: Vision

On January 25, 2017, 53 community members attended the first public workshop. The workshop attendees participated in group activities aimed at understanding the community perspective on the vision, opportunities, and constraints of Downtown. Key themes that emerged from the workshop included the need for affordable housing and traffic safety, improved access to transit, improved safety and lighting, preservation of historic character, lack of office space, and better connections in the Plan Area.

Workshop 2: Public Hearing Draft Plan

To be completed after the Public Workshop on January 12, 2019.

Design Charrette

In March 2017, the Consultant Team held a 5-day design charrette with the primary objective to develop a long-term vision for the Plan Area. The week consisted of a series collaborative community workshops, design events, lunch presentations, and meetings.

Over 90 attendees participated in the charrette, including Task Force members, residents, business owners, and special interest groups, including, but not limited to Bike East Bay, Friends of San Lorenzo Creek, Hayward Chamber of Commerce, and the Bay East Association of Realtors.

At the end of the week, the Consultant Team presented the draft Long-Term Vision, a culmination of work conducted throughout the week.

Long Term Vision Survey

In May 2017, the consultant team and the City released an online survey to gather additional feedback on the Long-Term Vision. Input from the questionnaire was used to refine the Long-Term Vision and was considered during the development of goals, policies, and programs contained in this Plan. Questions focused on a range of topics, including community priorities, land use, architectural design, mobility concepts, and implementation strategies. Notable responses included support for increased mixed-use development, retail spaces, pedestrian and bicycle network improvements, lane reduction, and a desire to improve the creek into a public asset.

Downtown Hayward Specific Plan Task Force

The Downtown Hayward Specific Plan Task Force is a 14-member advisory body, acting as a public voice for the community and representing a wide range of stakeholder interests. The Task Force guided the Consultant Team during key points in the Plan development process by providing valuable feedback on project goals and major deliverables (see Table 1.C).

TABLE 1.C TASK FORCE MEETING DESCRIPTIONS	
Meeting Date	Agenda and Objectives
Meeting #1 Project Initiation December 12, 2016	The Consultant Team introduced the project goals, purpose and role of the Task Force, schedule and next steps. This was followed by a discussion of key issues, opportunities, and constraints.
Meeting #2: Community and Character Analysis January 23, 2017	The Consultant Team presented best practices for placemaking and how these can inform the Plan. Discussion points included historic development patterns, transit-oriented communities, walkability, human scale development, and civic spaces.
Meeting #3: Market Analysis February 16, 2017	Meeting #3 focused on market conditions and economics, including demand for commercial and residential space and strategies to spur economic development. Discussion points centered on the retail environment, need for entertainment space, and vacancy issues.
Meeting #4: Preferred Alternative Vision June 5, 2017	Meeting #4 focused on the Long-Term Vision, presenting outcomes of the charrette and results from the Long-Term Vision Survey. The meeting consisted of discussion on all topics covered in the Long-Term Vision, as well as development concepts for the opportunity sites identified at the design charrette .
Meeting #5: Code Diagnosis October 23, 2017	The Consultant Team presented an outline of the Development Code (Code), including issues with the existing Code that may impede implementation of the Long-Term Vision and preliminary recommendations for improvement.
Meeting #6: Administrative Draft Specific Plan January 22, 2018	The Consultant Team presented the draft Plan goals and policies. The Task Force then discussed the draft goals and policies to determine how well they align with the vision and assessing the relative priority level of the policy directions.

Summaries of all Task Force meets were posted on the City website and other online media outlets for community review.

Public Hearings

To be completed after Public Hearings in 2019.



Task Force Meetings



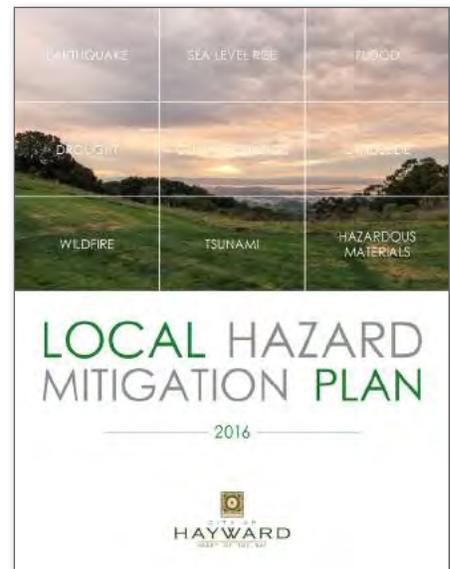
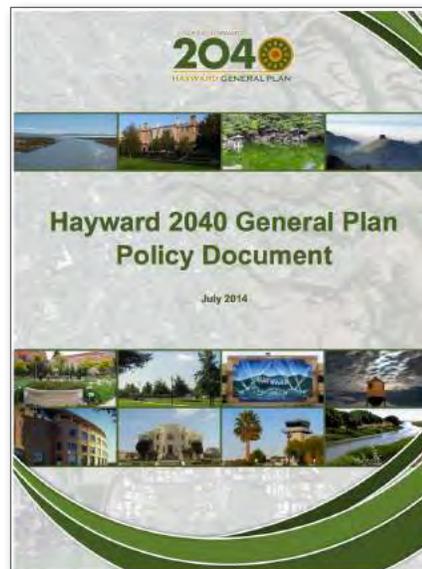
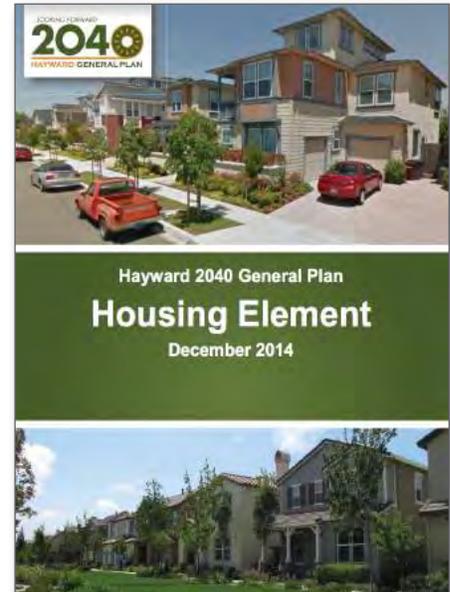
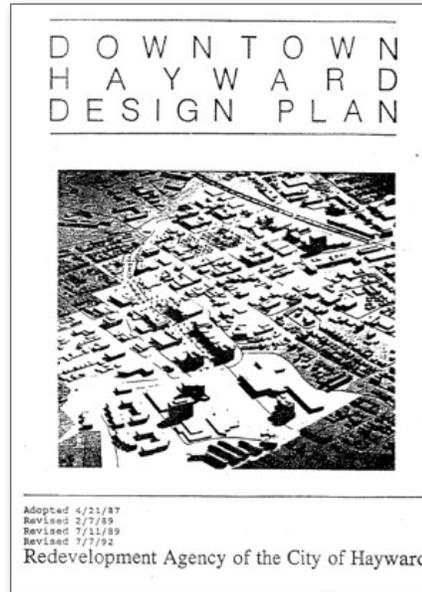
Consultant team working during charrette

Related Plans & Programs

- 1975-2001 *Downtown Hayward Redevelopment Plan*
- 1991 *Downtown Focal Point Master Plan*
- 1992 *Downtown Hayward Core Area Plan*
- 1992 *Downtown Hayward Design Plan*
- 1998 *Amended Downtown Hayward Redevelopment Project*
- 2010 *City of Hayward Urban Water Management Plan*
- 2012 *South Hayward BART Parking & Access Study, by Nelson\Nygaard Consulting Associates, Inc.*
- 2012 *Envision Downtown Hayward, by the Community Planning Lab at Cal Poly State University, San Luis Obispo*
- 2014 *Hayward City Center Feasibility Study, by Economic Planning Systems, Inc.*
- 2016 *City of Hayward Local Hazard Mitigation Plan*
- 2040 *City of Hayward General Plan*
- *Plan Bay Area 2040 by the Association of Bay Area Governments (2017 Update)*

1.5.4 Related Plans and Programs

Throughout the preparation of the Plan, the following documents were reviewed and referenced to better understand existing conditions, opportunities, potential constraints, and community priorities.



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CHAPTER 2

VISION AND COMMUNITY DESIGN

In this chapter...

This Chapter summarizes the community's vision for the character and function of the Plan Area and provides a strategy for revitalizing Downtown Hayward through strategic infill projects and improvements that capitalize on the significant assets in the Plan Area.

- 2.1 Introduction
- 2.2 Long-Term Vision
- 2.3 Downtown Land Use Plan



2.1 INTRODUCTION

This Chapter describes the Long-Term Vision (Vision) of the Plan, directed by guiding principals, community goals, and aspirations that were developed through extensive community outreach. The Vision for the Plan Area is to transform Downtown into a vibrant, lively, and walkable destination serving the Hayward community and the larger region.

This Plan acknowledges that the physical design of a space is just as, if not more, important to the perception of a place as the businesses and uses that occupy the buildings. The Plan envisions improvements to the public and private realms to enhance the perception of Downtown as an entertainment hub and to create a place that is safe and comfortable to walk and bike around. The Vision includes direction on the physical character, building design, and intensity of Downtown's commercial and residential areas.

RELEVANT SPECIFIC PLAN GOALS

(See Chapter 5)

- #1 LAND USE.** *Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.*
- #2 COMMUNITY DESIGN.** *Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.*
- #3 HOUSING.** *A wide variety of housing types are available to meet the economic and physical needs of a diverse population.*
- #6 ECONOMIC DEVELOPMENT.** *Downtown capitalizes on its location in the region, leverages its amenities, and captures more sales tax revenue to become a national model for the revitalization of mid-size cities.*

2.2 LONG-TERM VISION

Downtown Hayward is a regional destination, celebrated for its distinct history, culture, and diversity; providing shopping, entertainment, and housing options for residents and visitors of all ages and backgrounds; that is accessible by bike, foot, car, and public transit.

This vision promotes transformative change for Downtown Hayward that will magnify the qualities and character that make Downtown unique in the region, while improving and growing to become an even greater Heart of the Bay, pumping excitement, energy, and opportunity into the City and the region. The Plan vision is based on extensive community input and is guided by the following five community-derived Guiding Principles and is depicted in Figure 2.1(Specific Plan Illustrative Plan):



Promote Downtown as safe, lively, and business friendly

Programming and promotional efforts communicate the welcoming, lively character of Downtown that is reinforced by buildings with active frontages and shopfronts, streetscapes that promote safety and window shopping, and local businesses that both support and are supported by the success of Downtown.



Improve the circulation network to better serve Downtown businesses, residents, and visitors

Thoroughfares in Downtown Hayward range from boulevards to quiet neighborhood streets and sheltered pedestrian paseos. All streets make walking, bicycling, and riding transit safe and comfortable for people of all ages, while a return to a two-way street network emphasizes that Downtown is a destination rather than an area to pass through. (See Chapter 3 for more information on Circulation improvements).



Preserve the history, arts, and culture of Downtown

Downtown Hayward provides an authentic, urban experience through the integration of public services, and cultural and historical amenities along with retail, entertainment, employment, and residential uses. This mix of uses differentiates Downtown Hayward from nearby shopping districts by offering more than just retail and services. The history, arts, and culture of Downtown Hayward support a sense of place by expressing the story of its past, the state of its present, and the City's aspirations for its future.



Build on and enhance natural features and open spaces

Downtown Hayward features diverse outdoor spaces, each connected to the other by pedestrian and cyclist-friendly streetscapes. Natural features and open spaces provide a tangible link to Hayward's cultural and ecological history and make Downtown an intriguing and inviting place by offering a variety of environments and experiences.



Establish Downtown as a regional destination

A diverse mix of uses, a walkable public realm, and a density of population and activity differentiate Downtown Hayward from surrounding communities and position it as the destination of choice for residents, visitors, and employers throughout the region.



With the Vision for the Plan Area, Downtown becomes a distinctive place that is a destination accessible via a diverse array of mobility options. The elements of the built environment that best support this vision are Downtown's streets and connections, public realm and public spaces, and urban form and buildings.

2.2.1 Streets and Connections

Downtown Hayward is a destination, rather than an area to pass through. Transforming the circulation in Downtown to reduce emphasis on automobile traffic moving through the area will reinforce the walkable sense of place that differentiates Downtown Hayward from other regional centers. Mobility enhancements will provide for an active, safe, attractive, and convenient environment that promotes walking, biking, and transit as viable alternatives to driving in Downtown.

People visiting Downtown who arrive via car will find it most convenient to "park once" and walk between destinations. Those who arrive via bicycle will feel comfortable riding on the dedicated bike routes and will find numerous secure places to store their bicycles. And visitors and residents who access Downtown using transit will benefit from an improved BART station plaza that better connects the station with the energized hustle-and-bustle of a thriving Downtown Hayward.

2.2.2 Public Realm and Public Spaces

Downtown Hayward is where the action is, and its public spaces support and promote a variety of activities in Downtown. The revitalized Heritage Plaza across from the 21st Century Library will become an anchor for events. City Hall plaza will help to connect the vibrancy of B Street with the BART station, while small pocket parks provide a quiet place for relaxation and conversation. Trails along the San Lorenzo Creek are improved to create a safe and comfortable connection to nature, while better access to the Japanese Gardens, De Anza Park, and the Douglas Morrison Theatre better connect these iconic civic spaces to Downtown. Each of these places are connected via a high quality pedestrian realm that makes walking and cycling safe and attractive.

2.2.3 Urban Form and Buildings

Downtown Hayward is a significantly walkable, urban center not only for the City but also for the region. The connectivity provided by Downtown's intact street grid is complemented by urban buildings that encourage walkability by activating the sidewalk and defining the public realm. Buildings come up to or near the sidewalk edge and include active frontages such as shopfronts and stoops that bring indoor activity outside. Active building frontages energize the public realm and provide "eyes on the street" to promote safety. Buildings will include a mix of uses to provide activation throughout the day and will be a size and scale that is complementary to walkable environments and that allows for significant job and population growth in Downtown.

2.2.4 Development Program

The Plan calls for significant infill development in Downtown over the next 20 or more years. While land uses are flexible and may vary according to market demand, the Plan Area may approximately accommodate up to 3,430 new housing units and 1.9 million square feet of non-residential space such as retail, hospitality, office, and education. Table 2.A (Development Program) provides a detailed estimate of the buildout potential within the Plan Area.

TABLE 2.A DEVELOPMENT PROGRAM	
Type	Buildout Estimate
Health, Education, and Recreation	814,375 sq. ft.
Other	637,175 sq. ft.
Financial and Professional Services	351,850 sq. ft.
Retail	96,600 sq. ft.
Multi-Family Residential	3,427 units

2.3 DOWNTOWN LAND USE PLAN

Downtown is divided into five placetypes (see Figure 2.2) based on existing character, land use, and urban form. The Plan uses these placetypes to present the vision, proposed building form, land use, and public realm improvements that makeup the Land Use Plan (see Figure 2.2) for the Plan Area.





Mixed-Use Gateway

Located in the northern edge of Downtown, the Mixed-Use Gateway is the entry point into Downtown from neighboring Castro Valley and San Leandro. This area has the potential to provide a significant amount of new residential and commercial uses to support Downtown revitalization and direct visitors to area amenities. The area is roughly bounded to the south and west by the San Lorenzo Creek, to the east by the Japanese Gardens, and to the north by Hazel Avenue. The area encompasses the old City Center and the former Mervyn's headquarters.



Downtown Core

The Downtown Core is the center of Downtown. The area is bounded generally to the south by C Street, to the north by the San Lorenzo creek, to the west by Watkins Street, and includes the properties along Foothill Boulevard to the east. The "heart" of Downtown is B Street, where a majority of restaurants, retail, and entertainment options are located. The Downtown Core is located in the Mark's Historic Rehabilitation District and contains several historic properties.



Downtown Neighborhoods

There are two downtown neighborhoods: **The Urban Neighborhood** is roughly bounded by the San Lorenzo creek, Foothill Boulevard, 3rd Street and E Street. The area is characterized by a mix of housing types and provides opportunity for higher density housing within walking distance to Downtown Core and Mixed Use Gateway. **The Transition Neighborhood** connects the Plan Area to the rest of the City and is bounded by C Street, Watkins Street, Jackson Street, and Grand Street. The area provides a natural transition between low density single family outside of Downtown and the mixed-density residential near the BART station and City Hall.



Station Plaza

The Station Plaza lies to the west of the Downtown Core and includes the area around the Hayward BART station, with the opportunity to support transit-oriented development. It is bounded to the south by C and D Streets, to the east by Watkins Street, to the north by A street, and to the west by Alice Street. Hayward City Hall is also located in this area, with the potential to provide better connection, physically and visually, between the BART station and the rest of Downtown.



Downtown Southern Gateway

The Downtown Southern Gateway is the formal entrance into Downtown from the rest of the City. It is bounded to the south by Jackson Street and E Street, to the east by 1st Street, to the north by C Street, and to the west by Francisco Street. The old City Hall and the Hayward Veterans Memorial are located in this area. This area is the gateway into the Heart of the City and directly links to areas of civic significance such as the new 21st Century Library and future Heritage Plaza.

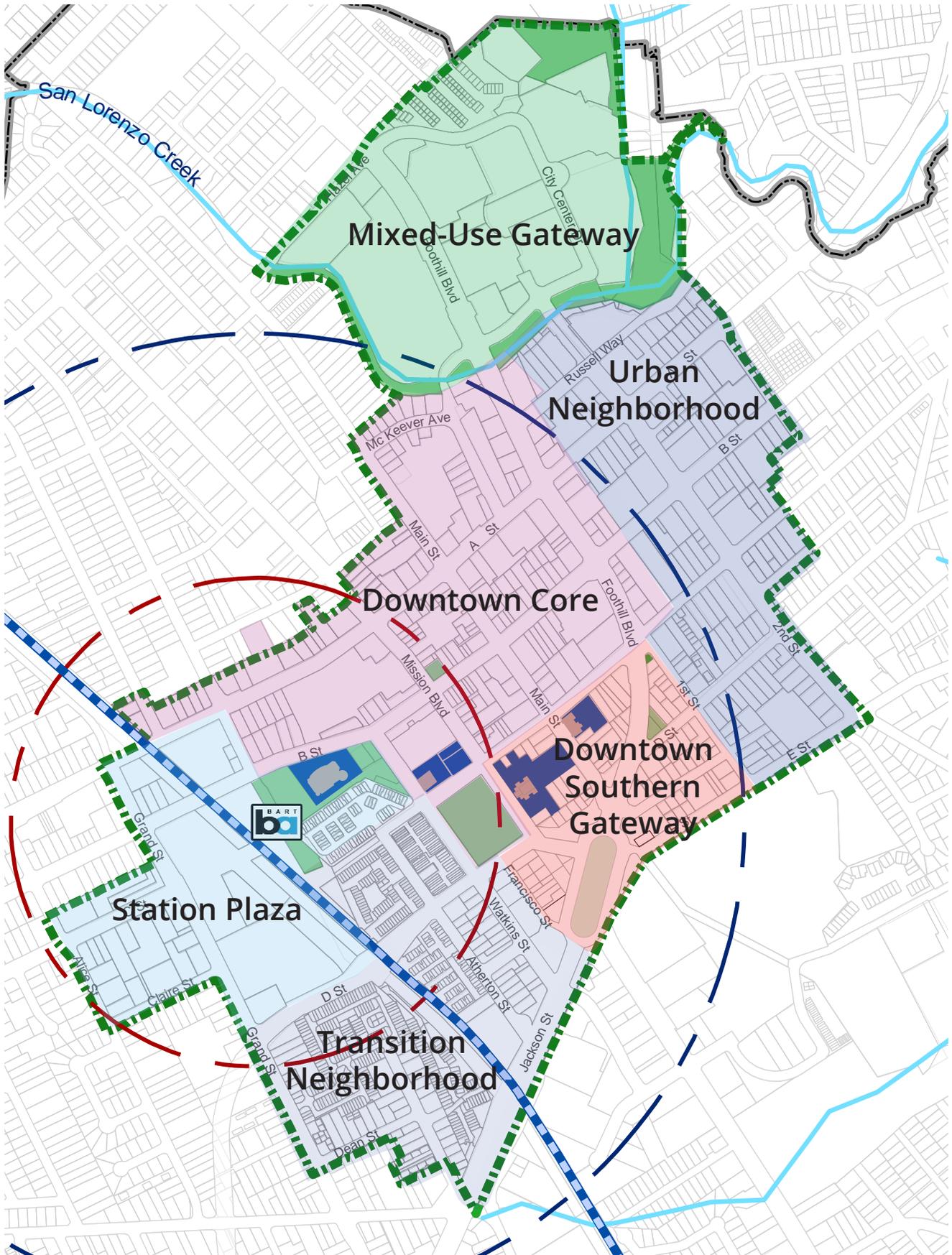


Figure 2.2 Land Use Map

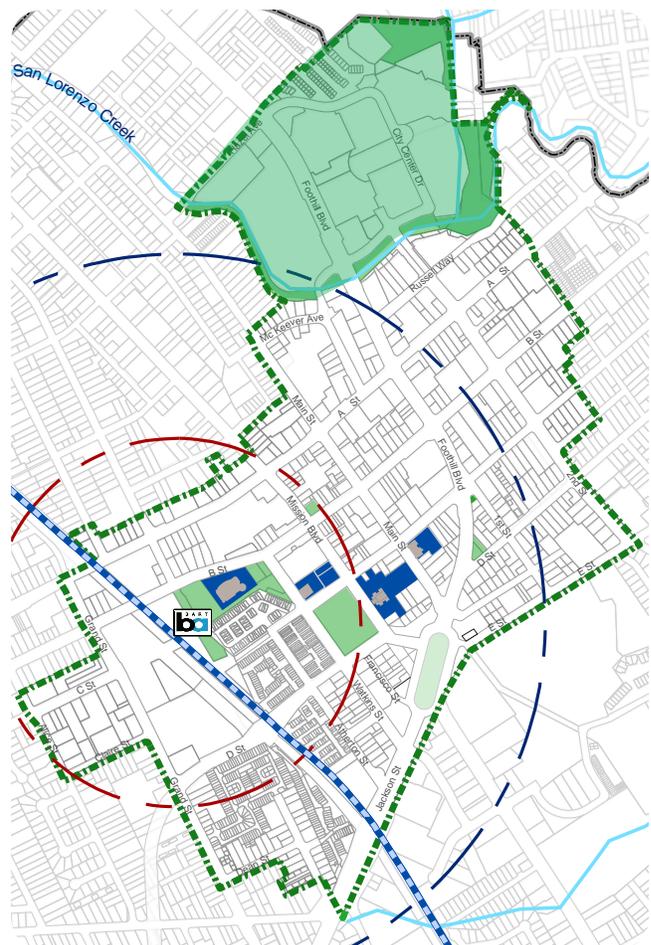
MIXED-USE GATEWAY

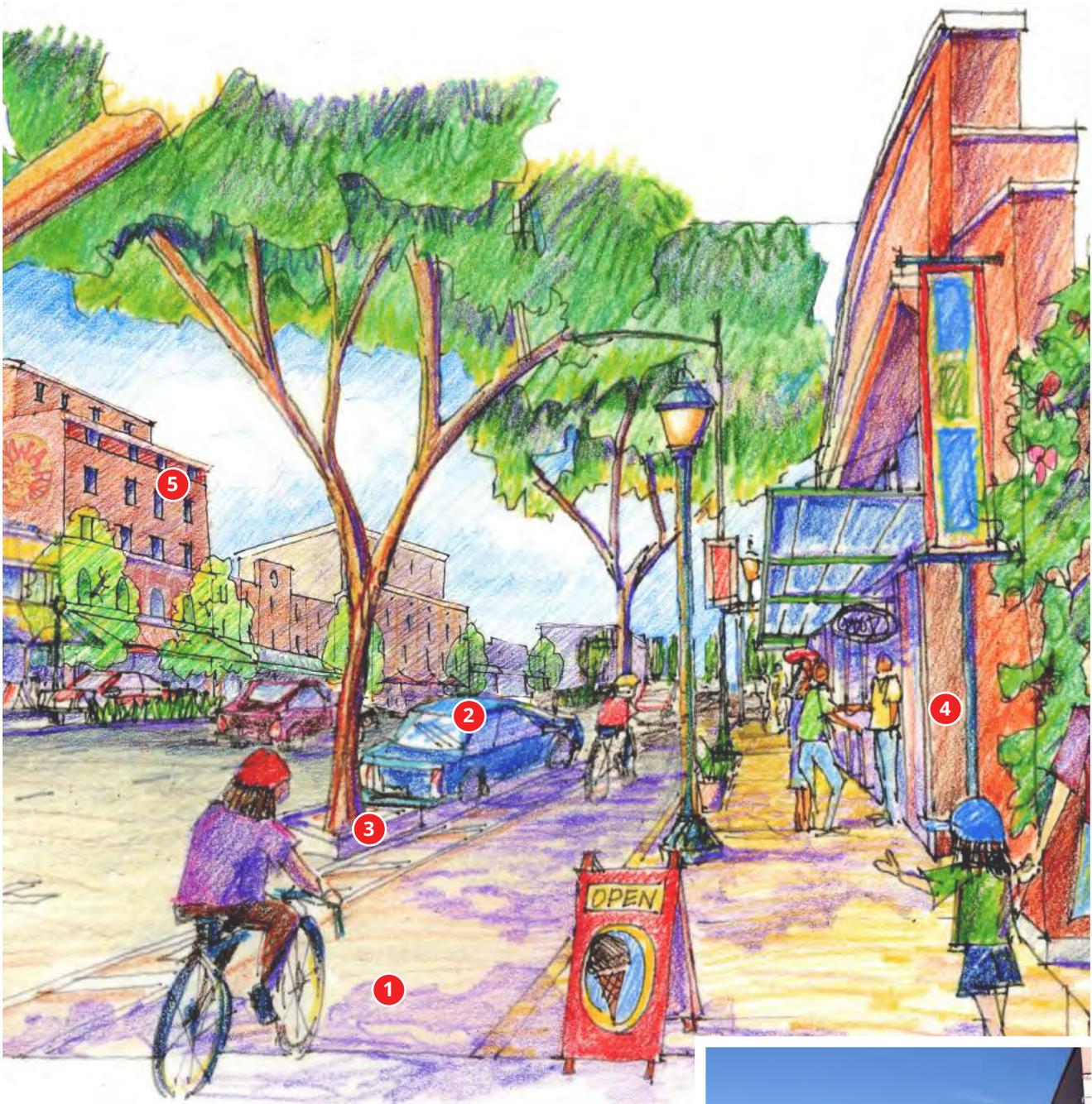
Vision

The area bound by Foothill Boulevard and City Center Drive is transformed from an auto-oriented environment into a dense and vibrant activity center nestled against the San Lorenzo Creek, that serves as a distinctive northern gateway into Downtown Hayward.

The pedestrian-oriented character of this area is reinforced by substantial streetscape improvements along Foothill Boulevard and new, mixed-use buildings with active ground-floor uses anchored around a pedestrian passage punctuated by small civic spaces.

This area provides housing for a substantial residential population within walking distance of Downtown businesses, transit, and amenities, and has the opportunity to become a regional destination with retail, medical, and hotel space.





Rendering of Foothill Boulevard improvements, developed at the March 2017 Design Charrette

- 1 Protected bike lane separates pedestrians from travel lanes
- 2 On- street parking provides additional separation between cars and bikes
- 3 Street trees provide bicycle buffer and shade
- 4 Businesses provide entrances from Foothill Boulevard
- 5 New five to seven story mixed-use buildings define the public realm and provide “eyes on the street”



Existing Conditions



Diagram is illustrative only, showing one example of potential site configuration

Building Form and Use

Mixed-use, residential, and commercial block-form buildings are up to 11 stories. Buildings are articulated to maintain a scale compatible with adjacent and planned residential uses. Upper-floor height stepbacks reduce overall bulk and mass.

This area is developed with a range of uses, specifically high density residential, office, retail, restaurant, and entertainment. There is opportunity for new hotel or conference spaces. Active ground floor uses, such as restaurants and retail, are required along Foothill Boulevard to promote pedestrian activity.

- 1** New buildings located at the sidewalk along a slip lane for local traffic parallel to Foothill Boulevard contain active ground-floor uses and form a welcoming gateway into Downtown.
- 2** Phased redevelopment of the existing Safeway shopping center enables the introduction of new residential units above ground floor retail and services.
- 3** Existing higher-intensity buildings continue to provide employment opportunities, with improved street-level frontages and non-residential ground floor uses.
- 4** New buildings take advantage of the sloping topography to locate parking below street level by tucking into the hillside and avoiding exposed parking garages by lining them with buildings.
- 5** New 5-11 story block-form buildings provide housing and commercial opportunities within walking distance of Downtown businesses, services and amenities, as well as BART and AC Transit routes.
- 6** Redevelopment sites along the San Lorenzo Creek have two 'fronts' to orient development towards the creek and the street, with active frontages along both to provide greater access to this unique civic amenity, and provide "eyes on the creek" to improve safety.

Public Realm Components

The following improvements help to create a walkable urban gateway into Downtown by signaling to drivers through contextual cues that they are entering an area of high pedestrian activity and to slow down and be alert.

A new mid-block pedestrian connection on Foothill Boulevard midway between Hazel Avenue and City Center Drive provides direct access to new development on the west of Foothill Boulevard and reduces the distance between pedestrian crossings.

Foothill Boulevard, from Hazel Avenue to the San Leandro Creek, is reconfigured with widened sidewalks with lighting, street trees, a slip lane in each direction with parallel parking, protected bike lanes, such as a cycle track, and a landscaped median.

A new path along through the center of the area becomes an opportunity for civic space. Commercial shopfronts and residential uses are oriented toward new and existing open space, such as the San Lorenzo

Creek. Residential buildings provide “eyes on the street” to improve pedestrian sense of security.

This large superblock is redeveloped as a pedestrian-friendly center of activity with integrated pedestrian connections that provide direct, visible, and well-marked access to the Hayward Japanese Gardens and the Douglas Morrison Theatre from Foothill Boulevard.

Smaller civic spaces throughout the center of this area draws pedestrians through the site towards the Hayward Japanese Gardens and the Douglas Morrison Theatre and provide informal gathering and leisure space for residents and employees.



Example of building massing and articulation



Example of multi-story mixed use facing main thoroughfare



Example of walkable, two lane streetscape



Example of a pedestrian path and public space on a mixed-use block

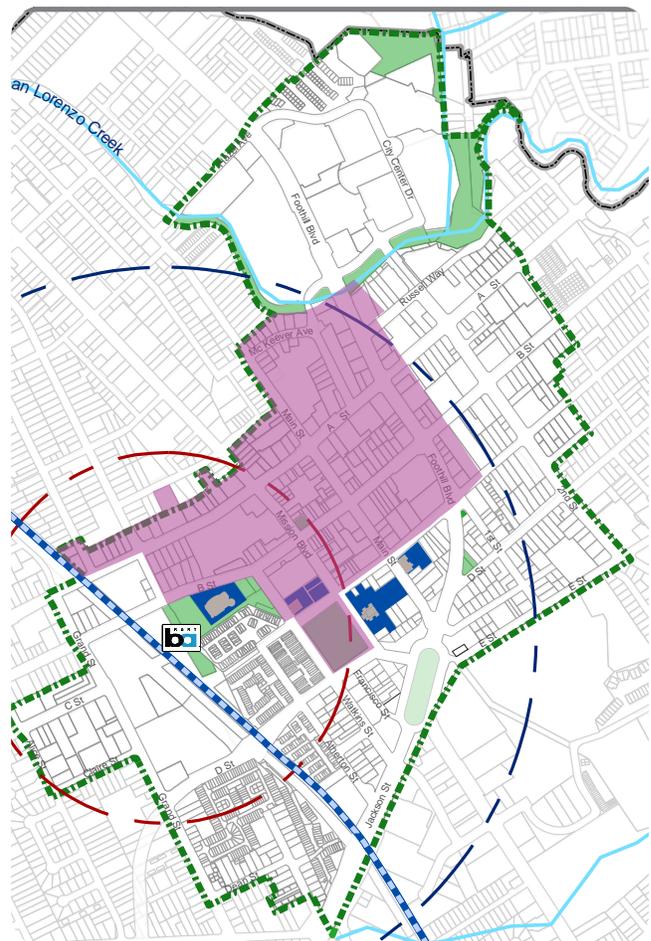
DOWNTOWN CORE

Vision

The Vision builds upon the pedestrian-oriented nature and rich historic character of this area. Recognized as the “Heart of Downtown,” this area provides a variety of retail, restaurant, and entertainment options.

Appropriately-scaled infill development and facade improvements for existing buildings will reinforce the distinct “Main Street” character in this area. New mid-block pedestrian passages improve connectivity and accessibility and provide opportunity for public gathering spaces.

Medium density mixed-use projects provide new opportunities for singles, new families, seniors, and college students to live Downtown, as well as storefronts for new businesses.





Rendering of interior block improvements, developed at the March 2017 Design Charrette

- 1 Businesses with outdoor seating activate the street
- 2 Drive lane transitions to shared multi-modal path
- 3 Infill development replaces parking lot to add development opportunities
- 4 Mixed-use development provides new residential and retail space



Existing Conditions



Diagram is illustrative only, showing one example of potential site configuration

Building Form and Use

Low-rise two to three story block-scale main street buildings are typical in the Downtown Core.

New buildings up to seven stories are designed to reduce perceived building bulk, mass, and height from the street and remain compatible with existing historic structures.

In the long-term, lot consolidation provides larger redevelopment sites to accommodate high-density, mixed-use, residential, office, and retail development.

This area continues to provide a mixture of residential, retail, restaurant, and entertainment uses. Corner lots should have entertainment, restaurants, and retail uses to activate the streetscape. Mid-block ground floor uses include office, service, and residential.

- 1 Center block parking lots are transformed into civic spaces and sites for infill development.
- 2 New buildings fill in vacancies to complete an uninterrupted street wall and improve pedestrian experience when walking along Foothill Boulevard, A Street, and B street.
- 3 Buildings have two frontages, with entrances from the perimeter and center of the block.
- 4 Surface parking lots are replaced with consolidated, space-efficient parking facilities and structures. Parking facilities are located in the interior of the block so they are screened from street view.

Public Realm Components

Streetscape and public realm improvements reclaim the Downtown Core as a walkable center of activity in the region and support increased pedestrian activity at the street level.

A Street, B Street, C Street, Mission Boulevard, and Foothill Boulevard return to two-way to make getting to and around Downtown easier and more direct. (See Chapter 3 for phasing and implementation).

“Complete Streets” improvements reinforce the pedestrian-oriented character of Downtown, provide opportunities for on-street parking, and accommodate new bicycle facilities.

Pedestrian passages — curbsless, very low-volume streets for pedestrians, cyclists, and motorists— break-up longer Downtown blocks and provide more route choices when moving around Downtown.

New pedestrian lighting improves sense of security for pedestrians walking in and around Downtown and to and from BART.

Street trees, benches, and art installations support increased foot-traffic and encourage businesses to provide pedestrian access from the street and outside dining opportunities.

New projects provide small, pedestrian-scaled pocket parks for green relief and informal spaces for relaxing, people-watching, and catching up with friends and coworkers.

Reuse of underutilized surface parking lots as public plazas provides additional civic gathering space.



Example of mixed-use main street building frontage



Example of walkable streetscape along B Street



Example of a pocket park



Example of potential building massing and articulation on large lot

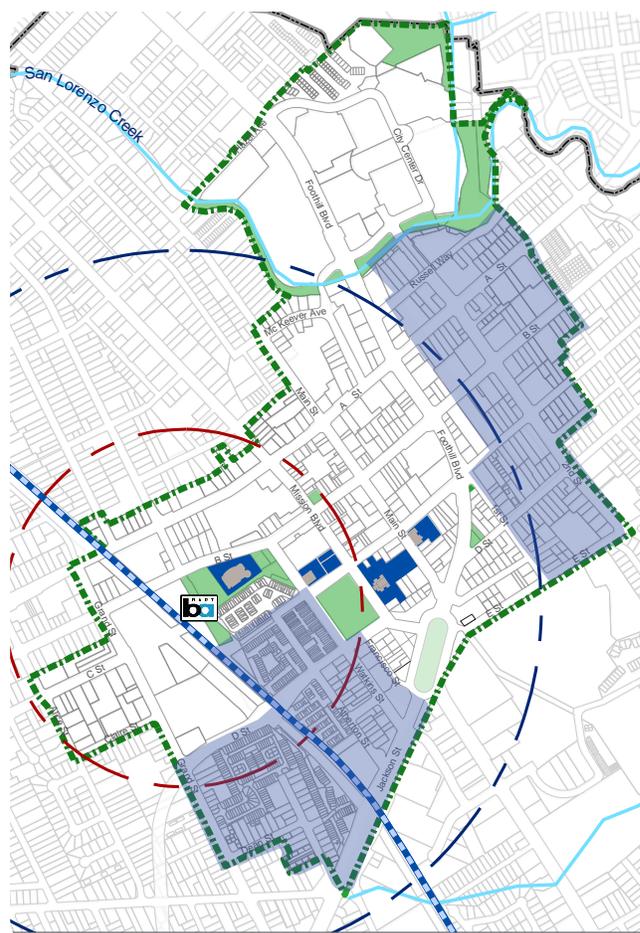
URBAN NEIGHBORHOODS

Vision

The neighborhoods bordering Downtown evolve to provide a variety of housing types at mixed intensities. New residents live within close proximity to the businesses and amenities in Downtown Hayward, and a short walk or bike ride away from BART.

Neighborhoods in the southern end of the Plan Area maintain their existing forms while adding new multi-family uses in building types that fit within the character of the existing neighborhood, such as townhomes, duplexes, and single-family.

Neighborhoods in the northern end of the Plan Area evolve to include a combination of higher intensity urban buildings that are compatible in scale with existing taller buildings along Foothill Boulevard and the Mixed Use Gateway. Mixed-use projects provide housing as well as neighborhood scale commercial, such as restaurants, cafes, small offices, and service uses.





Drawing of an urban neighborhood at A Street and 2nd Street, 2018

- 1 New four to five story buildings provide housing and ground floor commercial
- 2 Street level frontages includes residential stoops and dooryards as well as commercial shopfronts in mixed-use buildings
- 3 Pocket plazas provide neighborhood open spaces
- 4 Buildings are designed to reduce sense of bulk with facade articulation and upper story stepbacks



Existing residential units on C Street in the Transition Neighborhood



Existing buildings and streetscape in the Urban Neighborhood

Building Form and Use

The Transition Neighborhood maintains existing house form and scale.

- Duplexes and small multiplex buildings of up to six units provide additional housing capacity in multi-unit buildings that look like single-unit detached houses.
- Parking for new buildings is located at the rear of the lot so that garages do not dominate street-facing building facades.
- Porch and stoop frontages create a welcoming and community-oriented environment.

The neighborhoods accommodate new medium to high density residential, including duplexes, multi-plexes, townhouses, and apartments.

Where appropriate, small corner stores provide goods and services to the neighborhoods. Uses are designed to encourage compatibility with surrounding lower density uses.

The Urban Neighborhood includes a mix of urban block-scale buildings and house-scale buildings.

- New multiplexes, courtyard buildings, and rowhouse buildings are located along 2nd, A, B, and C Streets.
- Residential buildings feature stoop and dooryard frontages to provide residents with privacy while fostering a pleasant pedestrian environment along building frontages.
- Mixed-use buildings with shopfront frontages provide places to shop and eat locally.
- Small multiplexes, courtyard buildings, and cottage courts with porch and stoop frontages are located along C, D, E, Armstrong, and 1st Streets.

Public Realm Components

All Downtown neighborhoods are highly walkable with “Complete Streets,” whenever possible. Wider streets accommodate pedestrian and cyclist amenities that provide easy, safe, and convenient ways of reaching destinations in Downtown Hayward and beyond.

In the Transition Neighborhood, D Street provides frequent transit service, with stop intervals of 15 minutes or less, improving connections to existing transit routes and Downtown Hayward BART.

On the perimeter, Foothill Boulevard and 2nd Street have protected bike lanes, connecting to the existing bicycle network. Although located outside of the neighborhoods these improvements increase pedestrian and cyclist safety and comfort for residents living in the neighborhoods.

The Bypass Alternative returns to two-way traffic, reducing the need for drivers to cut-through the neighborhoods to avoid the one-way streets or correct course if they miss a turn. (See Chapter 3 for phasing and implementation).

Pocket parks, playgrounds, and community gardens provide neighborhood gathering spaces and green relief for neighborhood residents.

New multi-family projects incorporate common open spaces to serve new residents and supplement larger public parks and open spaces in the Plan Area and surrounding City.



Example of a house-scale multi-plex building on a smaller lot



Example of multi-story residential building on a larger lot



Example of rowhouses designed to look like individual structures



Example of neighborhood playground

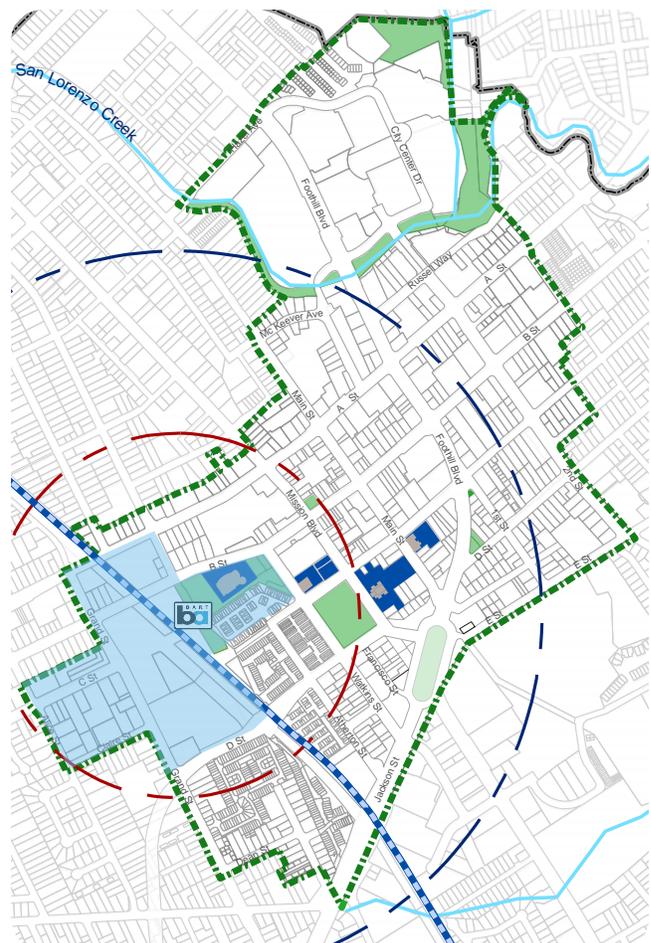
STATION PLAZA

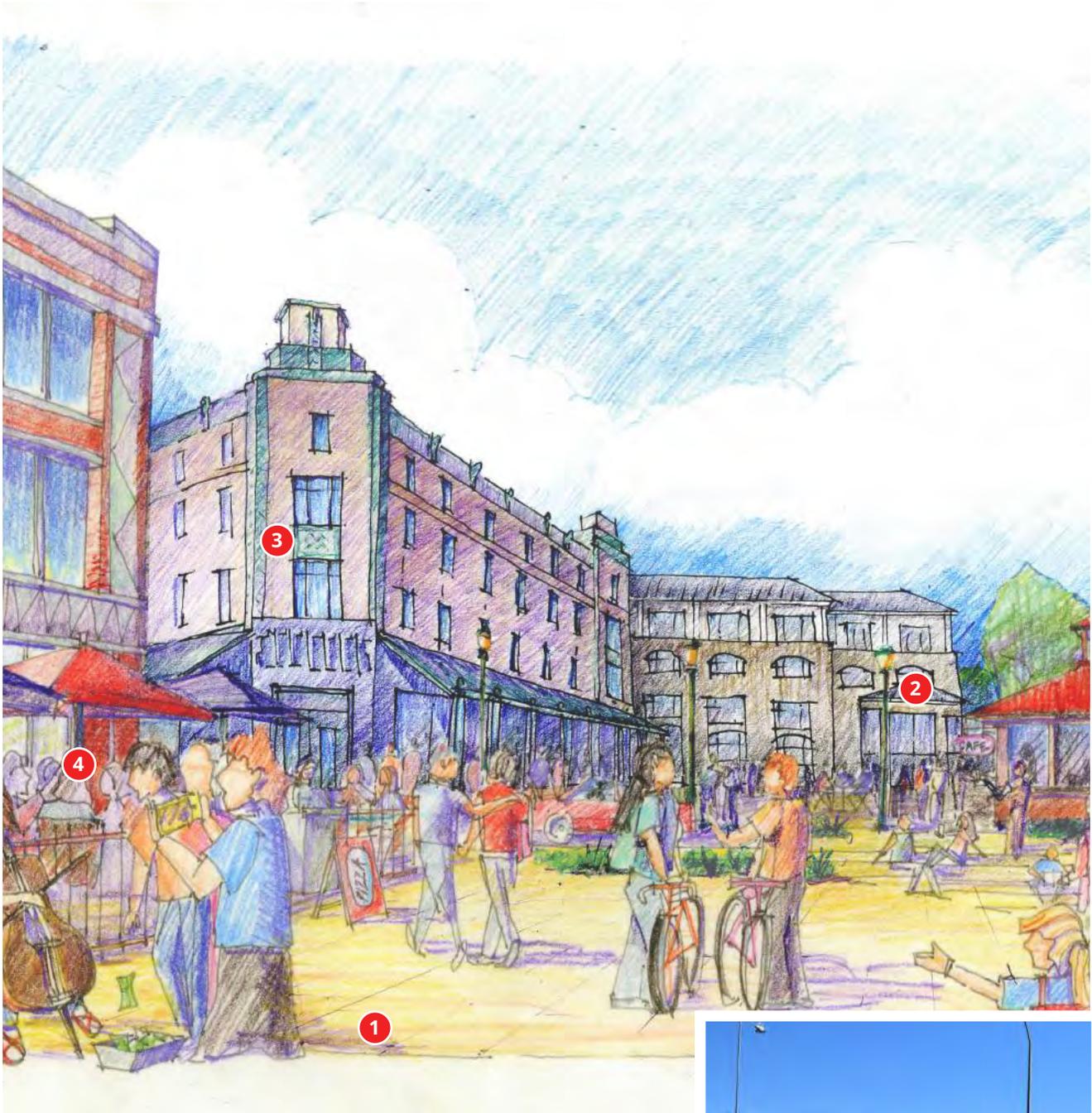
Vision

The area around the Hayward BART station transforms into a dense, transit-oriented, urban center, providing new jobs and housing opportunities within a very short walking distance of bus and rail transit.

The area immediately surrounding the Hayward BART station becomes a welcoming public plaza bordered by new mixed-use buildings which provide a vibrant and positive first impression of Downtown Hayward for residents, visitors, and employees arriving via transit.

As more Downtown residents and visitors live near BART, the existing BART parking garage becomes obsolete and is redeveloped into a mixed-use block with courtyards and outdoor spaces.





Rendering of public plaza near City Hall, developed at the March 2017 Design Charrette

- 1 Public plaza links BART to Downtown, drawing visitors to the Downtown Core
- 2 City hall is a focal point, visible from the BART platform
- 3 Mixed-use infill increases Downtown population and new housing near transit
- 4 Outside dining creates new activity at the street level adding to vibrancy of Downtown life



Existing Conditions



Diagram is illustrative only, showing one example of potential site configuration

Building Form and Use

New block-scale and mid-rise buildings are up to 11 stories. Five to seven story block-form lined buildings at the perimeter reduce the perceived bulk and height taller buildings and help transition adjacent blocks.

This area can accommodate a full range of uses such as office, hotel, residential, retail, and entertainment.

Office and other non-residential uses increase day time population and are well served by the Hayward BART and AC Transit.

- 1** A new 11-story office building, mixed-use development, or hotel on land owned by BART provides employment opportunities near transit and helps activate the Downtown during working hours.
- 2** Existing two-story historic houses accommodate a variety of residential, retail, and service uses.
- 3** New block-form mixed-use buildings frame a new pedestrian plaza connecting the BART station and City Hall. These buildings activate the area, and improve the first-impression of Downtown for transit users, and focuses pedestrian traffic towards Downtown businesses.
- 4** In the long-term, the BART parking garage is redeveloped into a 7-11 story mixed-use block with active and pedestrian-oriented frontages along the street, a series of internal courtyards, and additional housing and employment near transit.
- 5** A smaller building screens the relocated bus transit center from adjacent residential uses, while also activating the streetscape along Grand Street with pedestrian-oriented frontages.
- 6** Buses are relocated to the west side of the station to improve the pedestrian connection between BART and Downtown.

Public Realm Components

A Street returns to two-way traffic and becomes a "Complete Street."

Intersection bulb-outs, crosswalks, and bike facilities on A and B Streets south of the BART making walking and biking into Downtown from the south easier and more attractive.

A reconfigured BART station drop-off includes bus bays relocated to the west side of the tracks, very low speed, curbside shared-space street, and passenger drop-off space adjacent to the BART station.

Bollards and a change in pavement indicate where cars are allowed, and allows the plaza to be perceived as a single grand civic space.

A grand plaza between the BART station and City Hall creates a memorable pedestrian gateway into Downtown to welcome transit riders to the City and provides a positive and welcoming first impression.

The plaza provides unique open spaces bordered by new mixed-use infill buildings with active plaza-level frontages and pedestrian-scale massing and design elements.

Programming activities for public spaces helps to activate parks and plazas, creating a more lively and welcoming atmosphere. Examples include rotating public art exhibits, facilities for outdoor performances, permanent facilities for the Hayward Farmer's Market, and mobile vendors and kiosks.



Example of transit-oriented development and integrated public space



Example of block form mixed-use buildings



Example of public plaza



Example of a mixed-use building framing a public plaza

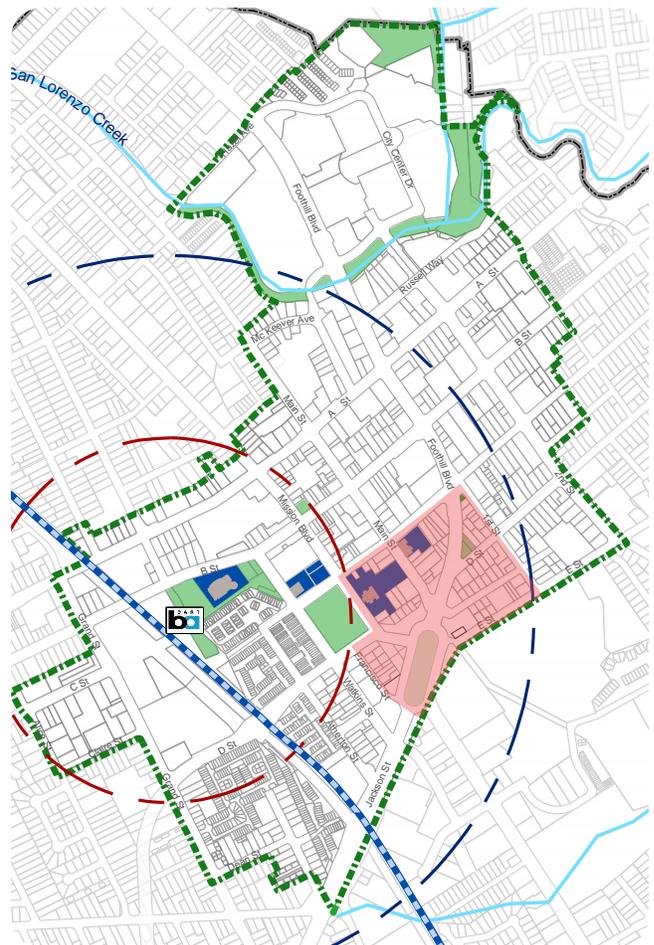
DOWNTOWN SOUTHERN GATEWAY

Vision

The intersections of D Street, Jackson Street, and Foothill Boulevard with Mission Boulevard are transformed into a new southern gateway and center of activity for Downtown Hayward.

An oval roundabout with over 60,000 square feet of new open space in the center provides an attractive area for new development, businesses, and residences, while creating a landmark gateway for Downtown visitors arriving from South Hayward and beyond.

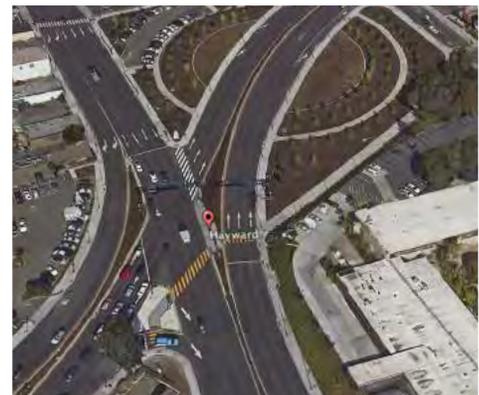
Former right-of-way at the “Five Flags” intersection is reclaimed to create approximately 20,000 square feet of net new development sites. This area is ideal for mid-rise, mixed-use, and residential buildings to support residential and commercial growth Downtown, where possible given location of the Hayward Fault.





Rendering of the new intersection and plaza, developed at the March 2017 Design Charrette

- ① Linear greenway on the fault zone provides connection to Heritage Plaza
- ② Pedestrian crosswalks provide access to the new park and short-cuts across the street
- ③ Former street right-of-way become new buildings provide housing and commercial space
- ④ Center of new roundabout is used as open space



Existing Conditions



Diagram is illustrative only, showing one example of potential site configuration

Building Form and Use

Buildings are up to seven stories tall in the interior. Shorter three to four story buildings help transition to the adjacent neighborhoods to the north, south, and east.

Land uses in the area include residential, mixed use, restaurants, and retail as well as dedicated open space.

Uses along the Hayward Fault must comply with the Alquist-Priolo Fault Act.

- 1 Five to seven story mixed-use, block-form buildings line the roundabout and the interior green space.
- 2 Buildings along the Hayward Fault provide entrances accessible from the park. Ground-floor business uses take advantage of park access and provide outdoor seating and café take-out windows.
- 3 Buildings on rectangular and wedge-shaped lots are designed to maximize frontage along the sidewalk edge to help better define the public realm and reinforce the walkable urban character of Downtown.
- 4 A linear greenway along the Hayward Fault provides a green pedestrian link to the new library and the rest of Downtown and Heritage Plaza.

Public Realm Components

The intersection of Foothill Boulevard and Mission Boulevard is redesigned to improve navigation and to create a landmark gateway at the southern entry to Downtown.

An oval-shaped roundabout includes space for a 60 to 80 foot wide public park in the center, and creates an opportunity for businesses and residences to have frontage along green space.

Complete streets improvements along Foothill Boulevard and Mission Boulevard begin in this area and are extended into the rest of the Plan Area.

Portions of parcels along the Hayward Fault that are unsuitable for occupiable structures according to the Alquist-Priolo Earthquake Fault Zoning Act are gradually converted to linear greenway used as civic space.

A public park located in the center of the oval roundabout provides for passive recreation and may include stormwater infrastructure that is planted with native plants to clean stormwater while offering green relief and opportunities for hands-on ecological education about Hayward's unique position in the Bay Area ecosystem.



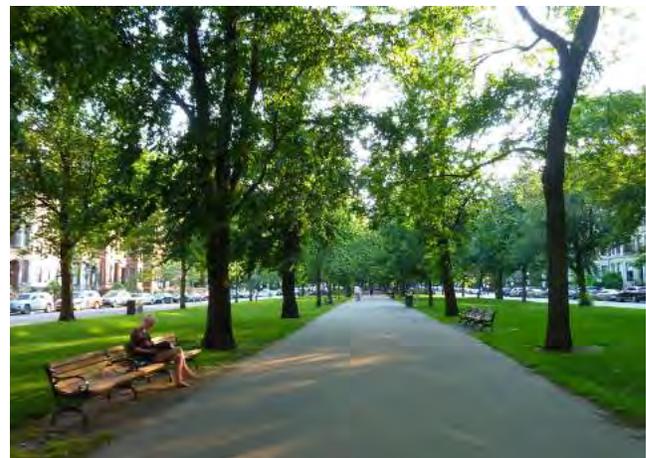
Example of buildings oriented to public open space



Example of urban building form



Example of mid-block infill



Example of urban greenway

Pipeline Projects

Hayward is strategically connected to the Bay Area making Downtown an attractive location for commercial and residential development. City staff is currently working with several developers to bring projects Downtown that will enhance the community, provide new retail and entertainment options, create new jobs, and deliver new housing opportunities. Building on this progress, the Specific Plan creates a unified vision for future development in the Plan Area.

Featured projects shown below are examples of current development activity in the Plan Area.



1 Lincoln Landing

Approved by Council on February 23, 2017, the Lincoln Landing project will bring 476 new apartments and over 80,000 square feet of new commercial space to Downtown. Located six blocks away from the Hayward BART Station at the former Mervyn's headquarters site, this project brings new opportunity into the Mixed-Use Gateway and is Hayward's largest retail development in decades.



Rendering of Lincoln Landing (Dollinger Properties, 2016)

2 Maple & Main

Approved by Council on December 15, 2016, "Maple & Main" a 3.9-acre mixed-use project- consists of 240 market-rate and affordable apartments, over 5,000 square feet of retail space, and 48,000 square feet of office space. This mixed-use projects provides housing options within walking and biking distance to all of Downtown's services and amenities, including Hayward BART, City Hall, restaurants, shopping, and the Century at Hayward movie theater.



Rendering of Maple & Main (Bay Area Property Developers, 2016)

3 City Center Site

Across from Lincoln Landing and home to Hayward City Hall from 1969 to 1998, the City Center site has the potential to contribute to the revitalization of Downtown and establish Hayward as a destination. In December 2017, the City of Hayward entered into an exclusive right to negotiate with Healthcare Development Partners.



Existing conditions at City Center Site, 2018

BART and Transit Oriented Development (TOD)

BART TOD Policies

BART's TOD policy, adopted in 2005 and updated in 2016, promotes high-quality, intensive development around stations. The TOD policy contains six goals by which it measures and evaluates progress: Complete Communities, Sustainable Communities Strategy, Ridership, Value Creation and Capture, Transportation Choice, and Affordability. The TOD policy includes the following targets:

- *Twenty percent minimum affordable housing units per station in new developments, and 35 percent affordable systemwide by 2025*
- *Seven thousand residential units to be produced on BART property, 1,000,000 sq. ft. office/commercial space on BART property, and minimum 75 dwelling units per acre net density threshold as targets by 2025*
- *0.9 average maximum parking space per residential unit by 2025*

BART's TOD policy favors long-term ground leases to the sale of property in joint development projects. The policy also commits BART to working with local jurisdictions in creating transit-supportive station area plans and land use policies.



Exterior of Hayward BART Station



Interior of Hayward BART Station

South Hayward BART Family & Seniors Communities

Two new developments on the site of the former South Hayward BART overflow parking lots showcase BART's TOD policies in action. Alta Mira provides 151 affordable units reserved for residents with annual income that is 30 to 50 percent of the Alameda County area median income. Adjacent to Alta Mira is Cadence, a 206-unit market-rate project. These developments are part of the City's plans for a vibrant, pedestrian-friendly neighborhood, where residents can utilize the full benefits of BART. The collaboration among BART, the City, State, and federal agencies, and private and nonprofit sectors demonstrates a successful partnership promoting TOD.



Rendering of South Hayward BART Family & Senior Apartments (source: <http://www.joneshall.com/project/south-hayward-bart-family-senior-apartments/>)

CHAPTER 3

MOBILITY

In this chapter...

This Chapter summarizes the existing circulation environment and describes the mobility vision for the Plan Area, which includes the physical roadway network and pedestrian, bicycle, transit, and automobile conditions.

- 3.1 Introduction and Setting
- 3.2 Mobility Vision
- 3.3 Proposed Street Design
- 3.4 Parking and Transportation Demand Management

3.1 INTRODUCTION AND SETTING

3.1.1 Introduction

The Specific Plan builds on recent revitalization efforts and repositions the Downtown as a destination and urban core, rather than a bypass for motorists passing through. The Plan envisions Downtown streets as public spaces that are safe and comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a safe speed. By providing safe and convenient walking and biking facilities and supporting better transit service, residents and visitors are more likely to walk, bike, or take transit to their Downtown destinations. Moreover, prioritizing multi-modal mobility and access helps to achieve broader community goals of livability, environmental sustainability, and economic development.

The public right-of-way is the backbone of the public realm, and the design of the public right-of-way profoundly influences not only each person's ability to travel, but also the economic viability of Downtown businesses and the City's quality of life. The proposed circulation network focuses on placemaking by converting one-way streets to two-way streets and using complete street principles to encourage more walking, bicycling, and transit use. Slower travel speeds, landscaping, and wider sidewalks will make walking feel safer and create

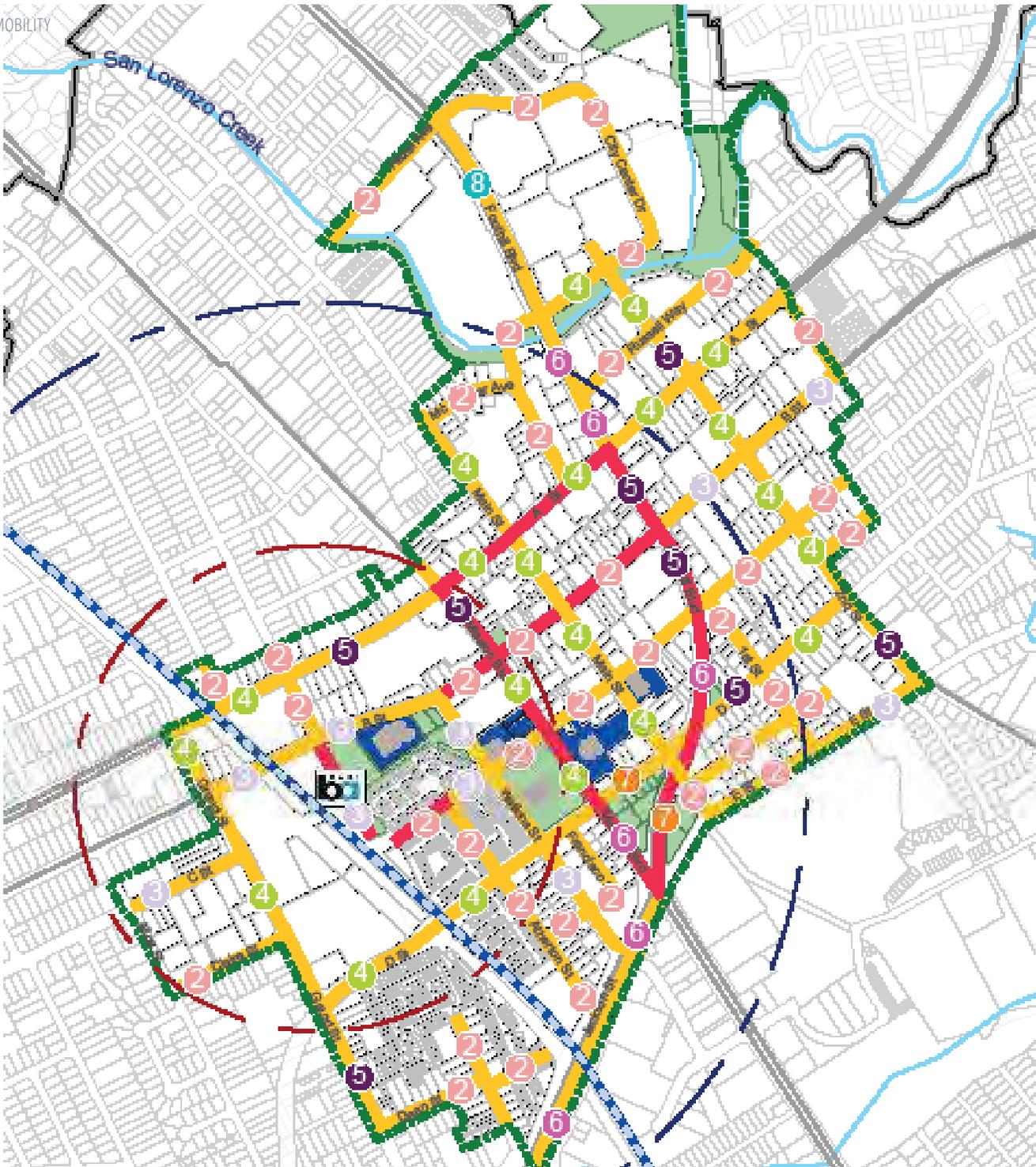
a better pedestrian experience. A well-connected bikeway network will help cyclists safely, directly, and comfortably navigate the Downtown, and streets with transit will prioritize maintaining the speed, reliability, and on-time performance of buses. In addition, parking and transportation demand management strategies in the Plan are designed to be flexible and support a long-term mobility strategy. The overall policy framework will remain viable, and adjust as new buildings are added, blocks are redeveloped, streets are redesigned, and land uses and mobility needs change over time.

RELEVANT SPECIFIC PLAN GOALS

(See Chapter 5)

- #4** **Circulation.** *The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.*
- #5** **Travel Demand Management and Parking.** *Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.*

MOBILITY



Existing Roadway Network

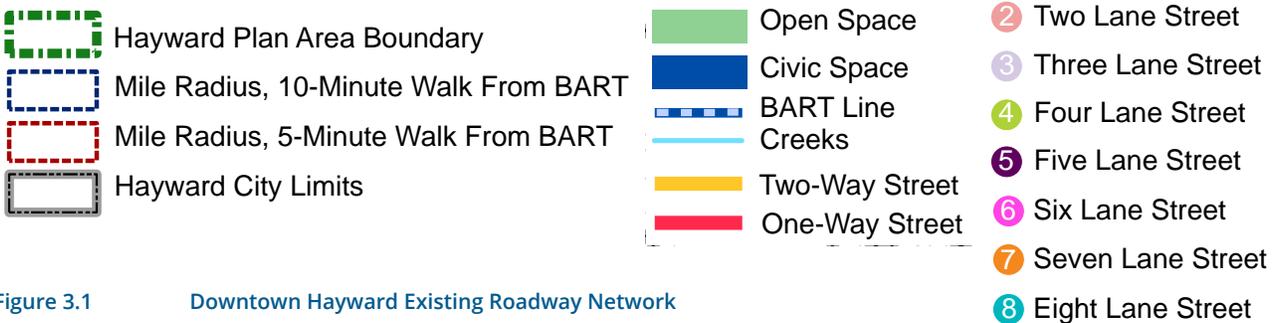


Figure 3.1 Downtown Hayward Existing Roadway Network

3.1.2 Setting

The roadway network is a loose grid serving local and regional trips. From a regional context, adjacent interstates and highways shape the roadway network in the Plan Area, providing access to the South Bay via Interstate 880, the San Francisco Peninsula via State Route 92, the Tri-Valley (Dublin, Pleasanton, and San Ramon) via Interstate 580, and Oakland via Interstate 880 (See Figure 1.2). From a local context, the network in the Plan Area is configured as a mix of two-way streets on the outer edges that surround the core of one-way streets known as the Route 238 Bypass Alternative, comprised of Foothill Boulevard, A Street, and Mission Boulevard (see Figure 3.1).

The Bypass Alternative serves considerable regional pass-through traffic (i.e., traffic with neither origin nor destination in downtown), such as commuters between the Tri-Valley and the San Francisco Peninsula or the South Bay. While the Bypass Alternative's one-way streets improve traffic flow, they may be confusing to users unfamiliar with the area and limit access within the network. In addition, the inherent design of one-way streets

tends to encourage higher vehicular speeds, which may cause conflicts with pedestrians and bicyclists (see Page 1-2 for additional information on the Bypass Alternative).

Some blocks, particularly on B Street, have generous sidewalk widths, healthy street trees, and slow-moving traffic, and perhaps as a result, have succeeded in attracting sidewalk dining, pedestrian-friendly shop fronts, and many people on foot. While basic pedestrian infrastructure exists throughout the Plan Area, several streets have an unappealing environment for pedestrians, and high traffic volume arterial streets (e.g., Foothill Boulevard) have high speeds and long crossing distances for pedestrians. These arterial and collector streets have higher posted speed limits outside of Downtown, and there are few or no physical design elements, other than speed limit signs, that indicate to drivers that speed limits within the Plan Area are reduced to between 25 and 30 miles per hour.

The bicycle network in the Plan Area is mostly comprised of Class III bikeways (i.e., shared lanes with automobiles marked with special roadway markings, such as sharrows). A few streets have



Crosswalk on Foothill Boulevard at City Center Drive



Sidewalk along Foothill Boulevard north of Mission Boulevard



"Please enter from back of parking lot" sign on Foothill Boulevard



A Street approaching Mission Boulevard, with sharrow marking bicycle route

MOBILITY

Class II bikeways (i.e., striped bike lanes) such as D Street and portions of Foothill Boulevard and A Street. There are no Class I bikeways (i.e., bike paths) or Class IV bikeways (i.e., protected bike lanes) within the Plan Area. While people riding bicycles can legally use any local roadway within the Plan Area, users can feel uncomfortable or unsafe doing so.

Local and regional transit providers, such as AC Transit (Alameda-Contra Costa Transit District), BART, Amtrak, Greyhound, and several private shuttles, provide access to the Plan Area. The Plan Area is served by 15 AC Transit bus routes, providing access to and from the Hayward BART station, which serves as an AC Transit transfer point. Despite a rich transit environment, infrequent service may be contributing to low average daily ridership. To help encourage higher ridership in Downtown Hayward, AC Transit has identified improvements to increase service frequency on select corridors.

BART, a regional heavy rail service, connects Hayward to the Bay Area region, including San Francisco, San Mateo, Alameda, and Contra Costa Counties (See Figure 1.2). The Hayward BART station is located in the western portion of the Plan Area and serves the Fremont/Richmond and Fremont/Daly City lines. Most users of the Hayward BART station access it via car. However, proposed improvements from AC Transit discussed above may shift some of this automobile access to transit.

BART has also developed a bicycle plan to identify strategies, such as wayfinding signage, optimizing routes to fare gates, providing bicycle parking, improved lighting, allowing Clipper payment for bike parking, and bikeshare to increase bicycle usage to access BART stations.

The Plan Area is also served by Greyhound Bus Service (located on B Street, across from the Hayward BART station) and shuttles, including the California State University, East Bay shuttle, Visa shuttle, and Genentech shuttle. An Amtrak station is located less than one mile from the Plan Area at Meekland Avenue and B Street.

Data collected from the Hayward Downtown and BART Station Area Parking Management Plan (CDM Smith, January 2018) provides an analysis of public parking occupancy from August 2014 through February 2015. Public parking inventory totals 5,094 parking spaces (2,031 on-street and 3,063 off-street spaces) covering 15 surface lots and three structures. Areas of highest demand are within the core of the Plan Area as well as the BART Catchment Area. Parking occupancy peaks during the weekday between 12:00 p.m. and 1:00 p.m., where overall occupancy for the Plan Area is 45 percent (See Figure 3.2).



Crosswalk on B Street south of Foothill Boulevard

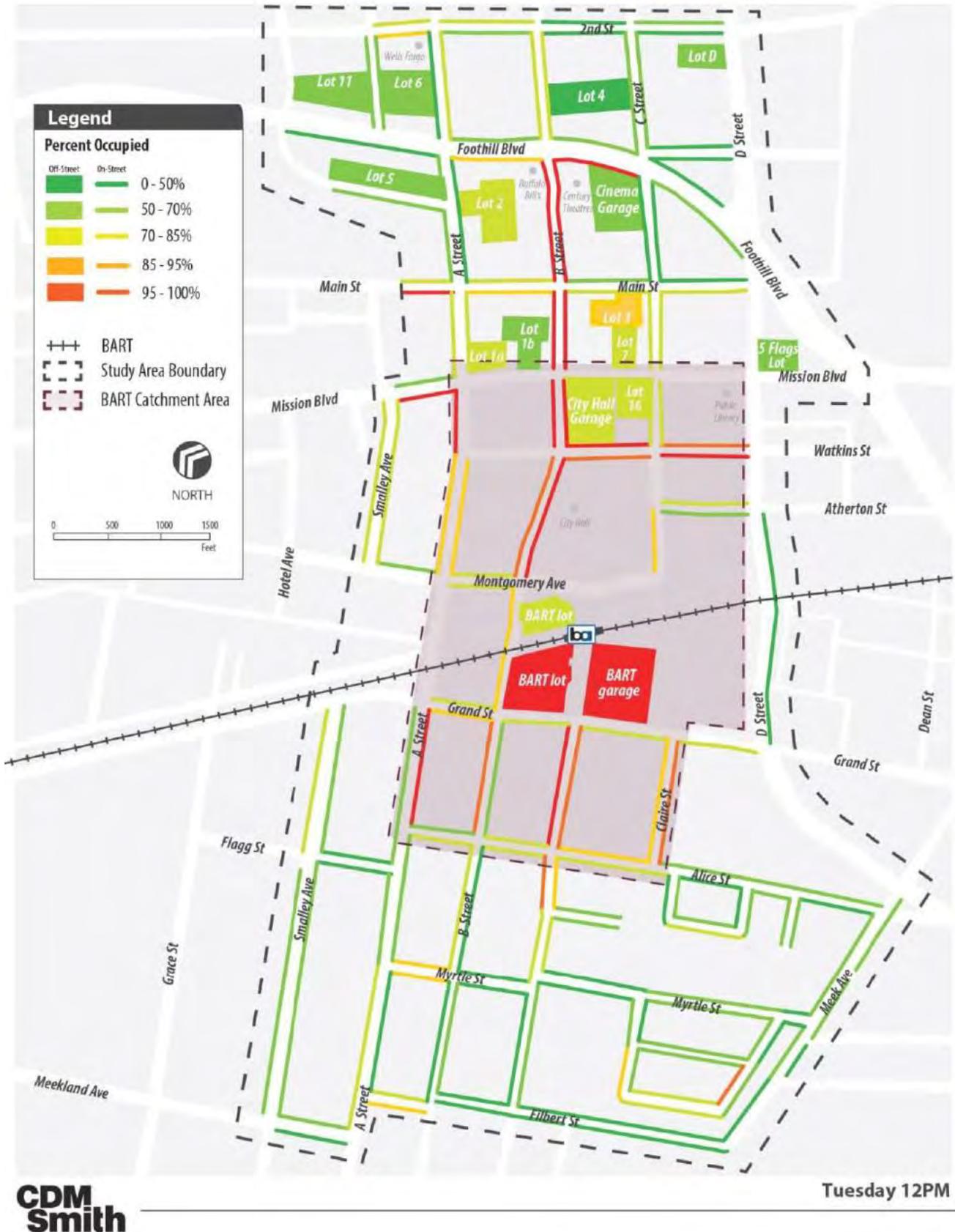


Figure 3.2 Peak Period (Weekday 12:00 p.m.) Parking Occupancy, December 2017

3.2 MOBILITY VISION

Downtown mobility and accessibility can be improved with street network modifications that complete bicycle and pedestrian connections and prioritize transit on key transit corridors. This Section describes the Plan's multimodal approach to transportation and outlines a strategy for implementation that includes short-term, mid-term, long-term, and final buildout components, considering connections among various modes of transportation, including walking, bicycling, public transit, and automobile.

The City recently adopted the Alameda County Central County Complete Streets Design Guidelines (2016). The guidelines demonstrate how to implement complete streets for each street type, for different modal priorities, and for varying contexts.

The Hayward 2040 General Plan serves as the foundation to guide the design of multimodal thoroughfares (i.e., streets, passages, and trails) that result in the creation of "complete streets." Relevant General Plan policies are included in this Chapter for easy reference.

3.2.1 Street Modifications

As shown on Figure 3.3 and pages 3-8 and 3-9, the Plan proposes a range of improvements for street design and streetscape enhancements that prioritize a multi-modal transportation system and encourages more walking, bicycling, and transit use. These improvements include completing work in progress, such as the Main Street Complete Streets project, road diets, converting one-way streets to two-way, adding bike lanes, and more pedestrian amenities. Most of the improvements depend on securing necessary funding, additional design work and community outreach, environmental analysis, and coordination with other City efforts like the Bike and Pedestrian Master Plan update.

To provide a framework for implementation, the major elements have been grouped into four phases discussed below. Detailed pedestrian and bike enhancements have also been identified and prioritized in the short-term. Implementation timeframes are recommendations and may change based on City priority, availability of funding, or timing of other improvements.

Short-term (under 5 years) – The short-term improvements include projects that have a significant amount of design complete and identified funding, such as the Main Street Complete Streets project; high-priority improvements, such as lane reductions and two-way cycle tracks on Foothill Boulevard and Mission Boulevard; and lower cost recommendations, such as a road diet and bike lane on 2nd Street. Temporary measures, such as painting, are used to make incremental progress. Other improvements include a mid-block pedestrian crossing on Foothill Boulevard between City Center Drive and Hazel Avenue as well as other intersection improvements to shorten crossing distance and improve pedestrian connections.

Mid-term (5 to 10 years) –The major infrastructure improvements in the mid-term include converting some one-way streets to two-way streets (A Street, C Street, and 1st Street), realigning channelized turn pockets to shorten crossing distance and reduce turning speeds, and extending bike lanes on Mission Boulevard from "Five Flags" (Intersection of Foothill Boulevard, Mission Boulevard, and Jackson Street) to Industrial Parkway. Converting some streets back to two-way streets is a big step and supports the Plan's emphasis on slowing auto speeds, providing better pedestrian connections, improving livability, and increasing economic activity. Further, two-way streets create more route options for motor vehicles, which supports the City's Emergency Access goal to develop a roadway system that includes multiple alternative routes to ensure the mobility in the event of emergencies.¹

Long-term (11 to 15 years) – The long-term improvements include converting B Street to a two-way street and reconstructing the intersection at Foothill Boulevard, Mission Boulevard and D Street to support future two-way movements on Foothill and Mission Boulevards.

Final Vision Buildout (15+ years) – The long-term vision of the Plan includes converting Foothill and Mission Boulevards to two-way streets and constructing a roundabout at their intersection. The roundabout is envisioned to provide space for plazas, fountains, and events (see Chapter 2 for more details on this area).

¹ Hayward 2040 General Plan, Goal M-4.5: Emergency Access, <https://www.hayward2040generalplan.com/goal/M4>

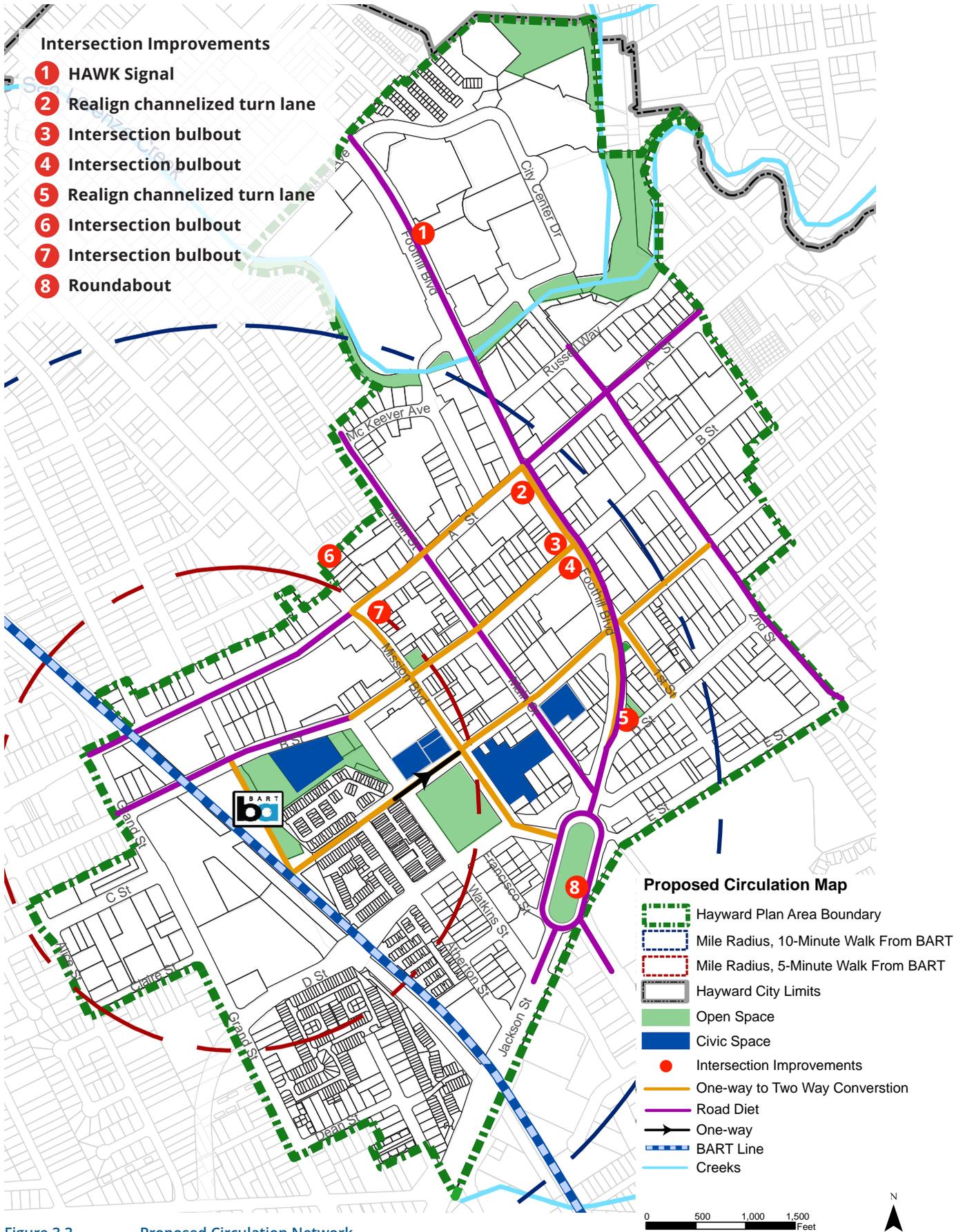


Figure 3.3 Proposed Circulation Network

MOBILITY

Intersection Improvements

PUBLIC REALM ENHANCEMENTS



Bulbouts. Painted bulbouts at corners, other temporary installation.



High-intensity Activated Crosswalk (HAWK) Pedestrian Signal on Foothill



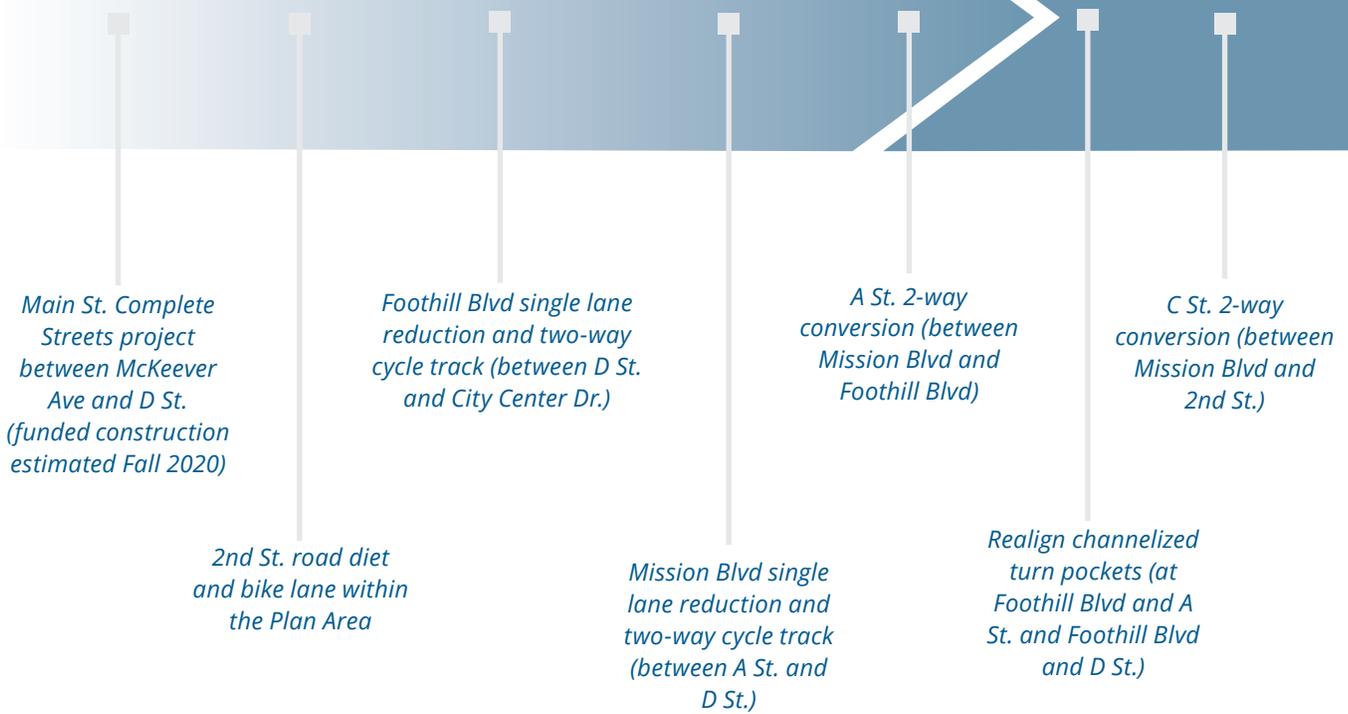
Pedestrian Improvements. Parklets, lighting, benches (work with businesses to target locations)



Bicycle Improvements. Sidewalk bike racks, bike corrals at select parking spaces

See Figure 3.3 (Proposed Circulation Network) for locations of proposed intersection improvements

MAJOR ROADWAY ELEMENTS



Main St. Complete Streets project between McKeever Ave and D St. (funded construction estimated Fall 2020)

2nd St. road diet and bike lane within the Plan Area

Foothill Blvd single lane reduction and two-way cycle track (between D St. and City Center Dr.)

Mission Blvd single lane reduction and two-way cycle track (between A St. and D St.)

A St. 2-way conversion (between Mission Blvd and Foothill Blvd)

Realign channelized turn pockets (at Foothill Blvd and A St. and Foothill Blvd and D St.)

C St. 2-way conversion (between Mission Blvd and 2nd St.)

Short Term
Under 5 Years

Mid Term
5-10 Years



Additional Bike and Pedestrian Improvements. Identify areas for additional bike amenities and pedestrian improvements based on increased foot traffic and bicycle activity



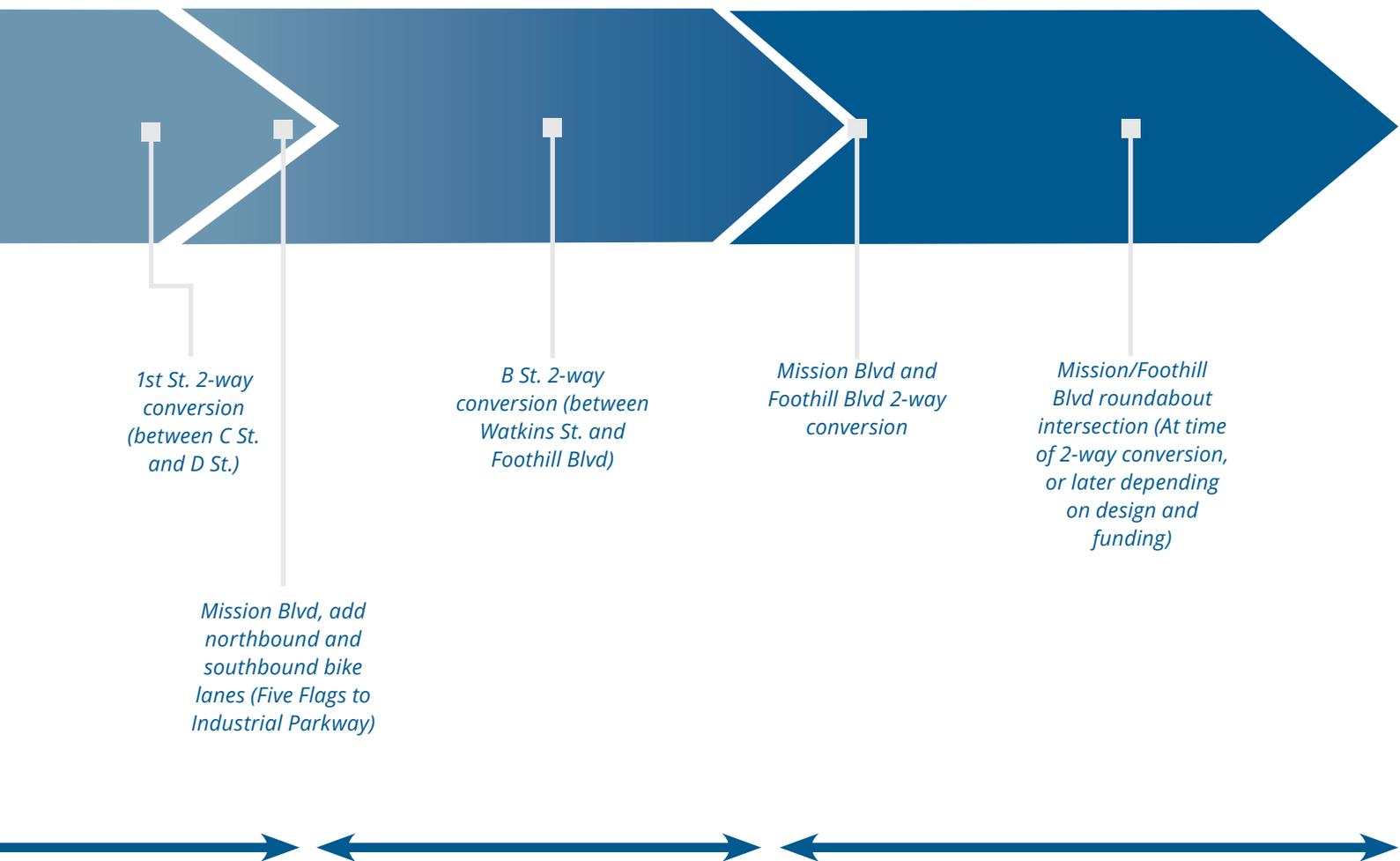
Greening. Greening on Foothill Blvd with additional tree wells and planting strips. {See Section 4.2.5 for recommendations to incorporate green infrastructure into tree wells, planting strips, permanent bulbouts and other ROW improvements}



Median. Median island reconstruction to support 2-way movements in and around Foothill Blvd/Mission Blvd/D St. intersection



Open Space. Plazas, event space and programming of open space



1st St. 2-way conversion (between C St. and D St.)

B St. 2-way conversion (between Watkins St. and Foothill Blvd)

Mission Blvd and Foothill Blvd 2-way conversion

Mission/Foothill Blvd roundabout intersection (At time of 2-way conversion, or later depending on design and funding)

Mission Blvd, add northbound and southbound bike lanes (Five Flags to Industrial Parkway)

Long Term
11-15 Years

Final Vision Buildout
15-20 Years

Relevant General Plan Policies for the Proposed Circulation Network

Policy 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.

Policy 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 street furniture and amenities.*

Policy M-1.2 Multimodal Choices. *The City shall promote development of an integrated, multimodal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

3.2.2 Pedestrian and Bicycle Improvements

Downtown streets should be attractive public spaces that are safe and comfortable for people walking and bicycling. Emphasizing complete streets, defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists by the California Department of Transportation, helps to achieve many community goals related to circulation and quality of life. The proposed pedestrian enhancements and bikeway network will also improve access to transit stops and stations. The proposed bikeway network improvements will change a 10-minute walk from BART to the edge of Downtown into a three-minute bike ride. Key elements of pedestrian and bicycle improvements are discussed below.

Pedestrian Improvements

Many of the recommendations in Figure 3.3 (Proposed Circulation Network) are designed to slow traffic and improve the pedestrian experience through proposed changes to the roadways. These include: the Main Street Complete Streets project, the 2nd Street road diet, recommended short-term

improvements on Foothill Boulevard to slow traffic, converting one-way streets to two-way streets to slow traffic and make crossing the street easier, a HAWK pedestrian signal on Foothill Boulevard just north of City Center Drive, and improving intersections with bulb outs and realigning channelized turn pockets.

However, in addition to the street and intersection improvements, the Plan calls for enhanced pedestrian amenities in the sidewalk zone to create an important transition between the street and the buildings. Typically, in urban environments the sidewalk area has three zones known as the frontage zone, pedestrian through zone, and the furniture zone as shown in Figure 3.4 (Sidewalk Zones). In the furniture zone, the Plan recommends pursuing funding for outdoor seating, lighting, trash receptacles, and landscaping. The Plan also call for pedestrian passages on large sites, working with property owners to rehabilitate shop fronts, and pedestrian oriented frontages on new or significantly remodeled buildings. Because the sidewalks are generally adequate, the Plan focuses on providing parking and bike lane buffers between sidewalks and travel lanes and maintaining current sidewalk widths (see Appendix B for proposed design of street cross sections).



Figure 3.4 Sidewalk Zones

Source: NACTO Urban Street Design Guide

MOBILITY

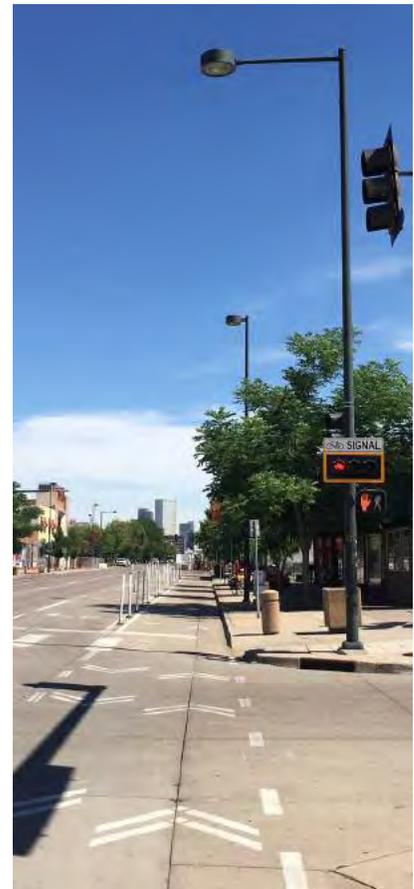
Bikeway Improvements

Creating a successful bikeway network requires more than just adding bike lanes. A great bikeway network is a system of linked bikeways that provide a consistent, low-stress user experience, regardless of whether the person is bicycling on a local residential street or in the Downtown Core. The type of bikeway needed depends on the roadway's characteristics, such as traffic volumes and speeds. Protected bike lanes provide the highest level of safety and include a physical barrier, such as bollards, a curb, or planters that separate the bike lane from the motor vehicle lane. They are typically located on streets with higher traffic volumes and speeds.

By removing travel lanes and reconfiguring streets, as described in the street modifications proposed in Section 3.2.1, the City can add additional bikeways to its Downtown street network, including bike

lanes on Main Street, Mission Boulevard, Foothill Boulevard, 2nd Street, A Street, and C Street. As roadways become more multi-modal, amenities such as short-term and long-term bicycle parking and fix-it stations should be prioritized on streets with major destinations and with the highest number of people bicycling.

The City is currently updating the Bike and Pedestrian Master Plan. The update builds upon the 2007 Bicycle Master Plan to identify opportunities to improve and enhance bicycle and pedestrian infrastructure in Hayward. Upon adoption, the Master Plan will propose bicycle and pedestrian network improvements. City Staff is coordinating these two planning efforts.



Examples of bikeway improvements

Relevant General Plan Policies for the Pedestrian Network

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Relevant General Plan Policies for the Bicycle Network

Policy M-6.2 Encourage Bicycle Use. *The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.*

Policy 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.*

Policy 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.*

Policy M-6.6 Bike Safety for Children. *The City shall support infrastructure and programs that encourage children to bike safely to school.*

Policy 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.*

Policy 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.*

3.2.3 Transit Network and Facility Improvements

Streets with transit should support dependable transit operations through design measures that prioritize maintaining the speed, reliability, and on-time performance of buses. The Alameda County Central Complete Streets Design Guidelines (2016), which support the City's 2040 General Plan Goal M-3 Complete Streets Policy, identifies the following first and second transit-priority streets in the Plan Area:

First Modal Priority Streets

- Mission Boulevard, north of A Street
- Main Street, between A Street and C Street
- Watkins Street, B Street to Fletcher Lane

Second Modal Priority Streets

- Atherton Street, between C Street and D Street
- B Street, between Watkins Street and Grand Street
- B Street, east of Foothill Boulevard
- 1st Street, between D Street and E Street

The Complete Streets Design Guidelines includes best practices for pedestrian and bicycle access and preferred designs for transit priority streets, such as:

- Bus stops should be placed on the far side of the intersection to reduce the time buses waiting for traffic signals, conflicts with right-turning vehicles, and waiting for pedestrians crossings in front of buses.
- Bus stops should have a minimum four-foot of sidewalk clearance in front of the bus shelter, which should be located on a sidewalk with a ten-foot minimum width.
- Bus bulbs eliminate delays to buses from pulling in and out of traffic; they also create designated waiting space for passengers outside of the sidewalk zone.

Alameda County Transportation Commission (ACTC) is exploring short, medium, and long-range transit options as part of the East 14th Street/ Mission and Fremont Boulevard Multimodal Corridor Project, which is currently in progress. The corridor traverses several jurisdictions in Alameda County, including Downtown Hayward. The project will identify specific transit-priority improvements (e.g., queue jump lanes, signal priority, and enhanced bus stops) and pedestrian and bicycle improvements. This Plan identifies Mission Boulevard as a transit-priority street. However, the conceptual street designs presented in this Plan may need to be changed, depending on the results of the Multimodal Corridor Project, which takes a more in-depth look at the corridor's needs.



A Hayward bus shelter



Passenger Terminal at Downtown Hayward BART station



Hayward BART station

Operational Recommendations

The City should continue to work with private developers and AC Transit to explore additional service that supports recommendations from the City's shuttle feasibility study.

AC Transit is working to improve Line 97, one of the 11 high ridership routes in the service area, with Transit Signal Priority (TSP) technology at all signalized intersections, including those on Hesperian Boulevard in Hayward, to reduce bus wait times at red lights. The Intelligent Signal System at signalized intersections on the Line 97 route will also adjust their signal timing based on actual traffic patterns in real time. The system can be updated to adjust to traffic demands as conditions change frequently.

The City should also work with the developers of the Lincoln Landing and the Maple and Main projects (both of which are required to either contribute to a City-operated shuttle or provide their own shuttle service to the Hayward BART station) and developers of future downtown projects to improve transit Downtown.

BART Station Access

The concept for the Station Plaza opportunity site (See Chapter 2) at the BART Station includes relocating the designated bus bays to the west side of the station, while retaining some passenger pickup and drop-off access on the east side of the station. Overall, bus access to this BART station should include the following:

- Integrating bus stops on existing streets adjacent to the station, where feasible, to avoid the delays and congestion of using a bus intermodal;
- Designating bus, shuttle, and passenger pickup/drop-off on both sides of the BART station and both sides of the nearby streets; and
- Maintaining adequate designated curb space for non-transit passenger loading (e.g., for taxis, ride hailing services, and passenger drop off).

Relevant General Plan Policies for the Transit Network

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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).*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy M-7.8 Service Disruptions. *The City shall advise AC Transit of proposed changes in street networks which may affect bus service.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy 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.*

Policy M-4.6 Transit Arterials. *The City shall consider improvements on arterials with transit service to preserve bus operating speeds.*

3.3 PROPOSED STREET DESIGN

The Alameda County Central County Complete Streets Design Guidelines (2016) informed the proposed street designs for Downtown Hayward. However, the Guidelines anticipate that city engineers and planners will need to apply technical expertise and professional judgment in final street designs. This Plan’s proposed designs sometimes differ from the Guidelines, because they are tailored to the specific circumstances, existing and proposed land uses and public spaces, and limited rights-of-way. See Appendix B (Proposed Street Designs) for proposed street designs.

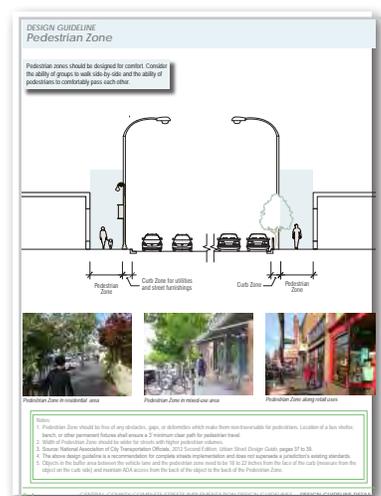
The Plan recommends ten-foot travel lanes depending on the right-of-way, which draw upon the conclusions of National Cooperative Highway Research Program (NCHRP) Report 783, the FHWA’s updated design guidance, and other recent safety research. The NCHRP Report 783 arrived at the following conclusions regarding safety:

- “Chapter 12 (Urban and Suburban Arterials) of the HSM [2010 AASHTO Highway Safety Manual] does not include a CMF [Crash Modification Factor] for lane width on urban and suburban arterials.”
- “Recent research by Potts et al. (23, 24) under NCHRP Project 03-72 found no difference in safety performance for urban and suburban arterials in lane widths ranging from 10 to 12 feet, with only limited exceptions that could represent random effects.”
- “On roadways with speeds of 45 mph or less, there are often good reasons for using narrow lanes as a flexibility measure to obtain other benefits: shorter pedestrian crossing distances, inclusion of turn lanes, medians, bicycle lanes, etc.”
- In summary, the report concludes, on urban and suburban arterial streets, “Lane width does not appear to affect crash frequency or severity.”

Another critical issue is the selection of appropriate design speeds. In the complex environment of city streets – particularly in walkable, transit-oriented districts where a high level of pedestrian activity is both expected and encouraged – adopting a proactive design approach that explicitly focuses on decreasing speeds may be the single most consequential intervention in reducing pedestrian injury and fatality. Design speeds for all streets within the Plan Area should be selected using the concept of target speed. Target speed is the speed that the designer intends for drivers to go, rather than operating speed. The maximum target speed for urban arterial streets should be 35 miles per hour (mph), while the maximum target speed for urban collector or local streets should be 30 mph.

Complete Streets

*Complete streets are planned, designed, operated, and maintained with **all travelers in mind**, including people of all ages and abilities who **walk, drive, bicycle, use transit, travel with mobility aids, or haul freight**. By simply making room for non-auto modes, complete streets **encourage walking, biking, and transit use**, leading to many beneficial secondary impacts (e.g., better air quality, lower rates of obesity, etc.).*



Examples of Street Type Illustrations from the Central County Complete Streets Guidelines

Performance Criteria

Performance criteria is a critical factor in any transportation impact analysis, because it establishes quantitative criteria for evaluating progress toward the City's policy goals. Performance measures are typically used to:

- Improve efficiency of system operations;*
- Manage a given road or corridor;*
- Prioritize funding;*
- Measure impact of new development;*
- Impose development fees; and*
- Report on achievement of various goals.*

3.3.1 Performance Metrics

Currently, the performance criteria for roadways set forth in the City's General Plan Mobility Element includes the use of level of service (LOS). The use of LOS to evaluate Downtown streets is problematic, partially because LOS identifies driver delay as a negative impact, but also because LOS does not take into account delays to transit passengers or people bicycling and walking. As a result, the use of LOS as a performance measure for Downtown streets often encourages projects to focus on reducing delays for single-occupant vehicle drivers, often at the expense of other modes.

The City should exempt projects within the Plan Area from LOS standards. Projects within the Plan Area should instead be required to use vehicle miles traveled (VMT) per capita as a primary metric for evaluating transportation impacts. Several California cities, such as Oakland and San Francisco, have already adopted policies replacing LOS with VMT per capita, and their policies can provide a useful model for Hayward.

3.4 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

The Plan's guiding principles for Parking and Transportation Demand Management (TDM) were developed to support projects in Downtown that will require an integrated and comprehensive package of parking and TDM strategies to stimulate economic development and support a vital and growing Downtown. In alignment with the City's General Plan and based on input from the community, the following are guiding principles for parking and transportation demand management in the Plan Area to:

- Prioritize, support, and facilitate employers' efforts to participate in TDM programs that reduce employee parking demand and single occupancy vehicle travel within the Downtown.
- Make Downtown parking user-friendly – easy to access, easy to understand.
- Improve Downtown parking policies and management to facilitate the efficient use of existing supplies and support Downtown vitality.
- Better understand current and future parking supply and demand, in order to thoughtfully plan for long-term parking and transportation needs.
- Identify sustainable funding to ensure that Downtown public parking is self-supporting.

3.4.1 Parking and Transportation Demand Management Improvements

This Subsection recommends strategies to improve the way that downtown parking facilities and TDM programs and services are managed, regulated, and funded. The goals of the Parking and TDM strategies are described in this Subsection and work within the framework of the City's General Plan.

The strategies described in this Subsection are designed to help make it physically possible and financially feasible to fully realize the long-term vision of the Plan. Some strategies may not need to be implemented in the short-term (e.g., the next one to two years), but will be vital in the mid- to long-term. The Plan includes 18 strategies organized in five main categories, as shown in Table 3.A (Parking Implementation Strategy).

TABLE 3.A PARKING IMPLEMENTATION STRATEGY		
Category	Strategy	Timeframe
1. Regulating Private Development	1A. Establish a Mobility-Friendly In-Lieu Fee Policy	Short-Term
	1B. Update Minimum Parking Standards	Short-Term
	1C. Require Unbundling of Parking Costs from the Cost of Other Goods and Services	Short-Term
	1D. Update Bicycle Parking Standards	Short-Term
	1E. Require Parking Cash-out	Short-Term
2. Improving Transportation Choices	2A. Establish TDM Program including a Commuter Benefits Program (M-8.2 and 8.5) and the Regional TDM Program and TDM Checklist (M-8.8)	Short to Mid-Term
	2B. Establish Carshare and Bikeshare Programs and Facilitate Adoption with Large City Employers	Short to Mid-Term
	2C. Establish a Transportation Management Association	Mid-Term
3. Managing City-Owned Lots and Garages	3A. Establish a Downtown Business Permit Parking Program (BPP)	Short-Term
	3B. Set Lot and Garage Fees That Ensure Availability and Make City-owned Lots and Garages Self-supporting	Mid to Long-Term
	3C. Assess Highest and Best Use of City-Owned Lots and Garages	Short-Term
4. Managing Curb Parking	4A. Time Limits with Active Enforcement	Short-Term
	4B. Establish Downtown Residential Permit Parking (RPP) Program	Short-Term
	4C. Active Parking Enforcement	Short-Term
	4D. Improve Parking Wayfinding Signage	Short to Long-Term
	4E. Set Performance-based Prices for Curb Parking	Long-Term
	4F. Consider Establishing Residential Parking Benefit Districts	Short to Mid-Term
5. Commercial and Passenger Loading	5A. Reduce Congestion on Downtown Roadways by Designating Appropriate Curb Allocation and Management Approaches for Commercial and Passenger Loading Activities	Mid-Term

1. Regulating Private Development

1A. Establish a Mobility-Friendly In-Lieu Fee Policy

Objectives: Establish an In-lieu fee policy to support infill development and invest in mobility improvements in Downtown.

Recommendation: Update and/or amend the City in-lieu fee policy to provide guidance regarding fee setting and fund allocation in the Central Parking District.

1. Fees must be set at a level to encourage active participation by developers and to collect enough funds to do something substantive with those funds.
2. Funds must be set aside for a dedicated purpose, to seed an enterprise fund for the mobility improvements recommended in the Plan Area.

1B. Update Minimum Parking Standards

Objectives: Remove barriers to desired types of new Downtown development and create a healthy market for parking, where parking spaces are bought, sold, rented, and leased like any normal commodity.

Recommendation: Amend the Code to remove minimum parking requirements (for small projects) and reduce minimum parking requirements for projects in areas with high transit accessibility within the Plan Area. (Note: This is implemented in the Downtown Code. See Chapter 6).

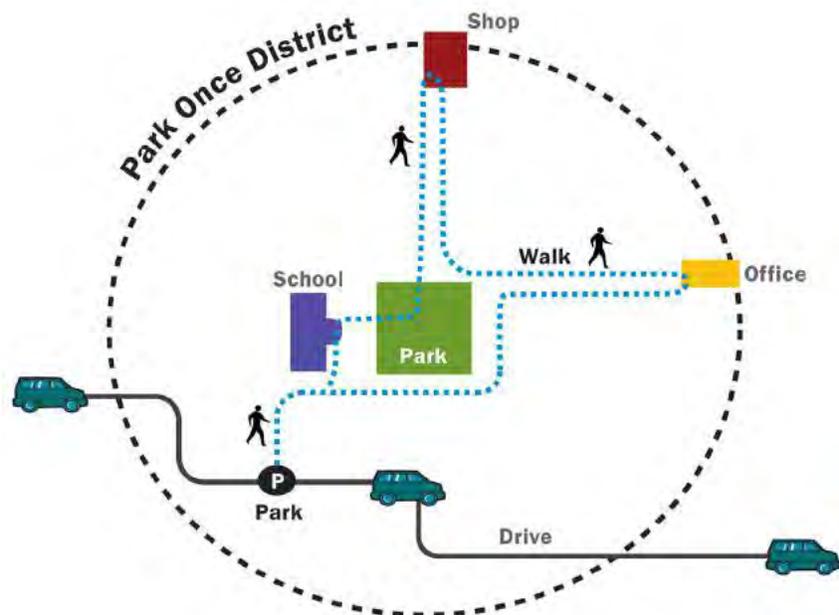
Discussion: For Hayward to realize its goals for the ongoing revitalization of Downtown, the City's parking policies must support those goals.

Minimum parking requirements have emerged as one of the biggest obstacles to many cities' efforts to encourage new residential and commercial development in their transit-oriented districts. Moreover, minimum parking requirements work at cross purposes to virtually all of Hayward's other adopted goals for the Plan Area.

The one useful purpose that minimum parking requirements do currently serve is to prevent spillover parking, the phenomenon of commuters filling up all of the parking spaces on a destination's streets and then spilling over into adjacent areas. However, as the recommendations of the Plan come into effect, time limits and/or performance-based prices for the curb parking in the commercial areas will ensure that ample vacancies exist on the street. In the adjacent residential neighborhoods, the mechanism of Residential Permit Parking and/or Residential Parking Benefit Districts will ensure that unwanted spillover parking is prevented there as well. Once these two key policies have been implemented, imposing minimum parking requirements becomes unnecessary.

Parking Requirements

UCLA professor Donald Shoup explains, "Parking requirements cause great harm: they subsidize cars, distort transportation choices, warp urban form, increase housing costs, burden low-income households, debase urban design, damage the economy, and degrade the environment... [O]ff-street parking requirements also cost a lot of money, although this cost is hidden in higher prices for everything except parking itself."



"Park Once" District Concept

1C. Require Unbundling of Parking Costs from the Cost of Other Goods and Services

Objectives: Increase housing affordability and choice and reduce parking demand and motor vehicle trips.

Recommendation: Require that new projects unbundle the cost of parking from the cost of other goods and services.

Discussion: Many residential and commercial leases in buildings that include off-street parking include the cost of those spaces in the total cost of the lease. Unbundling the cost of parking means separating out the cost of parking from the cost of living or working space, by charging separately for parking. To accomplish this, the City can require that new residential and commercial projects with common parking areas unbundle the full cost of parking from the cost of the property itself, by identifying parking costs as a separate line item in the lease and to allow tenants to lease as few parking spaces as they wish.

1D. Update Bicycle Parking Standards

Objectives: Meet current bicycle parking demand, encourage additional bicycle use, and reduce auto travel for all types of trips (e.g., recreational, commuting, school, etc.).

Recommendation: Amend the City's Code to adopt the Association of Pedestrian and Bicycle Professionals (APBP) recommended minimum bicycle parking standards as a standard for new Downtown projects and include minimums for both short-term and long-term bicycle parking.

Discussion: The APBP Bicycle Parking Guidelines provide recommended minimum bicycle parking standards, with ratios based upon the size of the land use (e.g., bicycle parking spaces required per 1,000 square feet of office space). The guidelines also provide best practices on guidelines for bicycle parking design and installation. (Note: This is implemented in the Downtown Code. See Chapter 6).

1E. Require Parking Cash-Out

Objectives: Subsidize all employee commute modes equally and create incentives for commuters to carpool, take transit, and bike or walk to work.

Recommendation: Require all new and existing employers that provide subsidized employee parking to offer their employees the option to cash out their parking subsidy.

Discussion: Many employers in Hayward provide free or reduced price parking for their employees as a fringe benefit. Under a parking cash-out requirement, employers will be able to continue this practice on the condition that they offer the cash value of the parking subsidy to any employee who does not drive to work.

2. Improving Transportation Choices

2A. Establish a Downtown TDM Program including a Commuter Benefits Program (M-8.2 and 8.5) and the Regional TDM Program and TDM Checklist (M-8.8)

Objectives: Increase transit ridership and provide incentives for employees and residents to reduce parking demand by implementing a TDM program. The program will support employee's alternative commute options by providing benefits such as deeply-discounted group transit passes, a Guaranteed Ride Home program, and rideshare matching to all Downtown residents and employees.

Recommendation: Build upon the existing TDM program as outlined in the General Plan, for the Plan Area. The City can require employers and residential developments in the Plan Area to provide funding to purchase passes for their buildings' employees and residents to help fund a deep-discount group transit pass program and other TDM benefits for all downtown employees and residents. In the long term, the City may consider dedicated Parking District revenues for this use. Elements of a TDM Plan should at a minimum include elements listed from General Plan 2040:

- Commuter Benefits Program
- Employer Checklist of TDM Programs
 - Discounted Transit Passes
 - Guaranteed Ride Home
 - Carpool/Vanpool/Rideshare matching
 - Parking Cash-Out
 - Bikeshare memberships
 - Bike safety education

What is “unbundled” parking?

Traditionally, parking costs are included in the sale or rental price of offices and housing. This is called “bundled” parking, and though the cost of this parking is hidden, it is never free. Consumers are passed on the cost of parking in the form of higher costs for goods, services, and rents. Another problem is that those who cannot afford a car, do not drive, or drive less, subsidize parking costs for those that do. One way to combat issues resulting from bundled parking is to reveal the true price of parking to the consumer by “unbundling” it. This allows people to make informed decisions about their parking needs, and the opportunity to save money by choosing to not park, or park less.

Bundled Parking

The cost of parking “bundled” into price of rents and other goods and services, hiding its true cost from consumers



- 1 Cost of parking is hidden in goods and services
- 2 Parking appears free, resulting in higher parking demand
- 3 More parking must be funded and built

VS

Unbundled Parking

The cost of parking is “unbundled” to reveal the true price of parking, separate from rents and other goods and services



- 1 Cost of parking is revealed to the user
- 2 Consumers can save money by using less parking, resulting in lower parking demand
- 3 Less parking needs to be funded and built

Interim TDM Guidance: To boost interim TDM adoption and compliance, the City must create a create staff position to administer and implement the current TDM ordinance until the new program is adopted. This staff person will become the City's liaison with the future Transportation Management Association (TMA) upon its adoption in Recommendation 2C.

2B. Establish Carshare and Bikeshare Programs and Facilitate Adoption with Large City Employers

Objectives: Encourage carsharing and bikesharing operators to establish permanent operations within the Plan Area, allowing residents and employees to have access to shared cars and bikes when needed.

Recommendation: Encourage the establishment of a permanent carsharing service with one or more shared vehicle "pods" strategically located within the Plan Area. To help establish carsharing services in the area, the City should evaluate the results of the 2018/2019 carsharing pilot and consider the following strategies:

1. Require that large projects offer carsharing operators a limited number of parking spaces free of charge.
2. Require new projects to pay into a carshare startup fund.
3. Partially or fully subsidize operations costs for a specified term.
4. Provide other incentives, such as offering convenient and visible curb spaces to carsharing providers for locating carsharing "pods."

Recommendation: Encourage the establishment of either a docked-based bikesharing service with a network of shared bike stations strategically located within the Plan Area, or a dockless service that provides self-locking bikes for share throughout the service area. To help establish bikesharing in the area, the City should consider the following strategies:

1. Identify/procure bike system operator

- a. Formalize responsibilities with a Service Level Agreement.
- b. Develop Performance Metrics.

2. Design bikeshare system

- a. Refine bikeshare locations and siting.
- b. Work with operator to develop implementation plan.

2C. Establish a Transportation Management Association

Objectives: Effectively manage and market TDM programs for Downtown to cost-effectively reduce parking demand, while providing better transportation choices to Downtown employers, employees, and residents.

Recommendation: Establish a Transportation Management Association (TMA) or similar entity that is responsible for the management and promotion of transportation programs. Fund this organization and its programs using a combination of parking revenues and/or other dues, fees, assessments, grants, and public transportation funds, to establish a full menu of transportation programs for the benefit of all area employers and residents.

Discussion: A TMA is typically a nonprofit, member-based organization that provides transportation services in a particular area, formed to address the transportation needs and challenges of a particular destination with a distinct geographic boundary, such as a Central Business District. TMAs address parking and circulation through employee commute programs, trip planning, information about various travel options, and other tools. A TMA for the Plan Area would be an efficient mechanism to deliver the various TDM measures that the City and other community organizations may provide. The TMA would also function as a point of coordination for employers and organizations that deploy their own TDM programs, and also provide information to residents and visitors looking to learn more about their transportation options.

3. Managing City-Owned Lots and Garages

3A. Establish a Downtown Business Permit Parking Program (BPP)

Objectives: Encourage and support Downtown employees to park in off-street facilities rather than occupy high demand on-street parking and simplify the complex system of off-street time restrictions per the Downtown Parking Management Plan.

Recommendation:

- Establish a business permit parking program, where all permit holders can parking in any public city lot for an unlimited number of hours.
- Limit all of the City’s off-street parking lots and structures (BART parking excluded) to four-hour parking. Employees with Business permits would also be allowed to park in these facilities, although in some cases permit parking would be limited to specific areas or spaces on-street.
- Allow business permits to be used in some on-street parking spaces (See Figure 3.5), and if employees choose to park on-street they would have to adhere to the posted time restrictions on that street.

3B. Set Lot and Garage Fees That Ensure Availability and Make City-Owned Lots and Garages Self-Supporting

Objectives: Efficiently manage demand for parking while accommodating customer, employee, and resident parking needs. Ensure that in each City-owned lot and garage, parking is well used but readily available. Generate sufficient revenue to make City-owned lots and garages financially self-supporting.

Recommendation:

1. Refrain from subsidizing automobile storage and use by requiring that City-owned lots and garages in Downtown be operated as an enterprise operation, which pays for itself through user fees.

2. Require that off-street parking enterprise operation support itself solely through lot and garage user fees without additional support from other taxpayer dollars or curb parking revenues. Increase permit fees gradually until this goal is reached.
3. Plan and budget for the long-term financial sustainability of this enterprise operation, including setting parking rates which are sufficient to provide for long-term facility maintenance, renovation, reconstruction, staffing, and pension liabilities.
4. Implement performance-based parking pricing with rates that vary by time of day and day of week. Specifically, raise or lower both monthly and hourly rates at each lot and garage as necessary to:
 - a. Avoid the need for wait lists and “lot full” signs; and
 - b. Raise all funds necessary to support the off-street parking enterprise operation.
5. Extend or contract lot and garage hours of operation as necessary, with the goal of ensuring that public and/or private parking is readily available within a reasonable walk of all significant destinations.
6. Improve parking signage and implement a real-time parking wayfinding system.

Performance-Based Parking Pricing

Cities that have adopted performance-based parking pricing (in some neighborhoods or citywide) include:

- | | |
|-----------------|------------------|
| • Berkeley | • Pittsburgh |
| • Boston | • Redwood City |
| • Glendale (CA) | • San Francisco |
| • Los Angeles | • Seattle |
| • New York | • Ventura |
| • Oakland | • Washington DC. |

3C. Assess Highest and Best Use of City-Owned Lots and Garages

Objectives: Determine whether parking, or another use, is the best use of each existing City parking facility.

Recommendation: Evaluate each City-owned parking facility within the Plan Area from an economic and land use planning perspective and consider whether parking is the highest and best use for each site.

Discussion: Given the City's goals for the Plan Area, the consistent underutilization of many off-street parking facilities, and the cost of maintaining and operating these facilities, the City should evaluate each City-owned parking facility to determine the maximum potential of these properties. Both the existing parking use and alternative land uses for each site should be evaluated, considering the following:

- Is this land use desirable, given City goals?
- Is this land use physically possible?
- Is this land use financially feasible?
- Does this land use result in the highest value to the public possible?



Parking Wayfinding Signage, Source: SFPark

4. Managing Curb Parking

4A. Time Limits with Active Enforcement

Objectives: Provide adequate short-term on-street parking to visitors, incentivize off-street parking for long term and employee use per the 2018 Downtown Parking Management Plan.

Recommendation: Limit on-street parking in the Downtown core to one-hour parking without the option for any permitted parking. This restriction will allow free parking for visitors making a short trip Downtown. It will also incentivize Downtown business employees to not park in highly-coveted on-street parking spaces and instead head for unrestricted free parking located at City lots and garages. Visitors seeking long-term parking will be incentivized to use one of the City lots or garages.

4B. Establish Downtown Residential Permit Parking (RPP) Program

Objectives: Prevent spillover in residential streets neighboring Downtown due to BART commuters and set Downtown parking limits in compliance with the 2018 Downtown Parking Management Plan.

Recommendation:

- Establish a two-hour time restriction with a Residential Preferential Permit (RPP) in the area surrounding Downtown. The new restrictions allow for free, short-term on-street parking for Downtown visitors, while allowing Downtown residents to have a place to park their car nearby.
- Limit on-street parking along west Grand Street and B Street to two-hour parking with RPP and Outer Business Permit parking. The restriction will maintain on-street parking along Grand and B Street for Downtown visitors and provide a location for nearby residents to park their cars.
- Limit on-street parking in the area west of Grand Street to four-hour parking and RPP parking. The restrictions will provide the residential area with more opportunities for on-street parking and limit long-term parking for BART users.

4C. Active Parking Enforcement

Objectives: Increase enforcement and revenue collection efficiency, automate the collection of parking occupancy data, and reduce costs to improve the compliance of the parking program per the 2018 Downtown Parking Management Plan.

Recommendation: Improve parking enforcement, occupancy monitoring, and revenue collection. Procure license plate recognition (LPR) systems and integrate them with smart meters, pay-by-phone, parking access and revenue control systems (PARCS), and handheld citation units.

4D. Improve Parking Wayfinding Signage

Objectives: Help direct motorists to underused off-street lots and garages to more efficiently utilize existing parking in compliance with the 2018 Downtown Parking Management Plan.

Recommendation: Establish a coordinated system of on-street and off-street signage. Good wayfinding strategies help orient visitors, shoppers, and residents, pointing them to parking, shops, pedestrian and bicycle routes, and other important destinations. Clear signage can help direct motorists to underused off-street lots and garages.

4E. Set Performance-Based Pricing for Curb Parking

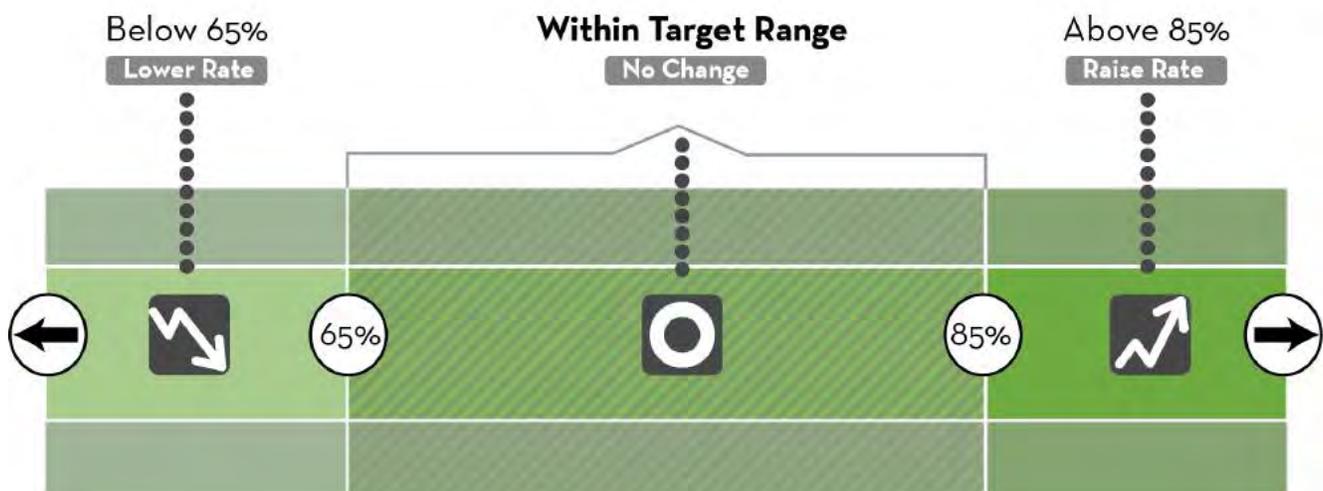
Objectives: Efficiently manage demand for parking while accommodating customer, employee, and

resident parking needs. Put customers first by ensuring that on each block and curb parking spaces are well-used and readily available.

Recommendation: Ensure curb parking is well-used and readily available by charging the right prices for parking. Establish a target occupancy rate of 66 percent to 85 percent for each block face, so that there will usually be at least one or two available spaces on every block face. On each block face, set the parking price at the lowest rate needed to achieve the target occupancy rate of 66 percent to 85 percent and remove time limits.

Discussion: What Are the Alternatives to Charging for Parking?

Rather than charging for parking to create vacancies in prime parking spaces, the City can set time limits and give tickets to violators. The “time limits and tickets” approach works, but has limitations, for example, enforcement of time limits is labor-intensive, and employees quickly become familiar with enforcement and move their cars regularly during the workday. For customers, strict enforcement can bring “ticket anxiety,” the fear of getting a ticket if one lingers too long. Overtime, as Downtown develops, becomes more popular, and parking demand intensifies, pricing the curb appropriately will prove to be the most effective solution to free-up on-street parking spaces.



Parking Target Occupancy Rate, Source: City of Seattle

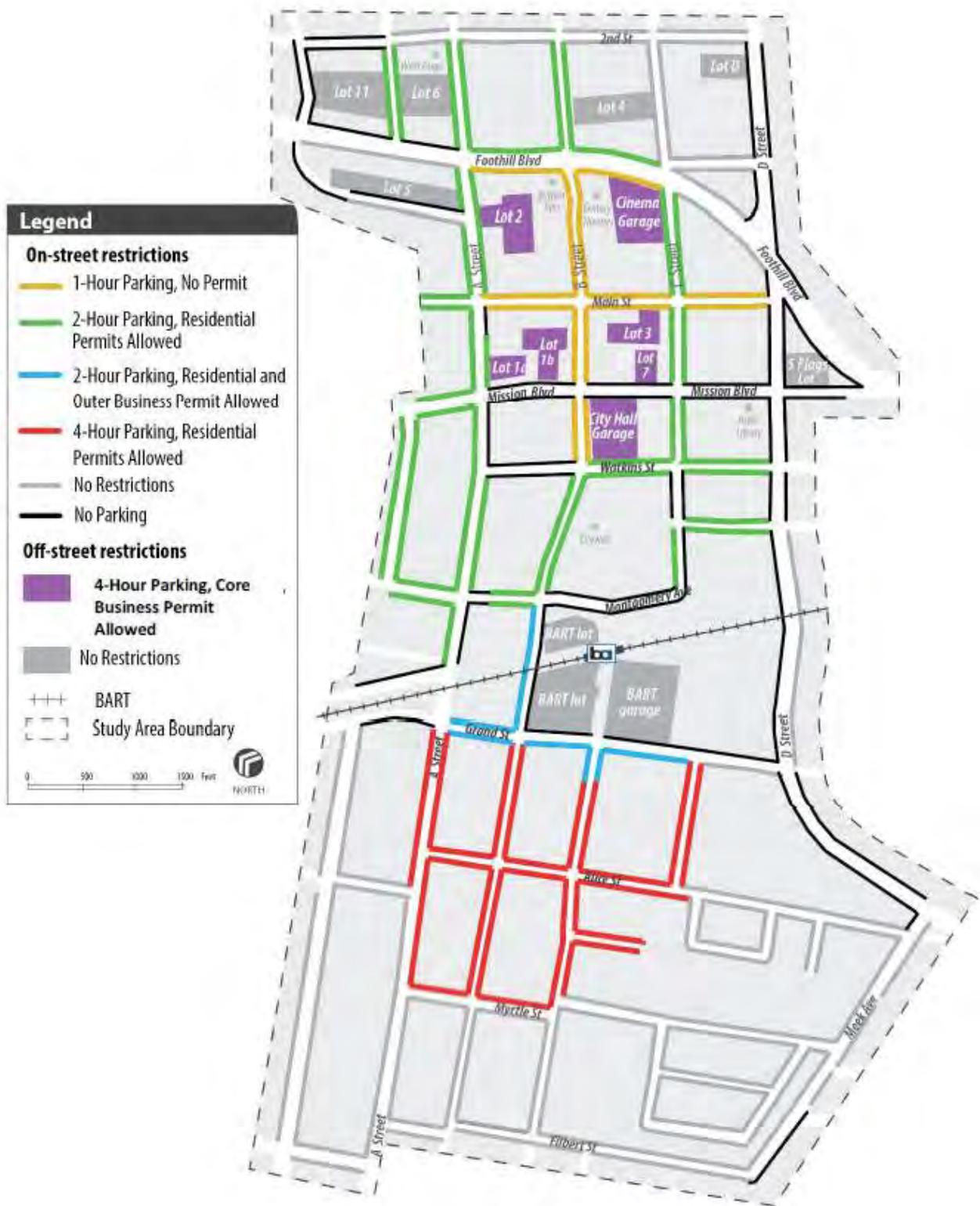


Figure 3.5 Adopted Parking Management Plan Restrictions, 2018.

4F. Consider Establishing Residential Parking Benefit Districts

Objectives: Prevent excessive spillover parking onto residential streets adjacent to commercial areas.

Recommendation: Work with residents to consider establishing Residential Parking Benefit Districts on residential streets adjacent to Downtown commercial blocks. Residential Parking Benefit Districts are similar to residential permit parking districts, but allow a limited number of commuters to pay to use surplus curb parking spaces in residential areas and return the resulting revenues to the neighborhood to fund public improvements.

5. Commercial and Passenger Loading

5A. Reduce Congestion on Downtown Roadways by Designating Appropriate Curb Allocation and Management Approaches for Commercial and Passenger Loading Activities.

Recommendation: Effectively appropriate and manage limited curb space through the following strategies:

1. **Time Limited Loading Zones.** Time limited commercial loading zones are effective in reserving curb space for loading during specified time bands, particularly when curb parking is usually in lowest demand. However, it releases the curbs to regular vehicle parking during the times of highest demand usually 11 a.m. to 1 p.m. and 4 p.m. to 6 p.m.

2. **Off-Hours Delivery Program.** New York City DOT has developed the Off-Hours Delivery (OHD) Program which may be considered for the City of Hayward. The OHD off-hours hours were established from 7 p.m. to 6 a.m. to decrease truck congestion and emissions. However, a similar program for Hayward will need to be tailored to meet the needs of the local business community.
3. **Passenger Loading/Package Delivery.** Short-term curb loading spaces may be appropriate for multifamily residential developments for use in both passenger loading and unloading and package delivery. The City of Santa Monica permits “three (3) minute passenger loading only” or “loading only” if curb parking is insufficient and loading activity exists to warrant reducing curb parking.



Downtown Detroit's unused All-Day Loading Zone.



Effective use of Dublin, Ohio's time-restricted loading zones.

Relevant General Plan Policies for Parking

Goal M-9 Parking. *Provide and manage a balanced approach to parking that meets economic development and sustainability goals.*

Policy M-1.8 Transportation Choices. *The City shall provide leadership in educating the community about the availability and benefits of using alternative transportation modes.*

Policy M-5-8 Parking Facility Design. *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.*

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.*

Policy M-8.6 Car/Bike Share. *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.*

Policy LU-4.4C Design Strategies for Corridor Developments. *The City shall encourage corridor developments to incorporate the following design strategies: locate parking lots to the rear or side of buildings or place parking within underground structures or above-ground structures located behind buildings.*

Policy 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.*

CHAPTER 4

INFRASTRUCTURE AND SERVICES

In this chapter...

This Chapter provides an analysis of and information on the ability of the City's existing public facility and utility infrastructure networks to service the Plan Area.

- 4.1 Introduction
- 4.2 Infrastructure Capacity and Improvements
- 4.3 Public Facilities and Services

4.1 INTRODUCTION

The Plan Area within the City is supported by public services and a network of utilities that protect and provide for the community. The physical and economic growth of this neighborhood is dependent on this network and on the availability of adequate resources needed to allow the City to grow in a sustainable manner. This Plan realizes that the vision for Downtown will require investments into this system to ensure that the basic needs of current and future residents, workers, and visitors are met. This will be manifested through the development and implementation of sustainable systems and infrastructure at all scales to support the functionality of a revitalized public realm in Downtown Hayward.

Although many buildout scenarios are feasible under the Plan, only one is presented here for evaluating infrastructure improvements necessary to serve Downtown through 2040. Consistent with the projections studied under the Downtown Hayward Specific Plan Environmental Impact Report (EIR) (2018), this Chapter assumes the following buildout: 43.62 acres of non-residential use and 3,427 residential units over the next 20 years. These figures are tools for analysis, not an aspiration of the Plan. The EIR did not require additional improvements to the utilities infrastructure facilities discussed in this Chapter.

RELEVANT SPECIFIC PLAN GOALS (See Chapter 5)

#7

Infrastructure and Public Facilities.

Public services, community facilities, and utility systems are well maintained, implement Citywide climate change policies, and meet the needs of current and future Downtown residents, businesses, and visitors.



Hayward Water Tower



Portion of the San Lorenzo Creek



Hayward Sewer Gutter



Drawing of the Hayward area pre-development on display at the Hayward Museum of History and Culture

4.2 INFRASTRUCTURE CAPACITY AND IMPROVEMENTS

4.2.1 Setting

The utility infrastructure in the Plan Area, in general, is well-maintained with years of design life remaining. The City owns and operates the majority of both the water and sanitary sewer system in the Plan Area, and has upgraded infrastructure with annual capital improvement projects through the years. The City provides a storm water collection system that conveys storm runoff to the main drainage and flood control infrastructure owned and maintained by Alameda County Flood Control and Water Conservation District (ACFCWCD). While the City of Hayward is implementing a Recycled Water Project, the planned improvements are not within the Plan Area.

The existing water, sanitary sewer, and stormwater systems were described by BKF in the Existing Conditions and Opportunities Analysis (Dyett and Bhatia et al, 2015). In addition, recent master plan updates for both Sewer and Water systems provide clear overviews of the existing systems along with detailed plans for meeting future demands and specific recommendations for capital improvements. In response to the Downtown Specific Plan, the capacity of the sewer and water infrastructure under proposed build-out conditions was modeled and technical memorandums for water and sewer infrastructure were provided in June, 2018.

The Pacific Gas and Electric Company (PGandE) provides electrical and natural gas service to the Plan Area. PGandE maintains the Hayward substation, located in western Hayward near Chabot College (southwest of the Plan Area). 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 smaller onsite renewable energy facilities located in Hayward.

4.2.2 Potable Water Systems

Water Source

Water service to the Plan Area is mostly provided by City's Water System, however, a small portion of the Plan Area is supplied by a 12-inch water distribution line in Foothill Boulevard located within East Bay Municipal Utility District's (EBMUD) service area. The EBMUD area is bounded to the South and West by the San Lorenzo Creek, to the east by Route 238 and Foothill Boulevard, and to the north by the Plan Area boundary and Hazel Avenue.

Water distributed by the City is obtained from the San Francisco Public Utilities Commission (SFPUC). Approximately 85 percent of the SFPUC water supply originates from the Hetch Hetchy watershed, located in Yosemite National Park; the remaining 15 percent of the SFPUC water supply is produced in the Alameda and Peninsula watersheds. Water is delivered to the City through East Bay transmission mains operated by the SFPUC.

Water Distribution Network

Potable water is conveyed throughout the City through a pressurized distribution system, owned and operated by the City. The City's distribution system consists of eight main pressure zones, 14 water storage tanks, and seven pump stations delivering water to upper pressure zones. As shown in Figure 4.1 (Water Distribution Network within the Plan Area), distribution mains within the Plan Area range in size from eight inches to 12 inches, with a majority of the streets having 12- inch mains.

The Plan Area is located within the 250 pressure zone, which is the pressure maintained in the Pressure Regulating Station as measured in feet above mean sea level. Water enters the City's water distribution system from the SFPUC mains through Zone 250 and is then pumped to reach higher elevation zones. Zone 250 provides sufficient pressure throughout the Plan Area under most conditions. Available pressure within the Plan Area

during the existing peak hour demand ranges between 40 pounds per square inch (psi) and 60 psi for portions of the Plan Area east of Mission Boulevard, and between 60 psi and 80 psi for the areas along Mission Boulevard and to the west. Available fire flow under maximum day demand within the Plan Area ranges from 2,500 to 4,500 gallons per minute (GPM), depending on location and the size of pipes within the local pipe network.

Demand

The City's historical per capita water use is amongst the lowest in the San Francisco Bay Area, with a base daily water use of 130 gallons per capita per day (gpcd) for the 10-year period of FY 1995/96 through FY 2004/05. The City's 2020 target per capita use is 122 gpcd, which is a five percent reduction from the City's base daily per capita use.

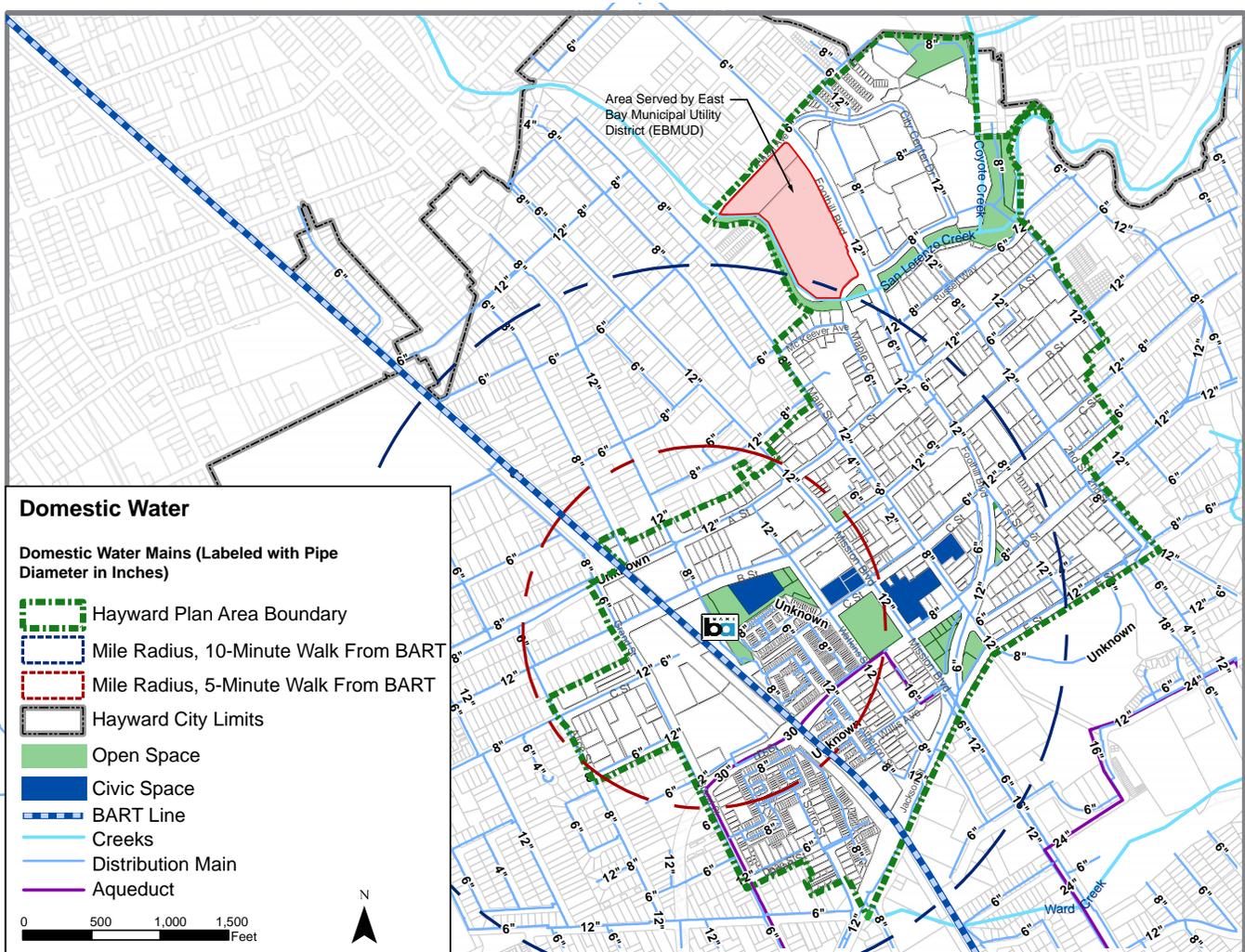


Figure 4.1 Water Distribution Network within the Plan Area

Within the 2014 Water System Master Plan, West Yost Associates evaluated the City's water system under both current operating conditions and future conditions (2040) as defined by 2010 Association of Bay Area Governments (ABAG) household and employment projections for (1) Traffic Analysis Zones and (2) Priority Development Areas (PDA). This data was refined by the City's subdivision tract information for planned developments and redevelopments, which, in some areas, indicated the rate and distribution of growth was deviating from the ABAG projections.

The development program for the Plan Area, as described in Chapter 2 (Vision and Community Design), exceeds the program modeled within the Master Plan. The City contracted West Yost Associates to update the hydraulic model and evaluate the water distributions system's ability to meet the required minimum pressures and flows for the Plan Area. A technical hydraulic memorandum dated June 18, 2018 summarizes the results of the hydraulic impact evaluation and is the basis for the recommendations included within the Specific Plan.

The proposed development within the Plan Area is estimated to increase the City's Zone 250 average day demand from 25.63 mgd (17,800 gpm), estimated in the 2014 WSMP, to 26.18 mgd (18,177 gpm), which is an overall increase of approximately two percent from the Zone 250 projections presented in the 2014 WSMP. Since there are no other modified factors influencing the demands, the Citywide projected demand is 29.15 mgd (0.55 mgd greater than the 28.6 mgd provided in the 2014 Master Plan). See the next Section for water system improvements

Per the 2015 Urban Water Management Plan (UWMP), in average water years the SFPUC would be able to meet all of the City's projected demand through 2040, but during years of water shortages the UWMP anticipated that supplies would be reduced and demand would need to be controlled through demand management measures, the UWMP was not re-evaluated based on the updated development projections as part of the Plan development.

Capacity and Planned Improvements

Results from the June 2018 hydraulic memo indicate that the existing pressure regulating station supply capacity is sufficient to support the development within the Plan Area. However, storage capacity at buildout was found to be deficient for the Zone 250. (see the Water Distribution Network section above for a description of Zone 250) There is an existing storage capacity deficit of 2.58 million gallons (MG) and a 10.87 MG deficiency projected in 2040 per the 2014 Master Plan.

The 2014 Master Plan recommended creating additional storage to meet future operational and fire flow requirements, but did not require physical storage for the emergency storage deficit because there are other emergency supply management systems in place. These systems include groundwater wells, interties and already existing excess reservoir storage in the upper pressure zones. The hydraulic memo notes that a total of 0.68 MG of additional storage capacity is recommended to support the Plan Area. The hydraulic memo and Master Plan provide potential locations for this storage.

Results from the hydraulic performance indicate that the existing water distribution infrastructure is adequate to provide pressures and flows under buildout peak hour conditions, but is insufficient to meet buildout maximum day demand plus fire flow conditions. Improvements are recommended in areas with low fire flow availability with no planned redevelopment or to provide additional redundancy. However, new development within the Project area will trigger the need to upsize smaller diameter mains to meet current fire flow standards, which are assumed to be in effect at the time of development. To mitigate fire flow deficiencies, approximately six miles (31,300 linear feet) of pipelines are recommended to be upsized to 12-inch diameter.

Additionally, some of the water mains in the Plan Area were constructed as early as 1924, which suggests they may be nearing the end of their useful life and leaks may become more prevalent in the future.

While replacement of small diameter piping and construction of additional storage are the only anticipated retrofits, in certain instances some localized upgrades (typically increased pipe sizes in specific blocks) may be required. All

project proposals should be evaluated on a site by site basis to ensure that localized upgrades are not triggered. Additionally, at the time of any planned improvements of public right-of-way it is recommended that the City evaluate if existing utilities should be replaced as part of the roadway construction.

4.2.3 Wastewater and Sewer Collection System

Wastewater Treatment

Wastewater in the Plan Area is conveyed through a series of gravity mains to the Water Pollution Control Facility (WPCF) at the end of Enterprise Avenue in Hayward. The WPCF is permitted to provide secondary treatment for up to 18.5 mgd average dry weather flow (ADWF) with current ADWF much lower, at 11.3 mgd. Treatment consists of influent waste grinding to protect pumps from large debris, grit removal and primary sedimentation followed by biological treatment and finally discharge to San Francisco Bay via the East Bay Dischargers Authority (EBDA) outfall.

Collection Network

Most sewer facilities within the Plan Area are owned and maintained by the City. A small portion of the collection infrastructure in the north part of the Plan Area is located within the Oro Loma Sanitary District (OLSD) service area. Similarly, there is a very small area served by the Castro Valley Sanitation District in the northeast portion of the Plan Area (see Figure 4.2).

The City facilities consist of gravity pipe lines of various materials such as vitrified clay (VCP), cast iron, asbestos cement, and polyvinyl chloride (PVC) pipe. As shown in Figure 4.2 (Sanitary Sewer Network within the Downtown Specific Plan Area), wastewater discharge from the Plan Area flows to the west predominantly through a 12-inch VCP line in A Street, an 18-inch HDPE / PVC main in B Street and an 8-inch VCP line within C Street. From the Plan Area, flow collects in the 27-inch West A Street sewer, continues downstream along Hesperian Boulevard, across the Hayward Executive Airport and along West Winton Avenue and Clawiter Road before reaching to the Water Pollution Control Facility (WPCF) via the Enterprise interceptor.

Capacity and Improvements

Hayward's June 2015 Sewer Collection System Master Plan included an evaluation of the future sewer system. RMC Water and Environment projected wastewater flows in 2040 based on ABAG household and employment projections for (1) Traffic Analysis Zones and (2) Priority Development Areas, and (3) subdivision tract information for planned developments and redevelopments as described in the Potable Water Systems Capacity and Improvements section.

The development program for the Plan exceeds the modeled program within the 2015 Master Plan. As such the City contracted Woodward and Curran to update the sanitary sewer model and evaluate the impact of the proposed development on the sewer utilities. A technical memorandum dated June 18, 2018 (sewer memo) summarizes the results of the sanitary sewer capacity analysis and is the basis for the recommendations included within this Plan.

The study conducted for the 2015 Sewer Master Plan monitored existing sewer flows, both dry-weather and wet-weather, and modeled the existing sanitary sewer system to identify deficiencies. The study revealed no deficiencies of note within the Plan Area. The model did indicate some surcharge due to "throttling" and "backwater" in the 12-inch line in Mission Boulevard and some segments of the 8-inch main in C Street. These deficiencies were not serious enough to be recommended for a capacity improvement project.

The sewer capacity analysis completed in June, 2018 analyzed the peak dry weather (PDWF) and peak wet weather flows (PWWF) under the same criteria as the Master Plan. Two scenarios were evaluated: (1) the existing condition and the proposed Plan Area development; and (2) the existing condition, the proposed Plan development, and the additional growth throughout the City as modeled in the 2015 Master Plan.

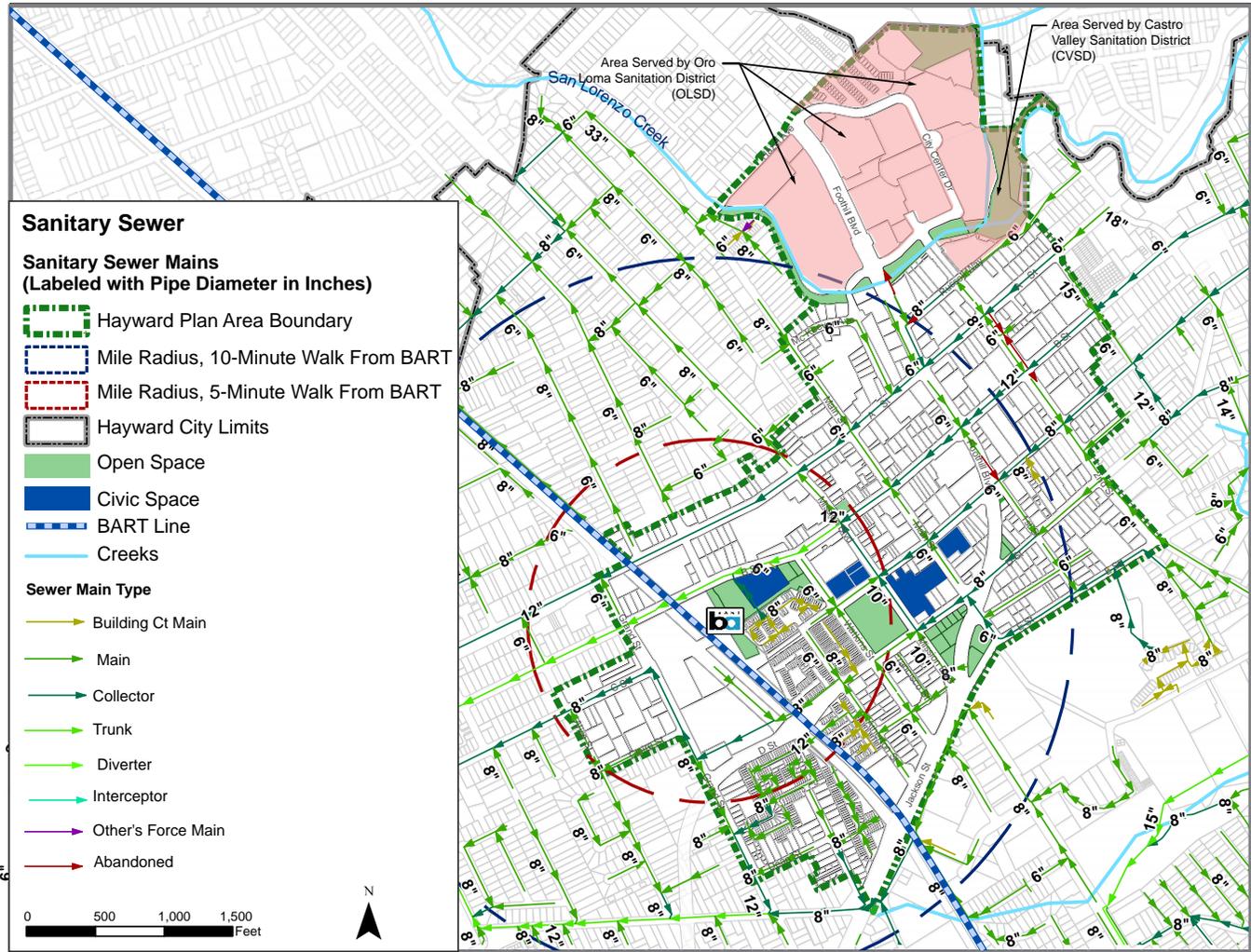


Figure 4.2 Sanitary Sewer Network within the Downtown Specific Plan Area

Under both scenarios, within the Plan Area, all pipes have sufficient capacity under peak dry and wet weather flows. Under PWWF there is a 10 inch sewer in Mission Boulevard which has some surcharging, however the water level remains far below the ground and is not considered to be deficient. Downstream of the Plan Area there is an 8-inch sewer in Meek Avenue that is slightly surcharged under both PDWF and PWWF, however, this pipe has over 10 feet of freeboard and is not considered capacity deficient.

In summary, the model determined that no capacity issues would be triggered by the flow from the proposed Plan Area development, and no additional capacity improvements are needed a part of the Plan Area.

While no capital improvements to the existing system are planned in the area at this time, it should be noted a majority of the sewer mains in the Plan Area were constructed as early as 1927, which suggests they may be nearing the end of their useful life and leaks or additional infiltration and inflow may become more prevalent in the future.

The Plan Area development also contributes some additional flows to the Oro Loma Sanitary District (OLSD). The ORSD hydraulic model, which was run with the updated Plan Area flows for wet weather flows, indicated that adding the Plan Area flow does not result in any additional hydraulic deficiencies within the collection system. There is minor surcharging near the treatment plant, and also surcharging in the 33 inch diameter main in Grant Avenue, but the Plan Area flows do not significantly affect these conditions. Also, model results do not indicate any overflows along the flow paths or due to the Plan Area flows.

A portion of the Plan Area is also within the Castro Valley Sanitation District, which primarily includes a large trunk sewer that runs under the Japanese Gardens. There are no known deficiencies and the Sanitation District does not anticipate any repairs in the near future. Because there is no development within this portion of the Plan Area, there are no anticipated capacity improvements that should be triggered by Plan Area development.

The City does not anticipate the cumulative increased wastewater generation from smaller projects will trigger the need for any system upgrades. In certain instances, some localized upgrades (typically increased pipe sizes in specific blocks) may be required and should be evaluated on a project by project basis. Additionally, with any planned improvements of public right-of-way it is recommended the City complete a sewer repair, rehabilitation, and replacement decision process, to evaluate if existing utilities should be replaced as part of the roadway construction.

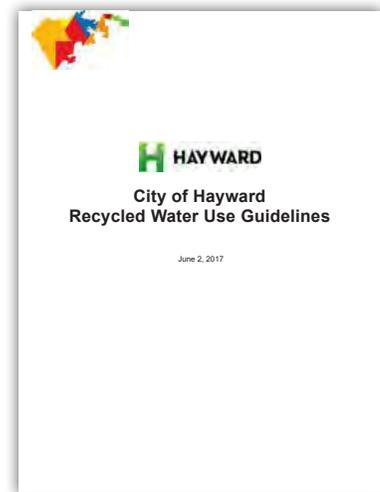
4.2.4 Recycled Water Systems

Availability of Non-Potable Water

The City is implementing a Recycled Water Project, which is scheduled to begin non-potable water deliveries to the western portion of the City in mid-2020. Providing recycled water for irrigation will benefit the region considerably by creating a locally sustainable water supply which conserves drinking water, increases drought resiliency, and decreases wastewater discharges.

However, the City of Hayward Proposed Recycled Water Project Location Map and Distribution System, shows that almost all proposed improvements are located west of Hesperian Boulevard and there will be no municipally available non-potable water within the Plan Area.

As the municipal recycled water infrastructure becomes a reality, the City is looking for opportunities to expand the recycled water delivery and is considering preparing a Recycled Water Master Plan that will consider future non-potable demands and recycled water expansion.



City of Hayward Recycled Water Use Guidelines, June 2017.



Proposed Recycled Water Project Location Map and Distribution System, City of Hayward



The San Lorenzo Creek

4.2.5 Stormwater Drainage

Hydrology

Historically, the wet meadow ecology stretched from the tidal wetlands of the Hayward shore to the southern extent of present day D Street within the Plan Area (Figure 4.3). Natural creek channels flowed from the upland coastal range, draining through the lowlands of the Castro Valley and out of the hills located east of the Plan Area. These seasonal streams moved westward through the Plan Area and across the landscape, feeding willow groves spotted throughout wet meadows, replenishing vernal pools and permeating throughout tidal marshlands before reaching the San Francisco Bay. With infrequent rains and isolated peak storm events common throughout the year, occasional inundation of the surrounding landscape was vital to reducing the risk of more extreme flooding, commonly seen in highly impervious urban settings.

The northern portion of the Plan Area drains into the San Lorenzo Creek Watershed, accounting for approximately 40 percent of the Plan Area land area. The Plan Area comprises roughly 0.4 percent of the watershed's overall area, which, at 48 square miles, is one of the largest watersheds draining to the eastern shore of the San Francisco Bay. The watershed begins in the East Bay hills at the Dublin Grade, encompassing the unincorporated communities of Castro Valley and San Lorenzo, plus portions of San Leandro and Hayward. Within the Plan Area, stormwater inlets and drainage piping direct surface runoff to the creek channel. There is a significant elevation change of over 100 feet within the northernmost portion of the Plan Area, and the topography flattens closer to the creek. San Lorenzo Creek leaves the Plan Area as an engineered channel with water flowing first north and then west, entering the central portion of the San Francisco Bay near Roberts Landing, west of San Lorenzo.

The waterways of the Hayward Landing-Bockman Canal-Sulphur Creek watersheds flow entirely through underground culverts and engineered channels to drain the low lying areas of San Lorenzo and the northwest section of Hayward. These three sub-watersheds drain to San Francisco Bay through the Hayward Regional Shoreline Park, where former salt evaporation ponds have been restored to tidal marsh. The 2.7-square-mile Sulphur Creek Watershed drains the west-central portion of the Plan Area, covering approximately 35 percent of the land within the plan boundary. Across the Plan Area, storm water is collected through inlets connected to the Sulphur Creek box culvert, which measures six feet wide and two feet deep. Storm water continues westward, draining the Hayward Executive Airport on its way to the bay. The portion of this system's original drainage area above 2nd Street was diverted to the San Lorenzo Creek and is no longer part of the Sulphur Creek watershed.

Capturing the southern 25 percent of the Plan Area, the 22-square-mile Ward Creek Watershed (Old Alameda Creek Watershed), drains a portion of the East Bay hills in Hayward, then spreads through urban flatlands before flowing to San Francisco Bay. Within the Plan Area, the Ward Creek has been buried and the drainage is collected in a 30-inch concrete storm drain pipe running through the intersection of Mission and Foothill Boulevards and continuing west via Jackson Street.

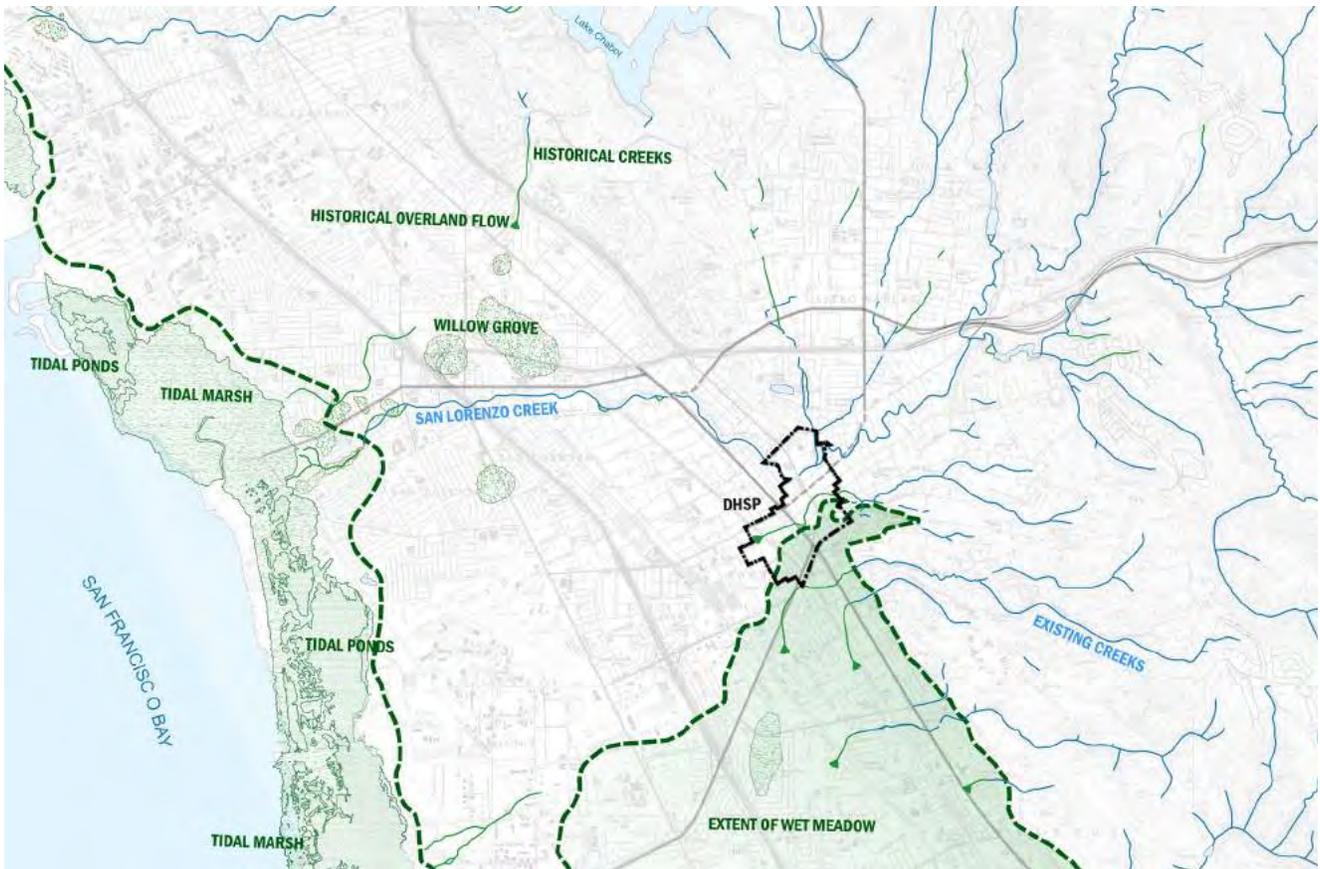


Figure 4.3 Historical Extent of Meadows, Marsh, and Ponds, 1800-1900

There are three major watersheds within the Plan Area: the San Lorenzo Creek Watershed, the Ward Creek Watershed and the Sulphur Creek Watershed,

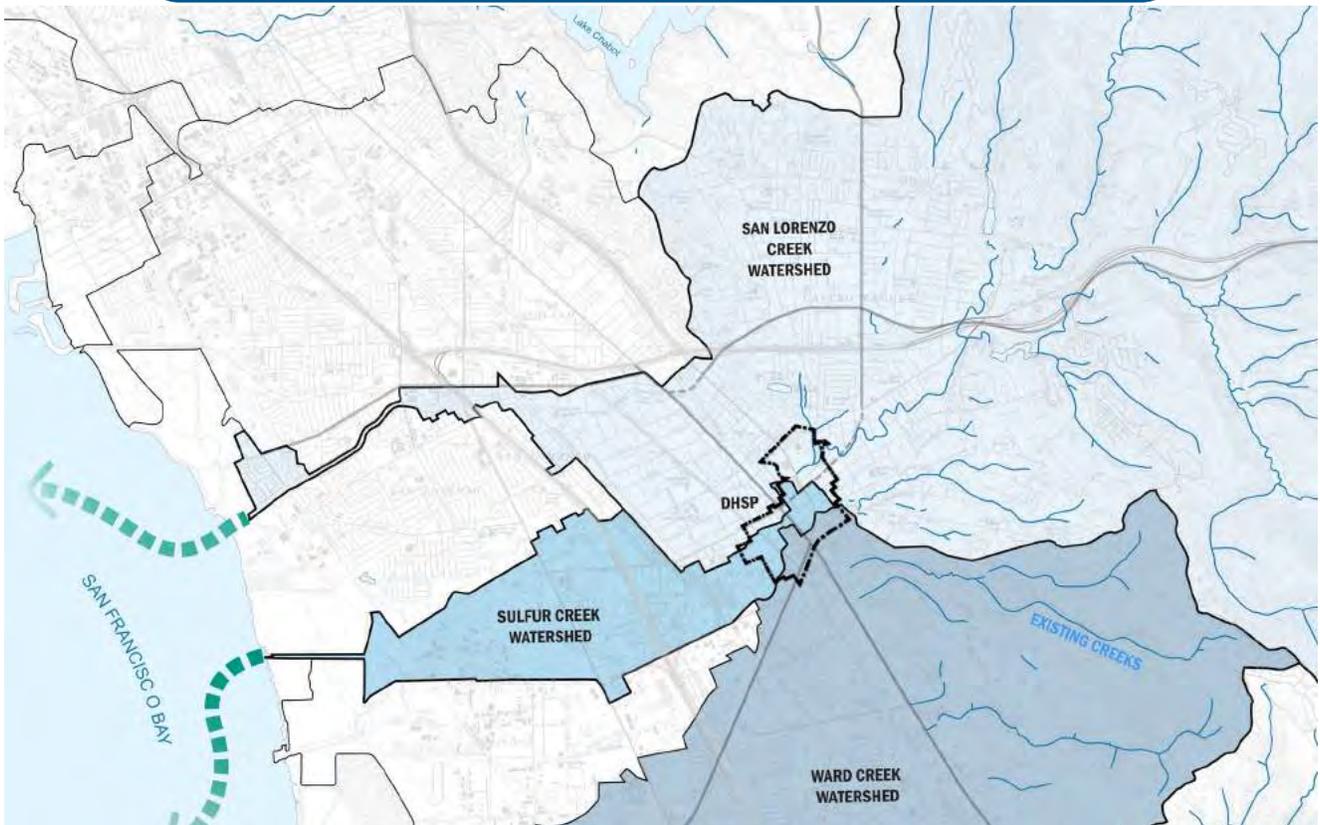


Figure 4.4 Regional Watersheds within the Plan Area

The Plan Area has two mapped Federal Emergency Management Agency (FEMA) flood zones, shown in Figure 4.5 (Floods Zibes within the Plan Area). The first is a special flood hazard area on the San Lorenzo Creek that is subject to inundation by the one percent annual chance (100-year) flood. No base flood elevations have been determined, but the limits of this zone are largely contained within the creek channel and apparently do not encroach on adjacent properties. The second FEMA flood zone is a flood area subject to inundation by the 0.2 percent annual chance (500-year) flood, and possibly the one percent annual chance flood with average depths of less than one foot. This area lies within C Street east of Mission Boulevard, and then bends north over to B Street, following the alignment of the Sulphur Creek culvert through the City Hall parcel. Although this area has been mapped by FEMA, the projected depth and frequency of flooding does not require affected properties to purchase flood insurance. The remainder of the Plan Area is located outside of FEMA flood zones.

Drainage

The larger storm drainage facilities in the Plan Area are owned and maintained by Alameda County Flood Control and Water Conservation District (ACFCWCD), while storm drain pipes smaller than 30 inches are typically owned by the City. In general, the storm drain system consists of gravity pipe lines, predominantly made of reinforced concrete, which discharge to underground storm drain lines or manmade open channels owned by the ACFCWCD (see Figure 4.6).

As noted above, the north portion of the Plan Area is drained by San Lorenzo Creek, which the ACFCWCD has designated as Zone 2, Line B. The major tributary storm drain in this area is a 78-inch diameter culvert (Zone 2, Line B-7) that runs north in 2nd Street to a junction with Line B just south of the former City Hall. Smaller, City- owned storm drains pick up runoff from streets that intersect 2nd Street and convey it to Line B-7, while other pipes connect

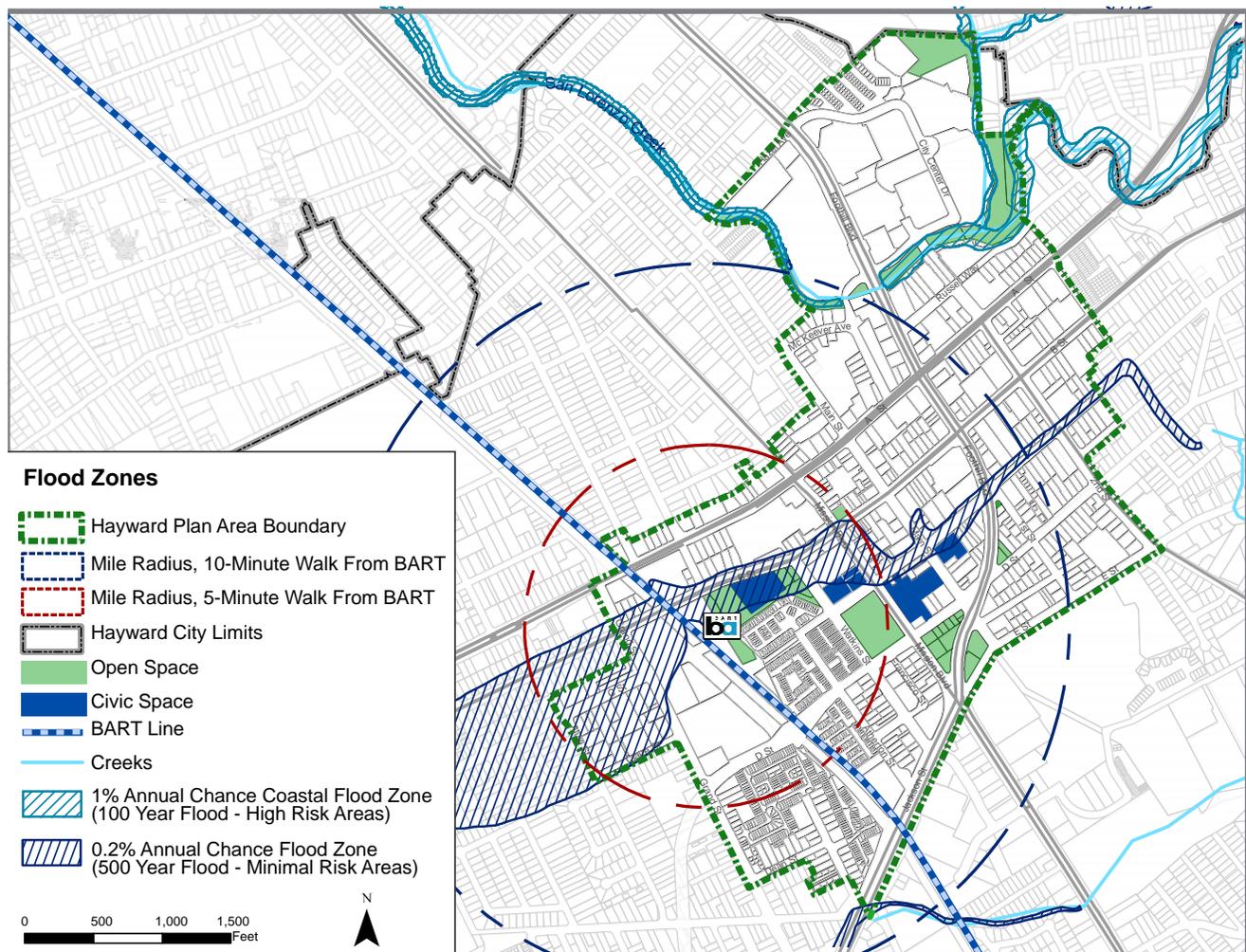


Figure 4.5 Flood Zones within the Plan Area

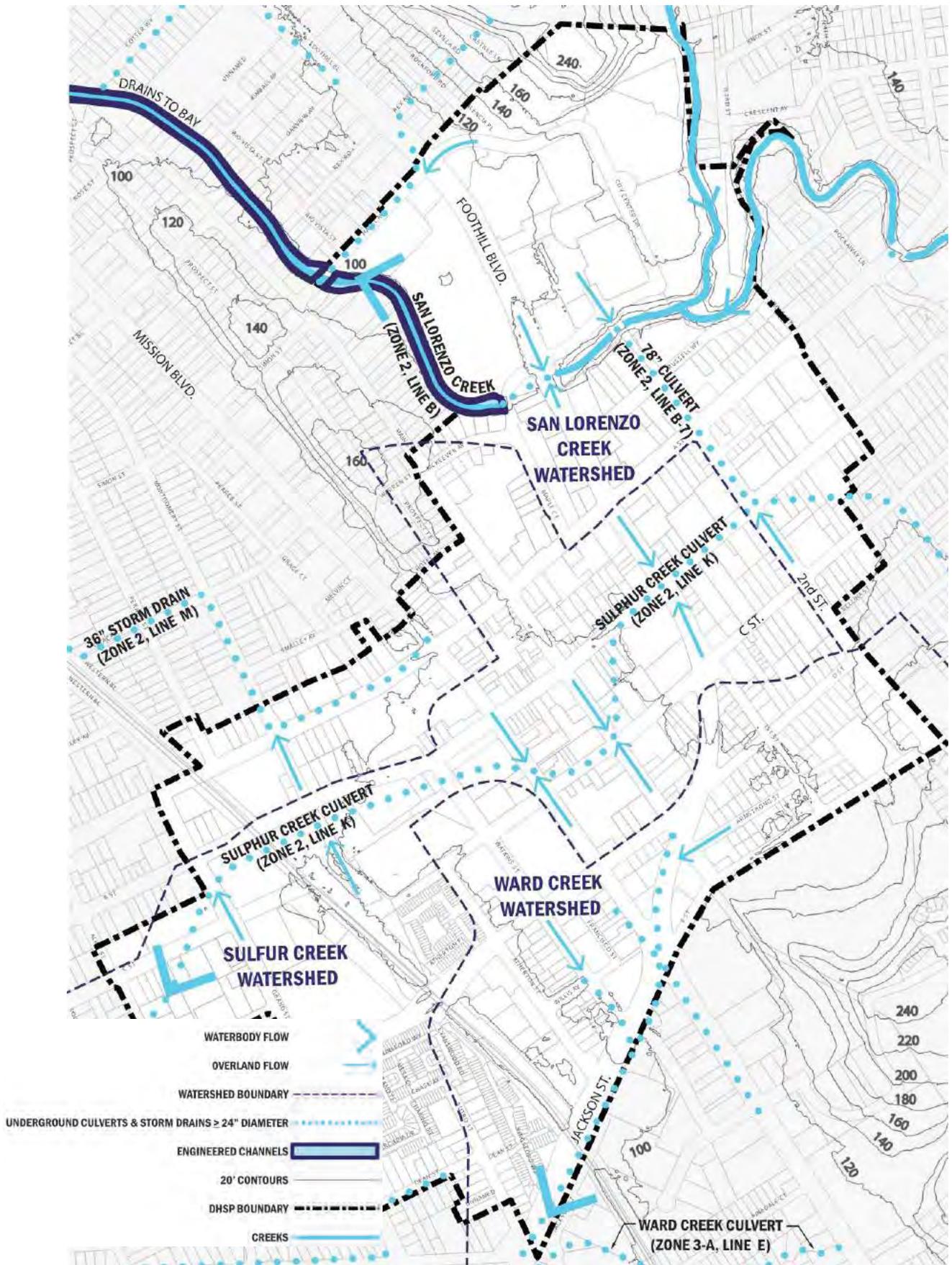


Figure 4.6 Drainage within the Downtown Specific

INFRASTRUCTURE

directly to Line B. Farther south in the San Lorenzo Creek Watershed, storm water along A Street is collected in 24-inch lines that connect to ACFCWCD Line M (also tributary to Line B) north of the Plan Area.

Sulfur Creek Culvert (Zone 2, Line K) is an underground two-foot by six-foot reinforced concrete box culvert (RCB) that begins east of the Plan Area and drains north on 3rd Street. Line K then turns west on B Street and generally follows the historic stream channel under a number of parcels along and between B and C Streets until it passes under the new City Hall property and exits the Plan Area.

The south portion of the Plan Area drains to Jackson Street, which outfalls to the Ward Creek Culvert (Zone 3-A, Line E) just outside of the Plan Area. This culvert is a County-maintained facility that runs south on Jackson Street and eventually joins Old Alameda Creek before entering the bay.

Water Quality Protection and Runoff Control Requirements

The City follows the stormwater management, and hydraulics and hydrology design standards provided by the County. Stormwater management (quantity and quality) requirements are governed by Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP), with guidance provided in the C.3 Technical Guidance Manual provided by the Alameda County Clean Water Program.

In general, public and private projects that create and/or replace 10,000 square feet or more of impervious surface are regulated projects in compliance with Provision C.3.b, although the guidelines make exception for certain categories of projects. Of significance for the Plan Area, single-family dwellings that are not part of a larger development plan, interior remodels, roadway reconstruction, roadway widening that does not add one or more new lanes of travel, and most trail, sidewalk and bicycle lane projects are excluded from Provision C.3.

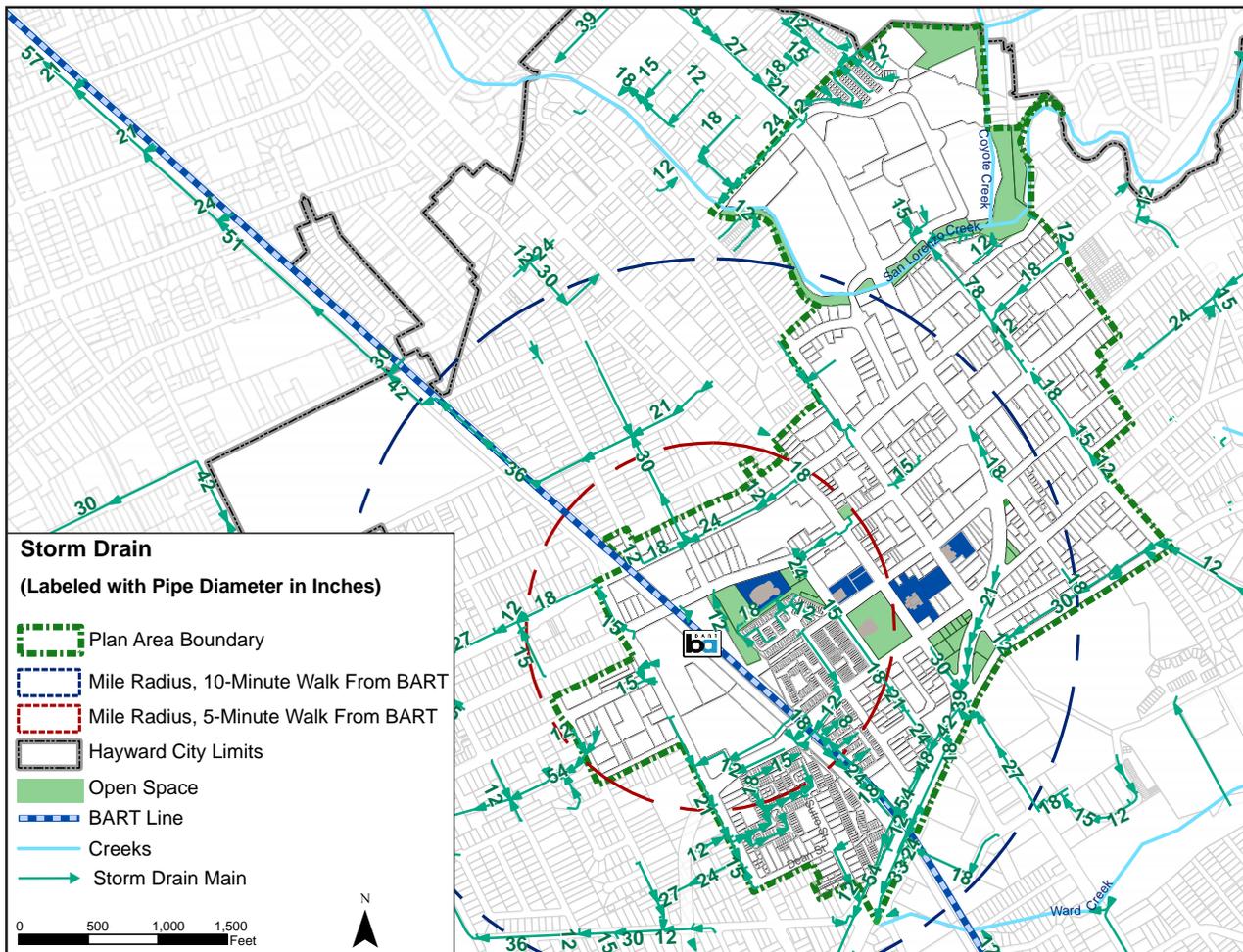


Figure 4.7 Storm Drainage within the Downtown Specific Plan Area

Regulated projects must provide water quality treatment for stormwater runoff by incorporating site design measures, source control measures, and low impact development (LID) measures that are hydraulically sized as specified by Provision C.3.d.

Site design measures are planning techniques that reduce the amount of runoff requiring treatment and detention, such as: reducing impervious surfaces, directing impervious areas to pervious surfaces, planting interceptor trees, and designing for rainwater harvesting and reuse.

Source control measures are structural features and operational controls that minimize pollutant contact with stormwater such as: roofed trash enclosures, street sweeping, and inspection and maintenance of storm drain inlets.

Treatment measures are engineered systems that remove pollutants from stormwater using filtration, infiltration, flotation and/or sedimentation. These measures are collectively referred to as LID features or best management practices (BMPs), and are the focus of the following improvement recommendations sections.

There are currently some existing, privately owned LID facilities located within the Plan Area, and it is expected some projects currently underway will trigger the C.3 standards and incorporate stormwater treatment facilities.

Additionally, projects that create and/or replace one acre or more of impervious surface and increase impervious surface area over that which existed in the pre-project condition need to incorporate hydromodification management measures, if located in an area that drains to a waterway with erosion potential, as mapped by Alameda County. Changes in the timing and volume of runoff from a site are known as “hydrograph modification” or “hydromodification.” When a site is developed, much of the rainwater can no longer infiltrate into the soils, so it flows offsite at faster rates and greater volumes. As a result, erosive levels of flow occur more frequently and for longer periods of time in creeks and channels downstream of the project. Hydromodification protections can include storage to detain runoff and measures to retain runoff such as infiltration and storage for rainwater reuse. These measures help to minimize the effects of increased runoff from developed sites to waterways, such as erosion, loss of habitat, increased flooding, and increased sediment transport and deposition.

The northeastern portion of the Plan Area located within the San Lorenzo Creek Watershed falls within the “Special Consideration” (hydromodification susceptibility) zone because runoff is flowing directly to a natural waterway. Projects located in this area that will create and/or replace one acre or more of impervious surface and increase impervious surface area over the pre-project condition will have to incorporate hydromodification measures into project plans. The remaining areas of the Plan Area are not within a susceptible watershed because stormwater runoff flows from the already developed area to below ground storm drain and engineered channels.

Plan Area Standards

There are no known flooding issues and the storm drain system works. However, flooding may become a concern if projects within the Plan Area that are not affected by hydromodification controls increase the total amount of impervious area, resulting in higher rates of stormwater runoff. To prevent this from happening as Downtown builds out, it is recommended the City expand the scope of the County’s hydromodification standards to include all parts of the Plan Area, and not just those located within designated Special Consideration zones.

If the City adopts a standard that all projects must limit the rate and total volume of offsite discharges to the pre-development levels, then the existing storm drainage infrastructure is anticipated to have capacity available for future development.

Right-of-Way Improvement Recommendations

There are no existing stormwater treatment facilities within the public right-of-way (ROW) in the Plan Area, however the City has expressed a desire to include stormwater treatment measures within the public realm. Opportunities exist to incorporate such measures into currently planned traffic calming and vehicular routing ROW improvements that will make the Plan Area more accessible for pedestrians and cyclists, while continuing to accommodate automobile use. Each of these improvements has the opportunity to have a dual purpose and incorporate green infrastructure (infrastructure designed to reduce and treat stormwater runoff from impervious areas).

Although compliance with C.3 standards may not be required for many of these projects, the City must evaluate every project for incorporation of green infrastructure and incorporation of these treatment measures would provide additional benefits to local waterways and the Bay, and put the City in a better position in the event that future stormwater requirements force municipalities to further improve the quality of runoff discharged to the Bay.

If any improvements trigger C.3, the treatment will likely need to be sized for the entire ROW. However, most projects will not trigger the need for compliance with the county guidelines, so the ROW improvement recommendations prioritize providing treatment for the vehicular surface area, which generate runoff with higher pollutant loading than runoff from the pedestrian and bike areas.

Potential opportunity sites for the installation of runoff treatment and/or discharge controls are shown in Figure 4.8 (Green Infrastructure Opportunities). There are four proposed designs illustrated in Figure 4.8, below and described in the following sections.

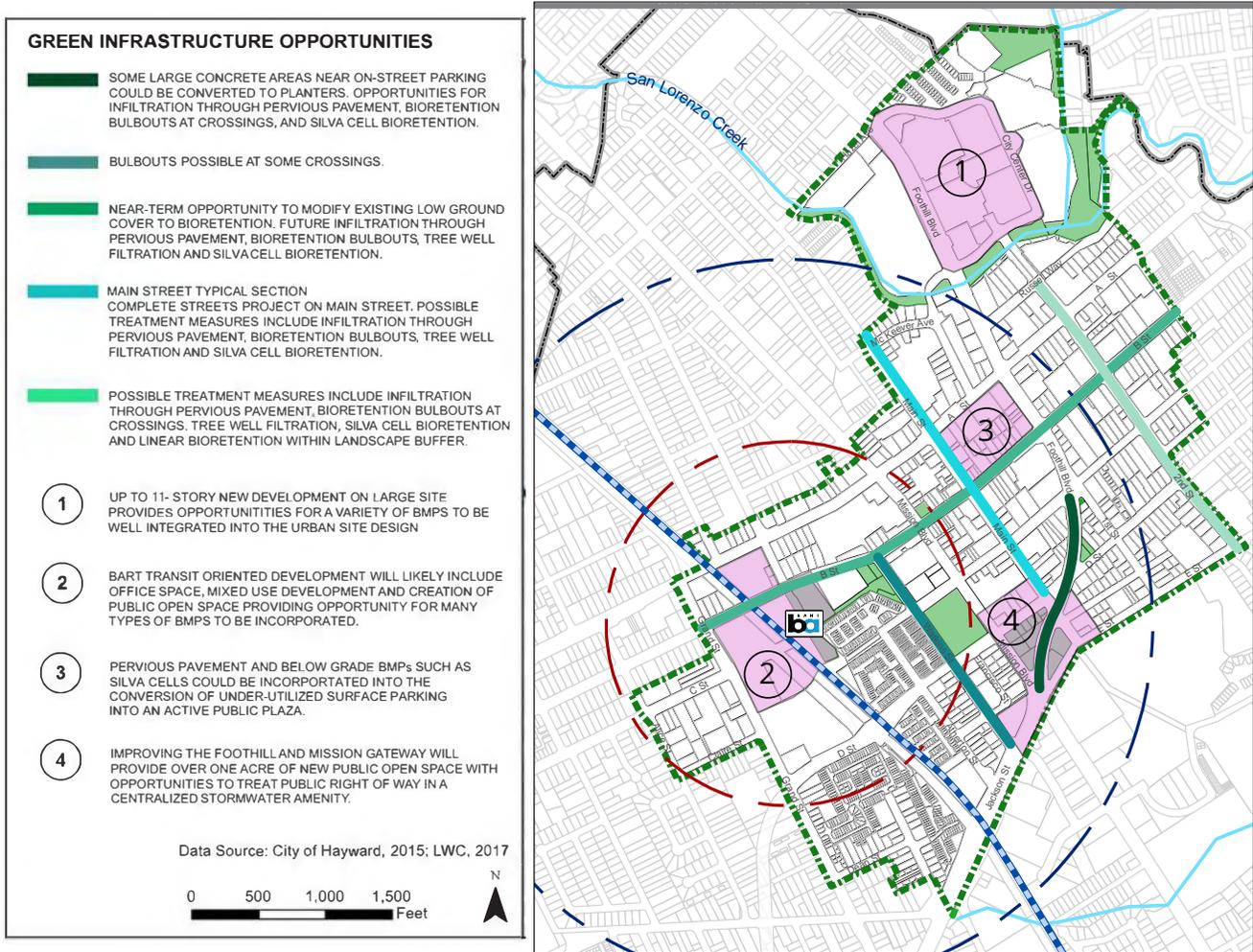


Figure 4.8 Green Infrastructure Opportunities Map

Main Street, between Foothill Boulevard and Warren Street, has been recommended for One Bay Area Grant (OBAG) funding. The complete streets project will implement measures such as bulbouts for pedestrian crossings and adding protected bike lanes. There is an opportunity for many forms of LID best management practices in order provide treatment for runoff from the vehicular right-of-way (See Figure 4.9).

The improvement recommendations on this street prioritize providing treatment for the vehicular surface area, which, as noted above, will generate runoff with higher pollutant loading than runoff from the pedestrian and bike areas.

The proposed typical section for Main Street is a 76-foot ROW with a mirrored section of 8.5-foot sidewalk, 5-foot bike lane, 2.5-foot passenger landing, 7-foot parking area and a 10-foot traveled lane. In addition, there is a middle 10-foot two-way turning lane. It is assumed the street will have a crowned roadway section with the high point in the center of the turning lane.

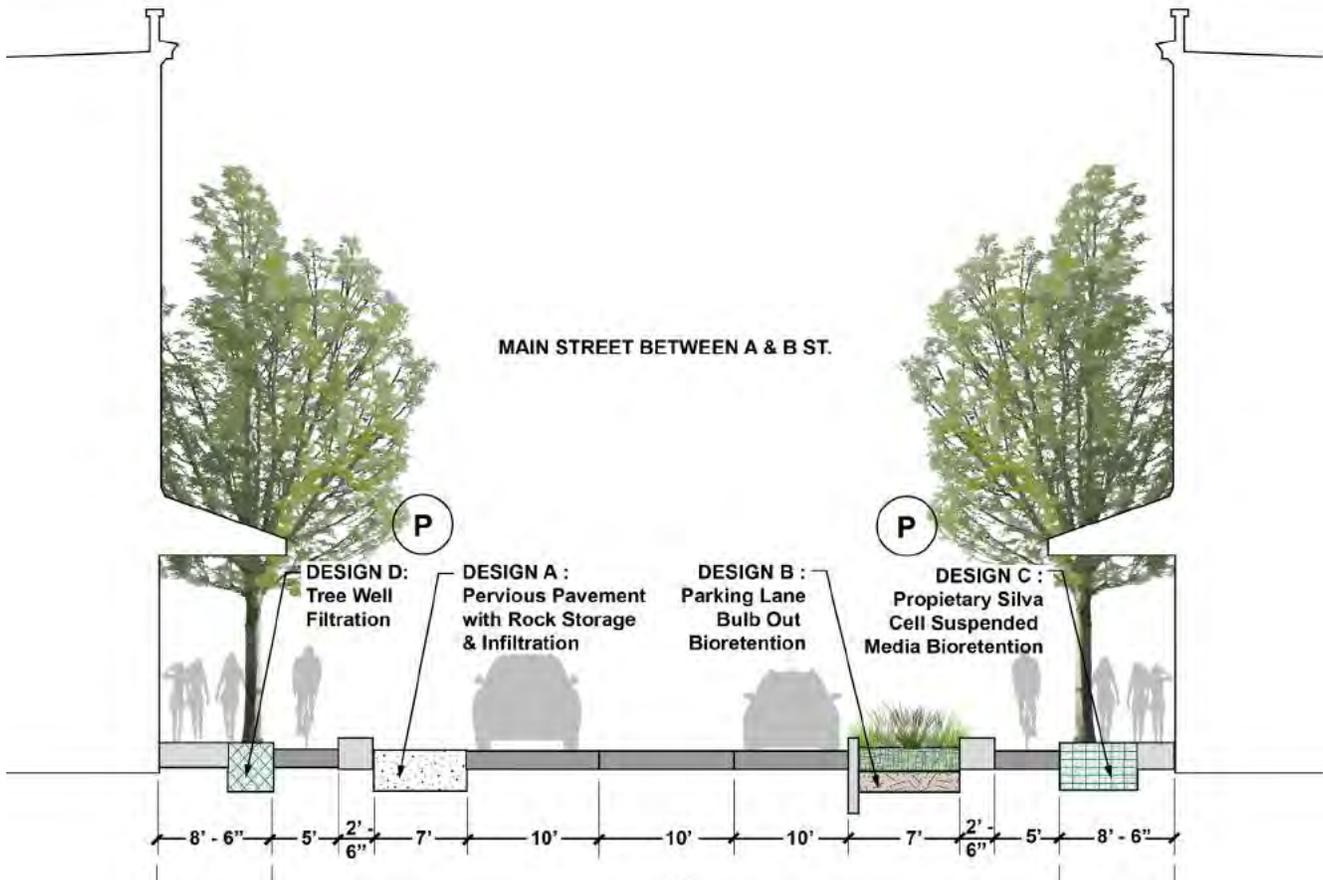


Figure 4.9 Main Street Typical Section



Porous Concrete Parking Lane, City of Ventura CA (<https://nacto.org/publication/urban-street-stormwater-guide/stormwater-elements/green-stormwater-elements/permeable-pavement/>)



Bioretention bulbout in Philadelphia, PA (<https://nacto.org/publication/urban-street-stormwater-guide/stormwater-elements/green-infrastructure-configurations/stormwater-curb-extension/>)

Design A

Construct parking lanes with pervious pavement to treat runoff from vehicular lanes. Pervious pavement, underlain with a pervious storage material sufficient to hold runoff from the design water quality event, is a BMP which provides both water quality treatment and also decreases the volume and rate of runoff from the site. Recommended sizing is to not exceed a two to one ratio between contributing impervious area and receiving pervious pavement. For Main Street, the runoff area of the impervious vehicular surfaces is 15 square feet per linear foot of pervious pavement (10-foot traveled lane plus one half of the turning lane). The design for the typical section is for a 7-foot parking lane, which results in an impervious to pervious ratio that is slightly higher than optimum. However, this design could be made workable by slightly increasing the rainwater storage section below the pervious pavement. The bike lane proposed on Main Street could also be constructed with a permeable material to achieve additional stormwater treatment, however, the surface would need to be designed to also allow a comfortable riding surface.

Design B

Construct bulbouts or curb extensions with bioretention at intersections to treat the runoff from the vehicular right-of-way. Bioretention areas, or "rain gardens," function as soil and plant based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a ponding area, organic layer or mulch layer, planting soil, and plants. Typical sizing sets the surface area of the rain garden equal to four percent of the contributing watershed. For Main Street, between A and B Streets (approximately 500 linear feet), a proposed design would convert the parking area to bulbout in advance of intersections with an approximately 6.5-foot wide planted area approximately 85 feet long (the length of approximately five parallel parking spaces).

Design C

Silva Cells are a proprietary modular suspended pavement system that uses soil volumes to support large tree growth and provide on-site stormwater management through filtration, absorption, evapotranspiration, and interception. These systems are similar to bioretention, but with the media section contained underground. The sizing for stormwater is similar to rain gardens, with the area of Silva Cells equal to about four percent of the contributing drainage area or about 500 square feet for the example section of Main Street. This area would support one or two standard 30-foot canopy trees or four smaller street trees and the Silva Cells would be centered around each street tree. If more street trees are desired, a larger area of Silva Cells should be designed to provide a similar growing environment for all street trees.

Design D

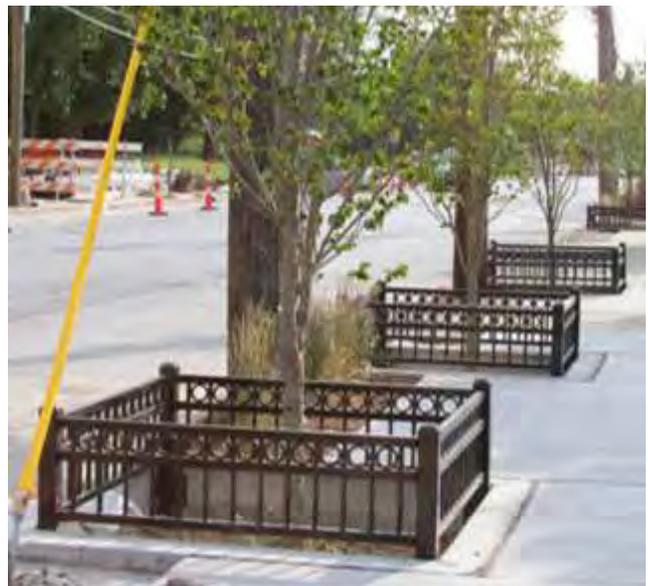
Non-proprietary tree well filtration can be designed in conjunction with street trees in the public ROW. The tree well filter's basic design is a vault filled with bioretention soil mix, planted with vegetation, and underlain with a subdrain. The surface area of biotreatment media is, similar to other discussed BMPs, approximately four percent of the contributing watershed. Assuming a five foot by five foot tree well planter, this would result in a street tree BMP approximately every 20 feet on center along Main Street. Where flows enter the biotreatment media, a change in elevation of four to six inches between the paved surface and biotreatment soil elevation is needed and a tree grate or fencing could be used to protect against tripping.

Public Open Space Improvements

The most significant opportunity within proposed open space is at the reconfiguration of the Foothill Boulevard and Mission Boulevard intersection. The vision for the intersection will provide over an acre of new public open space. This area could be designed to provide stormwater management of adjacent right-of-way through rainwater capture, surface storage, and reuse for landscape irrigation. Elsewhere in the Plan Area there are opportunities to convert surface parking to public plaza space where pervious pavements and below ground BMPs such as Silva Cell treatment would be very well suited.



Silva Cell Installation (<http://www.deeproot.com/blog/blog-entries/sacred-memorial-20-years-in-the-making-silva-cell-case-study>)



Example tree well filtration (<https://nacto.org/publication/urban-street-stormwater-guide/stormwater-elements/green-stormwater-elements/stormwater-tree/>, right: <http://www.ironsmith.cc/TREE-GRATES-STARB.htm>)

4.3 PUBLIC FACILITIES AND SERVICES

4.3.1 Schools

The Plan Area falls within the boundaries of the Hayward Unified School District (HUSD), which services the City. Just outside the Plan Area, but within the boundaries of the City, are California State University, East Bay (CSUEB) and Chabot College, which as of 2017 have a total enrollment of 15,855 and 13,742, respectively (Univstats, 2017). HUSD currently operates 20 elementary schools, five middle schools, and three high schools, enrolling a total of 20,771 students as of July 2017 (Hayward Unified School District, 2017). Schools serving the Plan Area include the following (Hayward Unified School District, 2017):

- **Burbank Elementary School.** This school is located on 222 Burbank Street Hayward, just four blocks west of the Hayward BART station.
- **East Avenue Elementary School.** This school is located on 2424 East Avenue, about one mile away from the Plan Area.
- **Strobridge Elementary School.** This school is located on 21400 Bedford Drive, about half a mile away from the north boundary of the Plan Area.
- **Bret Harte Middle School.** This school is located on 1047 E Street, right outside of the southeast boundary of the Plan Area.
- **Winton Middle School.** This school is located on 119 West Winton Avenue, about half a mile away from the southwest boundary of the Plan Area.
- **Hayward High School.** This school is located on 1633 East Avenue, a few blocks away from the eastern boundary of the Plan Area.

Capacity

HUSD is currently updating its Facilities Master Plan, and does not have current recorded enrollment capacities for each school. However, the *2013 Facilities Master Plan* reported a significant decline in student enrollment in the last 10 years district-wide, particularly in elementary schools. Markham Elementary School, which closed in 2010 due to this decline, was located just a few blocks from the Plan Area, between C and D Streets on 6th Street. All Saints Catholic School is also located just outside of the Plan Area at E Street and 2nd Street, which services Kindergarten through Seventh Grade, and enrolls 214 students (See Figure 4.10). Per the *2013 Facilities Master Plan*, Middle School enrollment is expected to see a slight increase in 2018, but ultimately have a small net decline between 2012 and 2019. High School enrollment has seen the largest decline, losing 25 percent of its population between 2003 and 2012. However, HUSD expects to see an overall small net growth from 2013 to Fall 2019. The Hayward Unified Schools Design Team (HUSDT) reached a consensus in a 2005 report on recommended school populations for Elementary, Middle, and High Schools in the District, as outlined in the *2013 Facilities Master Plan*. However, HUSDT also stated that the District needs to decide the ideal size for student populations and work to make a more efficient use of existing schools. Per this recommendation, no additional school facilities are needed at this time, however HUSD may want to review the organization and use of existing facilities.

4.3.2 Parks

Downtown Hayward currently has 6.2 acres of dedicated parkland, managed by the Hayward Area Recreation and Park District (HARD). The “Health and Quality of Life Element” of the *Hayward 2040 General Plan* establishes a standard for every 1,000 residents, there must be two acres of local parks, two acres of school parks, three acres of regional parks, and one mile of trails and linear parks, with five acres of parks district-wide (Goal HGL-10). The General Plan defines local parks as generally three to 10 acres in size serving a one-quarter to one-half mile radius, and regional parks as 500 acres in size or larger, and including scenic or natural resources in at least 70 percent of their area. Parks included in or within one mile of the Plan Area include the following (See Figure 4.11):

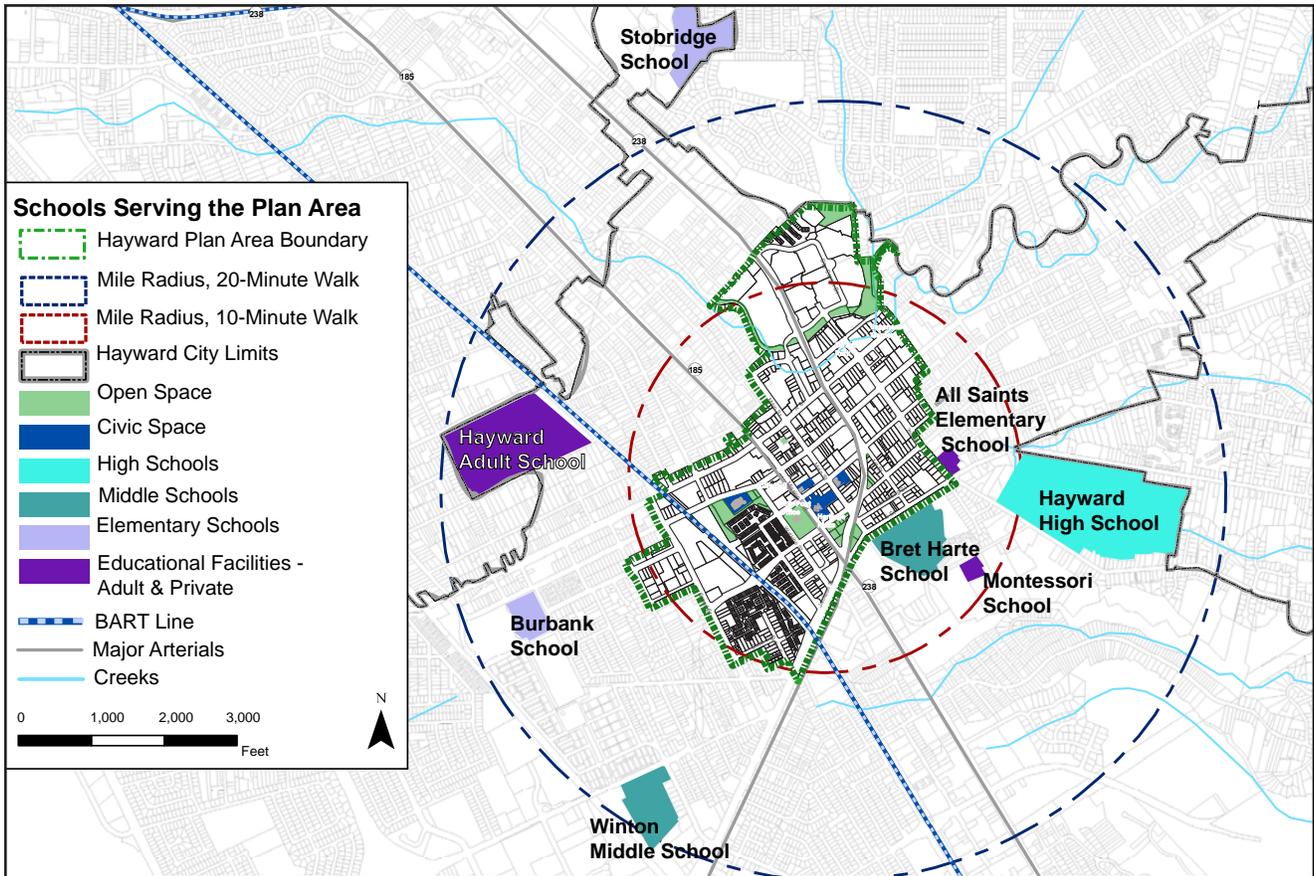


Figure 4.10 Schools Serving Plan Area

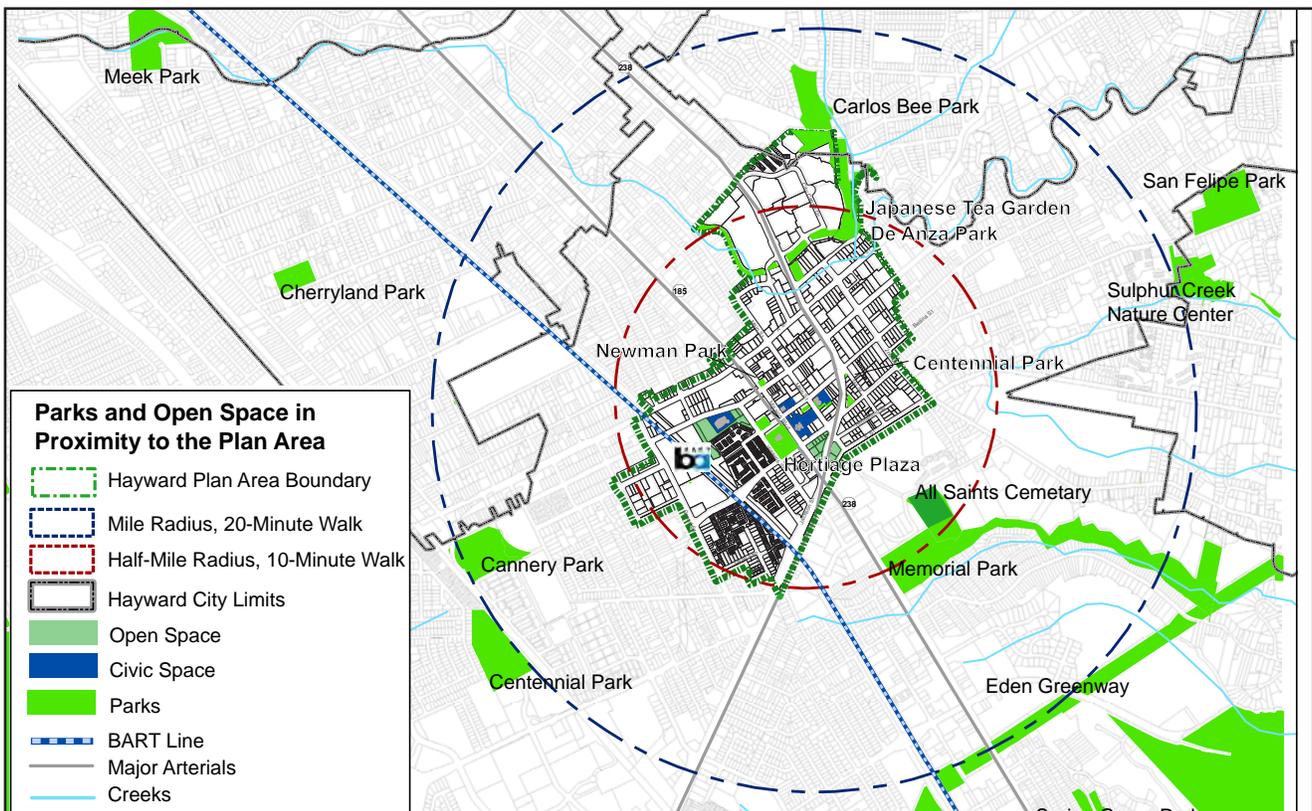


Figure 4.11 Parks and Open Space in Proximity to Plan Area

Parks Within the Plan Area

- **The Japanese Garden.** Located between the Coyote and San Lorenzo Creeks, in the north end of the Plan Area, the Japanese Garden is the largest park in the Plan Area at 3.5 acres. The Garden makes up a portion of the 4.4-acre Special Use Facility, along with the Hayward Area Senior Center and the Douglass Morrison Theater, which lay just outside of the Plan Area. These Special Use Facilities are operated by HARD.
- **De Anza Park.** An additional 1.5 acres of open space extends along the San Lorenzo Creek from the Japanese Gardens to Foothill Boulevard.
- **Newman Park.** Located in the center of Plan Area, by City Hall at the northern corner of Mission Boulevard and B Street, Newman Park covers 0.18 acres.

Parks Within 1/2 Mile of the Plan Area

- **Carlos Bee Park.** Located in the north end of the Plan Area adjacent to the Japanese Garden, Carlos Bee Park covers 6.9 acres.
- **Cannery Park.** Adjacent to Burbank Elementary School, Cannery Park is north of Centennial Park, and east of the Hayward Amtrak station, covering 8.91 acres.
- **Memorial Park.** Memorial Park is the largest park near the Plan area at 34.5 acres, lies along Ward Creek, just south of the Plan Area.

Parks within 1 Mile the Plan Area

- **Centennial Park.** Centennial Park lies southwest of the Plan Area between Martin Luther King Drive and Amador Street, covering 11.63 acres.

Additional open space in the Plan Area includes the creekside areas around the San Lorenzo and Coyote Creeks. There is additional open space immediately adjacent to City Hall, at the northern corner of Foothill Boulevard and D Street, and at the Foothill Boulevard/Mission Boulevard/Jackson Street “Five Flags” intersection, which currently serves as a gateway to the Route 238 Bypass Alternative.

While these areas provide open space to the Plan Area, they may not count towards the required park acreage as outlined by HARD, which states that non-traditional parklands can only count towards the requirement if they provide some form of recreational value, which may include amenities such as bicycle paths, pedestrian walkways, and picnic areas (HARD, 2006).

Capacity

Including parkland within one mile of Downtown, there are approximately 67 acres of parkland within walking distance from Downtown. As of 2018 the population of Downtown Hayward was 4,968 people, which translates to roughly 13.5 acres of parks per 1,000 residents. Population increases in Downtown Hayward will correspond to an increase in the use of local parks. The City is not meeting the park standards for local, school, and districtwide parkland, but is exceeding its regional parkland standard.

Improvements

Heritage Plaza, currently under construction, is located at the former site of the Hayward Public Library bounded by Mission Boulevard, C Street, D Street, and Watkins Street, will provide an additional three acres of park space. The Plan proposes an additional 4.25 acres of open space coming from the Southern Gateway opportunity site. The Plan also includes a new pedestrian plaza at the Hayward BART station. Upon completion, the East Bay Greenway project will also add open space to the Plan Area along the BART rail line, in addition to improved pedestrian and bicycle infrastructure. The Plan proposes working with HARD to improve access to the San Lorenzo Creek by building a creekside trail and bicycle path.

Alameda County voters passed measure F1 on November 8, 2016, approving a \$250 million bond for HARD project-related funding, which could be used towards new park space in the form of infill park space like plazas and community gardens. While no currently announced projects lie within the Plan Area, there are a few parks projects in the pipeline in other parts of Hayward through HARD. One includes a roughly 30-acre regional park roughly three miles north of the Plan Area on a former EBMUD Site. Three-quarters of a mile east of the Plan Area is the San Felipe Community Park, which also has a proposed HARD Master Plan Update, which includes park space expansion.

There are a number of private projects in progress that will add additional open space within the Plan Area. These include the Lincoln Landing Development, providing about one acre of common open space, and Maple and Main, which will provide roughly 13,750 square feet of common open space.

The City should modify zoning regulations to ensure the integration of open space into new projects and work with HARD to identify additional sites and funding streams for open space. Examples of relevant policies and programs within the Plan, which are outlined further in Chapter 5, are:

- Modify zoning standards to require new public or private open space, depending on the type and size of the project.
- Create new development and design regulations for open space of all sizes, including pocket parks, plazas, and community gardens, to ensure new open space can support active and passive recreational uses for users of all ages and abilities.
- Re-purpose underutilized street right-of-way as a new linear park along the Alquist-Priolo Fault Zone.
- Encourage the use of roofs for civic space.

4.3.3 Fire

The Hayward Fire Department runs a total of nine stations, nine engine companies, and two trucks companies. The Plan Area is located within Fire District 1 (District 1), and served by Fire Station 1, which is located at the corner of Main Street and C Street (See Figure 4.12). Fire Station 1 currently employs two captains, two apparatus operators, two firefighters, and one battalion chief. Current equipment on hand includes one ladder truck and one fire engine available per shift.

Capacity

The Hayward Fire Department currently operates at 0.7 responders per 1,000 residents, which is below the service standard of one responder per 1,000 residents established by the International City/County Management Association. Per ABAG projections, the City's population is expected to increase to 188,000 by 2040, which would lower this figure to 0.6 responders per 1,000 residents

should staffing numbers remain unchanged. The Department has previously stated that facilities are currently able to maintain a sufficient level of service for anticipated population growth in both the Plan Area and City-wide over the next 20 years as outlined in Plan Bay Area 2040, but that staffing levels are not presently adequate. As of 2014, the average response time for District 1 was three minutes 27 seconds for Engine 1 and three minutes 14 seconds for Truck 1, faster than the national standard of five minutes 50 seconds 90 percent of the time.

Improvements

The performance of the Fire Department indicates there is no identified Emergency Services deficiency at this time and no recommendations for improvement are proposed at this time.

4.3.4 Police

As of 2017, the Hayward Police Department (HPD) employed 322 staff members, including 1 Police Chief, 3 Captains, 11 Lieutenants, 27 Sergeants, 1 Inspector, and 154 Police Officers. This translates to 197 sworn peace officers, or 1.32 per 1,000 residents. Located across the street from Fire District 1 is the North District Office of the Hayward Police Department, which services the Plan Area (see Figure 4.12). The Plan Area is also covered by the Downtown Bicycle unit, which employs the community-policing method. The Hayward Police Department divides patrolling into geographic "Beats," and the Plan Area is covered by both the B and C Beats.



Fire Station 1 in Hayward, CA.

Crime Prevention Through Environmental Design (CPTED)

CPTED uses environmental design strategies to improve public safety and perceptions of public safety. Strategies alter the physical realm of mainly urban communities and range from major changes that seek to increase the number of "eyes on the street," to smaller built environment additions such as lighting and landscaping that deter criminal activity.

Capacity

The standard for response times is established in the *Hayward 2040 General Plan*, which has a goal that responders should arrive at the scene of Priority 1 Police Calls, the highest priority call, within five minutes of dispatch, 90 percent of the time. 2017, HPD responded to Priority 1 calls for service within 5 minutes 65.8 percent of the time. However, noted by HPD, the amount of time a police officer takes to respond to the scene of a service call depends on each individual officer pushing an "on scene" button in their service vehicle. Priority 1 calls are typically calls are classified as emergency calls in which an officer may neglect to record their on-scene time due to an emergency situation, meaning response times to Priority 1 calls within 5 minutes of dispatch are likely higher. Given population increase, the number of sworn officers will decrease to 1.0 per 1,000 residents at 2040 buildout if staffing levels remain unchanged. As under existing conditions, this ratio is below the standard 1.6 responder per 1,000 residents.

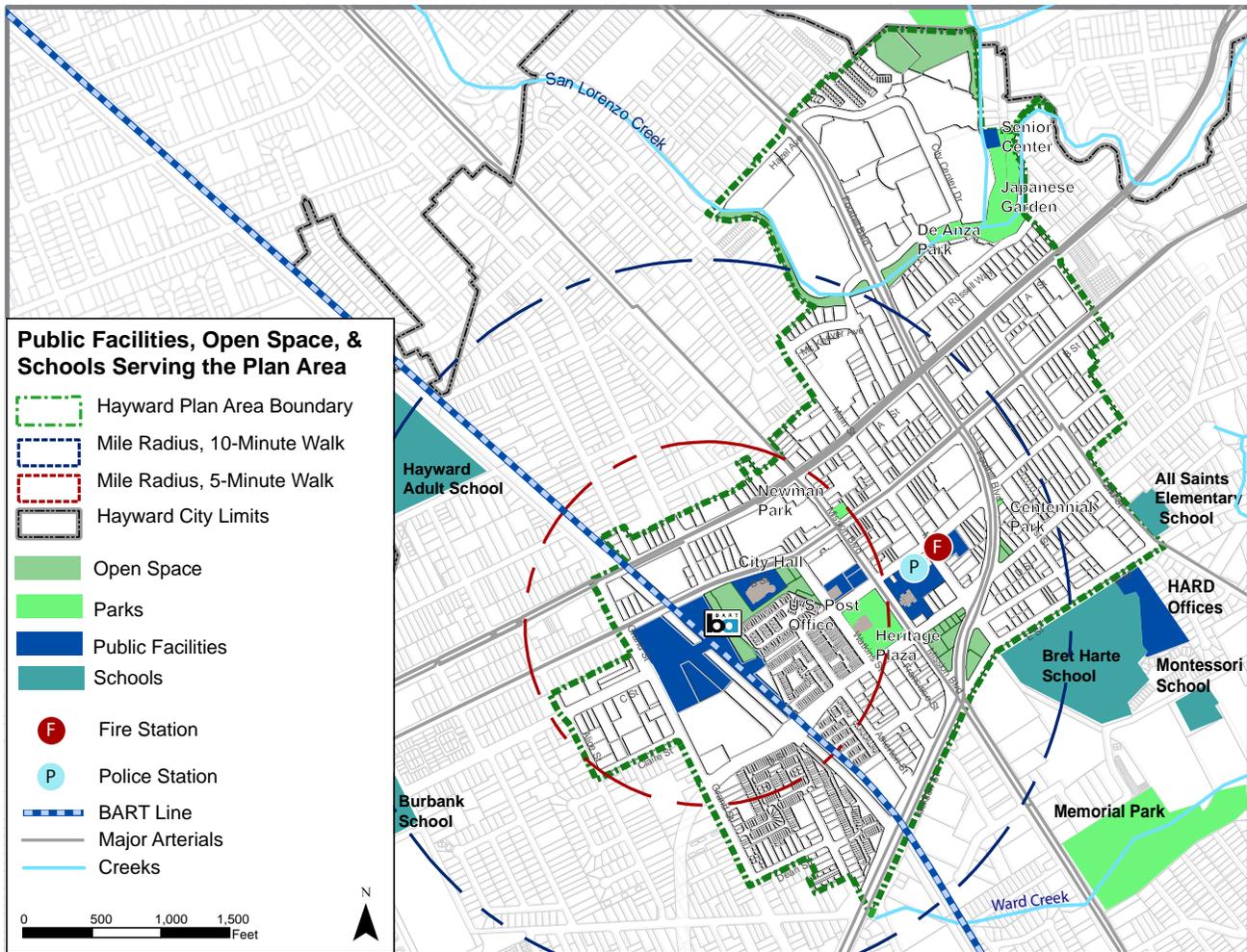


Figure 4.12 Public Facilities, Open Space, and Schools

Improvements

The Hayward Citywide Budget for FY 2018 allocated a portion of the \$5.56 million overtime budget to the Police and Fire departments to maintain adequate staffing levels. Additional funding for police services in 2018 will come from Measure C, passed in 2014. The budget also outlines a number of public safety systems updates such as a safety camera pilot project Downtown that is currently in progress. Multiple measures elsewhere within the Plan seek to address the perception of safety identified by local stakeholders throughout the Plan development process. These include improvements to the public realm such as better outdoor lighting, alterations to the public sphere that increase both the number of pedestrians. Taken together, these and other strategies make-up what is known as crime prevention through environmental design (CPTED).

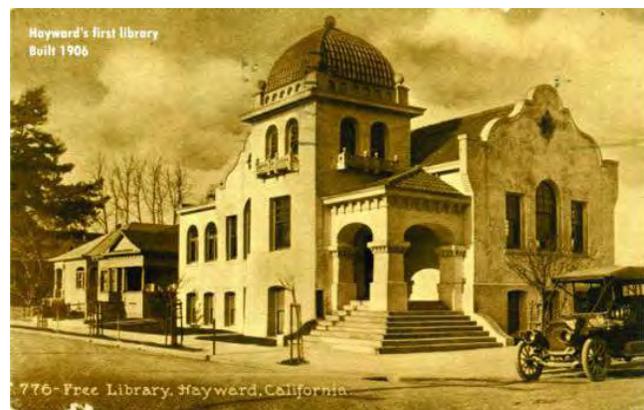
4.3.5 Hospital Services

There are currently several facilities that provide residents within the Plan Area with medical services.

- **Eden Medical Center.** Located roughly two miles from the center of the Plan Area in Castro Valley.
- **St. Rose Hospital.** Located roughly 2.5 miles from the center of the Plan Area in the southwestern portion of the City, next to Highway 880.
- **Kaiser Permanente Hayward-Sleepy Hollow Medical Offices.** Located roughly 2.8 miles from the center of the Plan Area, close to St. Rose Hospital.
- **Planned Parenthood – Hayward Health Center.** Located within the Plan Area at 1032 A Street.

4.3.6 Libraries

The Hayward 21st Century Library is anticipated to open in the winter of 2018. The new library will occupy the southern portion of the block bounded by Mission Boulevard, B Street, Watkins Street, and C Street, directly behind the City Hall parking garage. Heritage Plaza and the new library's accompanying open space will occupy the entire block directly south on the site of the former library (see Figure section 4.3.2). The new 58,000 square-foot library will provide more space, computers, services, books for Hayward's growing population. The library will be 100-percent energy self-sufficient, becoming the most environmentally sustainable public building ever constructed in Hayward. The building will be powered by 100 percent carbon free sources of electricity, and is expected to receive a LEED certified rating of Platinum from the U.S. Green Building.



First Library in Hayward



Site plan rendering of 21st Library Redevelopment. Image courtesy of <http://www.haywardlibrary.org>

AC Care Connect

"In November 2016, the State of California announced that Alameda County Health Care Services Agency (HCSA) had been awarded more than \$140 million by the California Department of Health Care Services for an ambitious and innovative program that aims to improve health outcomes for the homeless and other high utilizers of health care services while reducing avoidable costs.

The program, known as AC Care Connect, focuses on people experiencing homelessness, people who are high utilizers of multiple systems, such as emergency services, hospitalizations, and law enforcement, and people with complex conditions who need care coordination across multiple systems in order to obtain good treatment outcomes. An estimated 20,000 people will be touched over the four years of the program."

Source: <https://www.achch.org/ac-care-connect.html>

4.3.7 Homeless Services

Like many cities in the Bay Area, Hayward faces growing issues of housing security and homelessness. According to a 2016 report, approximately 380 to 422 persons experienced homelessness or were at immediate risk of becoming homeless in the City of Hayward, and 90 percent of those persons consider Hayward their home (Cal State East Bay and The Task Force to End Hunger and Homelessness in Hayward, 2016). Additionally, the biennial data report released in May 2017 showed a 39 percent increase in the homeless population over the previous two years. Citywide, there are different types of support services, emergency shelters, and transitional housing services for the homeless population as noted by the 2016 report:

- **Family Emergency Shelter Coalition.** Located just immediately outside of the Plan Area at the intersection of 3rd and C Streets, the Family Emergency Shelter Coalition operates a 22-bed shelter for families with children under 18.
- **Ruby's Place.** Located within the Plan Area at 1180 B Street (between 2nd Street and Foothill Boulevard), Ruby's Place is a 42-bed shelter for homeless women. Additional shelters are provided outside of the Plan Area during the winter season.

As of 2016, the above shelters were at full capacity. In addition to other services provided by these shelters and the South Hayward Parish, such as drug and alcohol counseling services, food, and mental health services, the Downtown Streets Team provides homeless individuals with non-cash stipends to help cover basic needs in exchange for taking part in Downtown beautification projects, such as cleaning up litter (streetsteam.org, 2017). Additional funding has been identified through various ballot measures and programs to address homelessness countywide such as Alameda County Measure A1 and Alameda County's Whole Person Care Pilot Program.



"Denyse Del Rio, who is homeless, sweeps up litter on Tuesday along B Street in Downtown Hayward as part of Downtown Streets Team" Image courtesy of Paul Kuroda of the Bay Area News Group, and the East Bay Times. Source: <https://www.eastbaytimes.com/2016/10/13/zeroing-in-on-homelessness-housing-insecurity-in-hayward/>

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CHAPTER 5

IMPLEMENTATION AND FINANCING

In this chapter...

Chapter 5 serves as a road map to implementing the Downtown Specific Plan, pairing the goals, policies, and programs with potential funding sources needed to fully realize the Long-Term Vision.

- 5.1 Implementation Plan
- 5.2 Potential Funding Sources

5.1 IMPLEMENTATION PLAN

5.1.1 Goals, Policies, and Implementation Programs

The goals, policies, and programs reflect the comprehensive and community-driven nature of the Downtown Specific Plan and address topics of land use, community design, housing, circulation, travel demand management, economic development, and infrastructure and public facilities. While the goals, policies, and programs are organized by these topics, many are inextricably linked. Together the goals, policies, and programs are intended to capture the community's values, vision, and priorities for the Plan Area.

In total, this Section sets seven goals, creates 47 policies, and recommends 128 programs. Each implementation program includes the party responsible for implementation, timeframe, and potential funding source. Assigning a responsible party helps to ensure continued commitment by City staff, elected officials, and other vital organizations to the goals of the Plan. In addition, to help establish priorities, programs include anticipated timeframes for implementation. Short-term programs are anticipated to be implemented within the first four years of Plan adoption, mid-term programs to occur within five to 10 years, and long-term programs in 11 or more years.

Finally, the table connects implementation to potential funding sources. While the availability and sources of funding will change over time, achieving the Plan's vision relies heavily on funding for proposed programs. Potential funding sources are identified together with a list of many current funding sources described in Section 5.2 (Potential Funding Sources). Further, each program implements at least one of the five guiding principles introduced in Section 2.2 (Long-Term Vision).

Implementation

Goals are an expression of the end results to be achieved by the Plan, informed by the community's values and long-term aspirations for Downtown Hayward.

Policies are specific statements that guide decision making by offering targeted direction to accomplish Plan goals.

Programs are actionable techniques and measures that implement specific corresponding Policies.

TABLE 5.A ACRONYMS (USED ON THE FOLLOWING PAGES)

Responsible Party			
CED	Development Services-Code Enforcement Division	MS	Maintenance Service Department
EDD	City Manger's Office-Economic Development Division	NSD	City Manger's Office-Neighborhood Service Division
FD	Fire Department	PLD	Development Services-Planning Division
IT	Information Technology Department	PoD	Police Department
MS	Maintenance Service Department	PW	Public Works Department
LCS	Library and Community Services Department	UES	Utilities and Environmental Service Department
Timeframe			
Short	Short-Term (<5 years)		
Mid	Mid-Term (5 - 10 years)		
Long	Long Term (11 + years)		
Proposed Funding Source			
AHSC	Affordable Housing and Sustainable Communities	ESG	Emergency Solutions Grant
APG	Caltrans Adaptation Planning Grant	GF	General Fund
ATP	Active Transportation Program	GSAF	Golden State Acquisition Fund
BID	Business Improvement District (including Downtown Community Benefit District)	HCD	Department of Housing and Community Development
CDBG	Community Development Block Grant	HOME	Home Investment Partnerships Program
CIG	Capital Investment Grant	HPTC	Historic Preservation Tax Credit
CNRA	California Natural Resource Agency	IIG	Infill Infrastructure Grant
COP	Certificate of Participation	PBD	Parking Benefit District
DA	Community Options Program	PPP	Public-Private Partnership
DIF	Development Impact Fee	SCGP	Site Cleanup Subaccount Program
EDA	Economic Development Administration	TFCA	Transportation Fund for Clean Air
EIFD	Enhanced Infrastructure Finance Districts	TOAH	Transit-Oriented Affordable Housing Fund

GUIDING PRINCIPLES KEY

See Section 2.2 (Long-Term Vision) for more information on Guiding Principles



Promote Downtown as safe, lively, and business friendly



Preserve the history, arts, and culture of Downtown



Improve the circulation network to better serve Downtown businesses, residents, and visitors



Build on and enhance natural features and open spaces



Establish Downtown as a regional destination

Goal 1: Land Use

Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.

Policy LU 1 Diversity of Uses	Attract more downtown visitors, including families and college students and faculty from Cal State University, East Bay, and Chabot College, by offering a wide array of retail, dining, services, and entertainment uses that create a dynamic environment and depend on pedestrian foot traffic.
Policy LU 2 Transit Supportive Development	Create an urban environment and development regulations in the Plan Area for transit supportive development that benefits from and promotes a rapid transit public transportation system.
Policy LU 3 Opportunity Sites	Encourage the development and improvement of opportunity sites that have the potential to attract developer interest in the Downtown and generate more economic activity.
Policy LU 4 Marketing Campaign	Support marketing programs that emphasis Downtown’s unique economic opportunities and attractions and encourage the development of a unique brand that distinguishes the Downtown as the cultural and economic center of the City.
Policy LU 5 Consistent Citywide Policy	Ensure that updates to Citywide policies and regulations support the Downtown vision, goals, and development standards.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program LU 1 Develop zoning regulations that allow for increased intensity, reduced parking requirements, and a mix of uses to encourage walkable and transit accessible retail, office, and residential uses Downtown (see Chapter 6).	PLD	Concurrent with Specific Plan Adoption	N/A	 
Program LU 2 Update zoning regulations to allow temporary uses such as temporary structures on vacant lots, temporary uses in existing structures, pop-up shops, fruit stands, and mobile businesses, especially in vacant or underutilized spaces (including vacant storefronts) to increase small-scale business opportunities and to temporarily fill gaps in the urban fabric (see Chapter 6).	PLD	Concurrent with Specific Plan Adoption	N/A	 
Program LU 3 Modify zoning regulations, including lot size, setback, height, and parking requirements, which were identified as constraints to achieving General Plan intensities and densities (see Chapter 6).	PLD	Concurrent with Specific Plan Adoption	N/A	

Goal 1: Land Use (cont.)

Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program LU 4</p> <p>Update zoning regulations to modernize land use regulations and allow uses consistent with the vision for Downtown; such as neighborhood and regional serving retail, destination dining, entertainment, and indoor recreation that serve a diverse population including students, families, seniors, creative class professionals, and artists (see Chapter 6).</p>	PLD	Concurrent with Specific Plan Adoption	N/A	 
<p>Program LU 5</p> <p>Incentivize the consolidation of small and irregularly sized parcels and lot mergers to improve the feasibility of larger scale catalyst development projects. For example, allow larger building types on larger lots.</p>	PLD	Concurrent with Specific Plan Adoption	N/A	
<p>Program LU 6</p> <p>Remap the following General Plan Land Use Designations within the Plan Area to the City Center-Retail and Office Commercial Land Use Designation to implement the Specific Plan Vision:</p> <ol style="list-style-type: none"> 1. Commercial/High Density Residential; 2. Medium Density Residential; 3. Parks and Recreation (between Mission Boulevard and A Street); and 4. Sustainable Mixed Use. 	PLD	Short	GF	  
<p>Program LU 7</p> <p>Amend the General Plan Land Use Designation, City Center-Retail and Office Commercial, to allow for density up to 210 dwelling units per acre.</p>	PLD	Short	GF	
<p>Program LU 8</p> <p>Conduct a survey of business owners on the demographic characteristics and shopping habits of core customers to inform marketing efforts.</p>	EDD	Short	BID, EDA	
<p>Program LU 9</p> <p>Establish a program to advertise opportunity sites (including those identified in the Plan) to encourage the full and efficient use of vacant and underutilized parcels.</p>	EDD	Short	BID	

Goal 1: Land Use

Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program LU 10</p> <p>Complete a wayfinding signage program and accompanying implementation plan to enhance and increase wayfinding signage that helps residents and visitors navigate the Plan Area and find public and cultural amenities, businesses, transit facilities, bicycle routes, and on-street and off-street parking lots and garages.</p>	PLD, PW, EDD	Short-Mid	BID, ATP	 
<p>Program LU 11</p> <p>Working with the business community, develop a Downtown branding plan highlighting the Plan Area's unique opportunities and attractions that includes creative taglines, logos, and other visual themes along with an accompanying implementation plan.</p>	EDD	Short-Mid	BID, EDA	
<p>Program LU 12</p> <p>Work with the business community to develop a comprehensive marketing plan that includes 1) a target list of businesses for attraction and expansion; 2) marketing strategies; and 3) benchmarks to measure progress in implementation. The marketing strategies should highlight the following Plan Area attributes in support of long-term goals:</p> <ol style="list-style-type: none"> 1. Unique restaurants and eateries; 2. Youth and family-oriented uses; 3. Entertainment uses, including those desirable to college students; and 4. Arts, events, music festivals, farmers markets, and other cultural activities. 	EDD	Mid	BID, EDA	  

Goal 1: Land Use

Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program LU 13	IT, LCS	Mid	BID	 
Program LU 14	PLD, PW	Mid	TOAH	 
Program LU 15	PLD, PW, EDD	Mid	BID	
Program LU 16	EDD	Ongoing	BID	 
Program LU 17	EDD	Ongoing	BID	

Goal 2: Community Design

Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.

Policy CD 1 Pedestrian-Oriented Design	Require best practices in pedestrian-oriented building and streetscape design to create an attractive and comfortable walking experience.
Policy CD 2 Coordinate Public and Private Investments	Coordinate public and private investment to improve the quality and appearance of new and existing structures and streetscapes.
Policy CD 3 Cultural and Historic Heritage	Celebrate, preserve, and enhance the cultural heritage and historic charm of Downtown to create a unique sense of place.
Policy CD 4 Parks and Public Spaces	Provide a safe, well-connected, and maintained series of parks, plazas, and other outdoor public spaces that support public life and contribute to the revitalization of Downtown.
Policy CD 5 Healthier Lifestyles	Foster healthy lifestyles through creation of complete communities with active transportation alternatives and access to diverse food and recreation options.
Policy CD 6 Public Art	Promote the creation and funding of public art that contributes to the cultural experience of visiting the Downtown.
Policy CD 7 Public Improvements	Require that public improvements negotiated through development agreements be consistent with and supportive of streetscape and public realm improvements called for in the Plan.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program CD 1	Create building placement and frontage standards to ensure new buildings shape the public realm and promote walkability. Regulations may include pedestrian entranceway standards, building location standards, ground floor use requirements, or frontage design standards (see Chapter 6).	PLD	Concurrent with Specific Plan Adoption	N/A	 
Program CD 2	Update use regulations to encourage pedestrian-oriented uses that can help to activate the Downtown, such as sidewalk dining, and outdoor seating (see Program LU 4 and Chapter 6).	PLD	Concurrent with Specific Plan Adoption	N/A	 

Goal 2: Community Design (cont.)

Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.

Program	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program CD 3	Modify zoning standards to require new public or private open space, depending on the type and size of the project.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program CD 4	Create new development and design regulations for open space of all sizes, including pocket parks, plazas, and community gardens, to ensure new open space can support active and passive recreational uses for users of all ages and abilities.	PLD	Concurrent with Specific Plan Adoption	N/A	 
Program CD 5	Modify zoning regulations to allow for urban agriculture and community gardens in appropriate open-space and/or temporarily on vacant lots.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program CD 6	Require large development sites to include internal connectivity and pedestrian passages through new site development standards.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program CD 7	Pursue funding for pedestrian-oriented streetscape improvements such as additional outdoor seating areas, pedestrian scale lighting, trash receptacles, interactive art installations, and shade trees.	PLD, LCS	Short	DA, PBD, BPDG, TGCA	 
Program CD 8	Promote historic resources through programs and signage as part of the Downtown marketing campaign.	PLD, EDD	Short	GF, BID	
Program CD 9	Continue to pursue grant funding and design assistance to help existing property and business owners make cosmetic upgrades, such as facade and signage improvements.	PLD, LCS	Short-Mid	BID, CDBG	
Program CD 10	Provide educational opportunities for growing, preparing, and selling local food products including cottage food products.	PLD, LCS, NSD	Short-Mid	GF	

Goal 2: Community Design (cont.)

Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program CD 11	PLD, EDD	Short-Mid	GF, PPP, BID	 
Program CD 12	PLD	Mid	GF, HPTC	 
Program CD 13	PLD	Mid	GF	
Program CD 14	PLD, EDD	Mid	GF	
Program CD 15	PLD, PW	Mid	GF, DA, Measure WW, Measure F1	

Goal 2: Community Design (cont.)

Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program CD 16	PLD	Mid-Long	GF	
Program CD 17	PLD, PW	Long	GF, DA, EFD	 
Program CD 18	PLD	Ongoing	GF	
Program CD 19	EDD	Ongoing	BID	
Program CD 20	PLD, LCS, EDD	Ongoing	GF, BID	
Program CD 21	PLD	Ongoing	GF	
Program CD 22	PLD	Ongoing	GF, DA, EFD	

Goal 2: Community Design (cont.)

Downtown is a beautiful, safe, and high-quality pedestrian-oriented environment for all ages to enjoy day or night, with sufficient and attractive lighting, sidewalk amenities, landscaping, and inviting ground floor frontages.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program CD 23	PLD, LCS, EDD	Ongoing	GF, BID	
Program CD 24	PLD, LCS, EDD	Ongoing	GF, BID	
Program CD 25	PLD	Ongoing	GF	
Program CD 26	PLD, LCS	Ongoing	GF, HPTC	

Goal 3: Housing

A wide variety of housing types are available to meet the economic and physical needs of a diverse population.

Policy H 1 Housing Supply	Encourage residential development at the maximum density allowed in the General Plan, where feasible, to spur more housing production, including affordable and market rate housing, and attract a wide spectrum of people to live Downtown.
Policy H 2 Affordable Housing	Encourage the production of affordable housing in the Plan Area, including options for extremely low, very low, low, and moderate-income households.
Policy H 3 Displacement	Prevent or mitigate the displacement of existing residents, if housing prices rise significantly.
Policy H 4 Special Needs Housing	Provide housing that supports persons with special needs, including seniors, persons with disabilities, and the homeless.
Policy H 5 Comprehensive System of Services	Continue to coordinate with community organizations to develop and maintain a comprehensive system of services to prevent and alleviate homelessness, panhandling, and related public health and safety concerns.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program H 1	Modify use regulations to allow for a mix of housing types, including accessory dwelling units, duplexes, multiplexes, apartments, and mixed-use buildings.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program H 2	Incentivize affordable by design units, including smaller unit sizes, reduced parking requirements, and other interventions that lowers housing costs for both affordable and market rate housing option.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program H 3	Modify the zoning code to allow attached or detached accessory dwelling units as part of a single-family or multi-family use.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program H 4	Modify zoning regulations to allow for assisted care and residential care facilities and support services for seniors and persons with disabilities.	PLD, LSC	Concurrent with Specific Plan Adoption	N/A	

Goal 3: Housing (cont.)

A wide variety of housing types are available to meet the economic and physical needs of a diverse population.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program H 5	PLD, LCS	Ongoing	DA, EIFD, GSAF, Measure A1, HOME, AHSC, IIG	
Program H 6	PLD, LCS	Ongoing	GSAF, Measure A1, HOME, AHSC, IIG	
Program H 7	PLD, LCS	Ongoing	GSAF, Measure A1, HOME, AHSC, IIG	
Program H 8	PLD, LSC	Ongoing	GSAF, Measure A1, HOME, AHSC, IIG	
Program H 9	PLD, LSC	Ongoing	GF	
Program H 10	PLD, LSC, NSD	Ongoing	ESG, GF	

Goal 4: Circulation

The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

<p>Policy C 1 Commuter Transportation System</p>	Support a multi-modal commuter transportation system that strengthens regional transit links to and from Downtown.
<p>Policy C 2 Multi-Modal Streets</p>	Ensure that Downtown streets adequately accommodate the needs and safety of pedestrians and cyclists while respecting traffic volumes.
<p>Policy C 3 Pedestrian Priorities</p>	Reclaim Downtown as a place for pedestrians by supporting pedestrian-focused design strategies, such as wide sidewalks, painted or lighted crosswalks, ergonomic crosswalks, flashing lights, pedestrian controlled mid-block crossings, and reduced curb-to-curb dimensions across intersections to make walking more protected, convenient, and comfortable.
<p>Policy C 4 Bike Network</p>	Create a safe, efficient, and attractive bicycle network for internal connectivity and connections with bikeways outside of the Plan Area.
<p>Policy C 5 Performance Metrics</p>	Utilize alternative transportation performance metrics for the Plan Area that measure how well street design meets the needs of all roadway users (cyclist, pedestrian, automobile, transit) rather than only automobile users.
<p>Policy C 6 Agency Coordination</p>	Work with AC Transit, BART, and other transit providers to meet the travel needs of Downtown residents, businesses, and visitors and to prioritize improvements identified in this Plan, such as reconsidering BART Station access.
<p>Policy C 7 Turning Vehicle Encroachment</p>	Promote compact intersections by authorizing street and intersection designs with turn radii that assume some vehicles may encroach into opposing vehicle lanes.
<p>Policy C 8 Roundabouts</p>	Encourage roundabouts as an alternative to traffic signals. Use of roundabouts as a traffic strategy reduces vehicle speeds and conflict points, separates of vehicle-vehicle conflict points from vehicle-pedestrian conflict points, and provides a two-step crossing for pedestrians.
<p>Policy C 9 Vehicle-Miles Travelled</p>	Use vehicle-miles travelled per capita as the primary metric to evaluate transportation impacts of development projects within the Plan Area.
<p>Policy C 10 Transit-Priority Streets</p>	Prioritize maintaining the speed, reliability, and on-time performance of buses using the Central County Complete Streets Implementation Design Guidelines (ACTC, 2016), and AC Transit recommended best-practices for transit-priority streets in the Plan Area.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program C 1	Support safer routes to schools and parks by providing increased signage, lighting, landscaping, and pedestrian connections around schools and parks.	PLD, PW, MSD	Short	GF, PBD, TFCA, CNRA, BPDG, AHSC	 

Goal 4: Circulation (cont.)

The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

Program	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program C 2	Install a High-Intensity Activated Crosswalk (HAWK) beacon on Foothill Boulevard between Hazel Avenue and City Center Drive.	PLD, PW	Short	GF, PBD, TFCA, BPDG	
Program C 3	Create protected class IV bikeways on appropriate streets, such as Main Street, Foothill Boulevard and 2 nd Street as finalized in the Bike and Pedestrian Master Plan.	PLD, PW	Short-Mid	GF, PBD, AHSC, CNRA, ATP, CIG, TFCA	
Program C 4	Reduce motor vehicle travel lanes on the following roadways to reallocate space for other uses, including sidewalks, bikeways, and transit lanes (see Appendix B for illustrations and discussion): 1. 2 nd Street; 2. Foothill Boulevard (northbound between D Street and City Center Drive); 3. Mission Boulevard (between A St and D St); and 4. Mission Boulevard (“Five Flags” Intersection to Industrial Parkway).	PLD, PW	Short-Mid	GF, SCGP, ATP, APG, CIG, TFCA, Measure BB, AHSC	
Program C 5	Install sharrows and other devices that indicate class III bicycle routes, where bicycle traffic is shared with pedestrian or vehicle traffic, on streets not appropriate for protected bikeways.	PLD, PW	Mid	GF, PBD, AHSC, CNRA, ATP, CIG, TFCA	
Program C 6	Continue to ensure that street network design includes measures to manage automobile speed, safety, and comfort, such as reduction in lane width.	PLD, PW	Mid	GF	
Program C 7	Continue to enhance bicycle facilities at key intersections that accommodate high bicycle and automobile traffic, with treatments that may include bicycle signal actuation and advanced stop bars.	PLD, PW	Mid	GF, PBD, AHSC, CNRA, ATP, CIG, TFCA	

Goal 4: Circulation (cont.)

The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program C 8	Work with BART, MTC, ACTC to prioritize active “first-last mile” transportation investments adjacent to BART to improve non-auto access to and from the station.	PLD, PW	Mid	GF, SCGP, ATP, APG, CIG, TFCA, AHSC, Measure BB	
Program C 9	Work with adjacent jurisdictions, regional agencies, and Bike East Bay to help complete the East Bay Greenway bicycle trail to run under BART right-of-way from Lake Merritt to South Hayward BART stations.	PLD, PW	Mid	GF, Measure BB, SCGP, APG, ATP, Measure F1	
Program C 10	<p>Continue to work with ACTC and AC Transit to implement the following measures to improve bus access to BART as identified in the concept for this area (see Chapter 2 for more detail):</p> <ol style="list-style-type: none"> 1. Integrating bus stops on existing streets adjacent to the station, where feasible, to avoid the delays and congestion of using a bus intermodal; 2. Relocating bus bays to the west side of the BART station to improve pedestrian access to Downtown; 3. Designating bus, shuttle, and passenger pickup/drop-off on both sides of the BART station and both sides of the nearby streets; and 4. Maintaining adequate designated curbspace for non-transit passenger loading (e.g., for taxis, ride hailing services, and kiss-and-ride). 	PLD, PW	Mid	GF, SCGP, ATP, APG, CIG, TFCA, AHSC, Measure BB	

Goal 4: Circulation (cont.)

The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program C 11</p> <p>Realign channelized intersections along Foothill Boulevard at A Street and D Street to reduce vehicle turning speeds and increase pedestrian crossing visibility.</p>	PLD, PW	Mid	GF, PBD, TFCA, BPDG	 
<p>Program C 12</p> <p>Invest in traffic signal synchronization and traffic management strategies to improve traffic flow on roadways.</p>	PW	Mid-Long	GF, EIFD, ATP, CIG, Measure BB	
<p>Program C 13</p> <p>Design and convert the following street segments in the Plan Area from one-way to two-way streets (see Appendix B for illustrations and discussion):</p> <ol style="list-style-type: none"> 1. A Street (between Mission Boulevard and Foothill Boulevard); 2. C Street (between Mission Boulevard and Second Street); 3. 1st St 2-way conversion (between C St and D St); 4. B Street (between Watkins Street and Foothill Boulevard)and 5. Mission Boulevard (between A Street and the "Five Flags" Intersection). 	PLD, PW	<p>Mid</p> <p>Mid</p> <p>Mid</p> <p>Long</p> <p>Long</p>	<p>GF, SCGP, ATP, APG, CIG, TFCA, Measure BB</p>	 

Goal 4: Circulation (cont.)

The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program C 14</p> <p>Continue to work with private developers to provide private shuttle service that implements recommendations from the City's shuttle feasibility study.</p>	PLD, PW	Ongoing	GF, SCGP, APG	
<p>Program C 15</p> <p>Work with regional transportation agencies (Metropolitan Transportation Commission and Alameda County Transportation Commission) and AC Transit to explore the feasibility of providing additional transit service to the Plan Area.</p>	PLD, PW	Ongoing	GF, Measure BB	
<p>Program C 16</p> <p>Continue to design curbs using strategies such as bulbouts and crosswalk markings to reduce pedestrian crossing distances and vehicle turning speeds, and increase pedestrian visibility.</p>	PLD, PW	Ongoing	GF, PBD, TFCA, BPDG	
<p>Program C 17</p> <p>Work with navigation software companies (e.g. Google and WAZE) to improve access to and navigation into and around the Plan Area.</p>	PW	Ongoing	GF	 
<p>Program C 18</p> <p>Work with the Council Infrastructure Committee to develop a schedule for periodic updates, monitor implementation of Plan recommendations and improvements, and adjust timeframe for street improvements, as appropriate.</p>	PLD, PW	Ongoing	GF	 

Goal 5: Travel Demand Management (TDM) and Parking

Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

Policy TP 1 Make it Easy to Take Transit, Walk, or Bike	Make it easy for residents, employees, and visitors to travel by transit, foot, bike, or shared rides when traveling to, from, and within Downtown.
Policy TP 2 Manage and Market TDM	Manage and market transportation demand management (TDM) programs to provide employers, employees, and residents with transportation alternatives to single-occupancy vehicle use and to reduce parking demand.
Policy TP 3 Parking Regulations	Support parking regulations that minimize barriers to desired development, lower housing costs, and reduce private use of the automobile.
Policy TP 4 Shift to Non-Personal Vehicle Modes	Accommodate future new person trips through modes other than personal vehicles (such as public transit, rideshare, and cycling) to help achieve a more balanced circulation network and reduce vehicle miles traveled.
Policy TP 5 Carsharing and Bikesharing	Facilitate the establishment of carsharing and bikesharing services within the Plan Area.
Policy TP 6 Curb Parking and City Parking Lots	Efficiently manage curb parking and City-owned parking lots and garages with strategies that balance parking needs of existing and future customers, employees, and residents.
Policy TP 7 Parking Revenue	Identify sustainable funding strategies for public parking to ensure that it is self-supporting and generates revenue for public improvements.
Policy TP 8 User-Friendly Parking	Make Downtown parking user-friendly, easy to access, and easy to understand.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program TP 1	Amend the code to adjust parking requirements, including parking reduction for small projects and minimum short-term and long-term bicycle parking.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program TP 2	Modify parking and loading regulations to limit the number of driveways and curb cuts and prevent parking or loading areas from dominating street frontages.	PLD, PW	Short	GF	 

Goal 5: Travel Demand Management (TDM) and Parking (cont.)

Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program TP 3</p> <p>Develop a bicycle parking program to increase the supply in the public realm.</p>	PLD, PW	Short	GF, PBD, ATP, CIG	
<p>Program TP 4</p> <p>Extend City-owned parking lots and garage hours of operation to ensure that parking is readily available with a reasonable walking distance from significant destinations and entertainment.</p>	PW	Short	GF, PBD, EIFD, BID	
<p>Program TP 5</p> <p>Establish a residential parking permit program for residents, visitors, and business owners to discourage commuters or visitors from parking long-term in residential areas.</p>	PLD, PW	Short-Mid	GF	
<p>Program TP 6</p> <p>Partner with carsharing operators to establish a carsharing service with shared vehicle "pods" strategically located within the Plan Area with the following requirements:</p> <ol style="list-style-type: none"> 1. Require that large development projects offer carsharing operators a limited number of parking spaces free of charge; 2. Require new development projects to pay into a carshare startup fund. 	PLD	Short-Mid	GF, PPP, CIG	  
<p>Program TP 7</p> <p>Partner with bikesharing and scooter operators to establish a network of shared stations strategically located within the Plan Area and require new projects to pay into a bikeshare/ scooter startup fund.</p>	PLD, PW	Short-Mid	GF, PPP, CIG	
<p>Program TP 8</p> <p>Adjust the In Lieu Fee Policy in the Central Parking District to better reflect cost of replacement parking, ensure dedication to related improvements, and determine best use of funds.</p>	PLD, PW	Mid	GF	

Goal 5: Travel Demand Management (TDM) and Parking (cont.)

Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program TP 9</p> <p>Establish a Downtown TDM program supportive of alternate commute options that includes an employer-provided, tax-free Commuter Benefits Program, the Regional TDM Program, and TDM checklist.</p>	PLD, PW	Mid	GF, PBD, CIG	
<p>Program TP 10</p> <p>Work with residents to consider establishing Residential Parking Benefit Districts on residential streets adjacent to commercial areas where a limited number of commuters pay to use surplus curb parking spaces in residential areas and return the resulting revenues to the neighborhood to fund public improvements.</p>	PLD, PW	Mid	GF	
<p>Program TP 11</p> <p>Regulate curb parking with performance-based meters that adjust rates to target occupancy rates of 66 to 85 percent. Pricing should be low, or free, except during times of peak demand.</p>	PW	Mid	GF, ATP, AHSC	
<p>Program TP 12</p> <p>Establish a Transportation Management Association or similar entity responsible for the management and promotion of transportation programs for employers and residents, funded through a combination of parking revenues and/or other dues, fees, assessments, grants, and public transportation funds.</p>	PLD, PW	Mid	GF, PBD, CIG	
<p>Program TP 13</p> <p>Require City-owned parking lots and garages be operated as an enterprise operation that pays for itself solely through user fees with adjustable rates.</p>	PW	Mid	GF	
<p>Program TP 14</p> <p>Establish a Downtown Parking Benefit District for the use of permit and curb parking revenue to fund public facility and service improvements.</p>	PLD, PW, EDD	Mid	GF	
<p>Program TP 15</p> <p>Establish an advisory committee, with representation from Downtown property owners and merchants, to decide how to spend new curb parking revenues.</p>	PLD, PW, EDD	Mid	GF	

Goal 5: Travel Demand Management (TDM) and Parking (cont.)

Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Program TP 16</p> <p>Modernize parking enforcement technologies, such as license plate recognition, to be integrated with smart meters, pay-by-phone, parking access and revenue control systems (PARCS), and handheld citation units.</p>	PW	Mid	GF, PBD, EIFD, BID	
<p>Program TP 17</p> <p>Require all new and existing employers that provide subsidized employee parking to offer their employees the option to cash out their parking subsidy.</p>	PLD	Mid	GF, CIG	
<p>Program TP 18</p> <p>Manage curb space for commercial and passenger loading activities through a coordinated approach, including establishing time limits for commercial loading zones, developing an off-hours delivery program, or allocating space for short-term passenger loading/package delivery for mixed-use or multi-family projects.</p>	PW	Mid	GF	 
<p>Program TP 19</p> <p>Encourage new residential and commercial development projects with common parking areas to unbundle the full cost of parking from the cost of the property itself.</p> <ol style="list-style-type: none"> <i>Residential:</i> For rental and for-sale housing, unbundle the full cost of parking from housing cost and create a separate parking charge. <i>Commercial Leases:</i> Unbundle parking costs from commercial space cost by identifying parking costs as a separate line item in the lease and allow tenants to lease as few parking spaces as they wish. 	PLD	Ongoing	N/A	 

Goal 5: Travel Demand Management (TDM) and Parking (cont.)

Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program TP 20	PW	Ongoing	GF	
Program TP 21	PW	Ongoing	GF	
Program TP 22	PLD, PW	Ongoing	GF	  

Goal 6: Economic Development

Downtown capitalizes on its location in the region, leverages its amenities, and captures more sales tax revenue to become a national model for the revitalization of mid-size cities.

Policy ED 1 Business Attraction, Retention, and Expansion	Support the attraction, retention, and expansion of desired businesses, including small start-ups, minority-owned, or disadvantaged businesses that will contribute to Downtown's revitalization.
Policy ED 2 Flexible Economy	Support innovative industries and business incubation that diversify the economy and align with the strategy for Downtown revitalization.
Policy ED 3 Innovative Financing Strategies	Seek innovative and creative ways to fund public amenities, development incentives, and new infrastructure without unduly transferring the cost burden to the private sector.
Policy ED 4 Infrastructure and Utility Delivery	Ensure efficient delivery of infrastructure and utilities in the Plan Area to achieve buildout in a cost-effective manner and to support economic development.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program ED 1	Modify the zoning regulations to allow for the construction and operation of live/work units and for the reuse of existing commercial and industrial buildings to accommodate live/work opportunities.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program ED 2	Modify zoning regulations to allow on-site retailing with small-scale production or processing at the same location.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program ED 3	Modify zoning regulations to allow collaborative incubator and working spaces for emerging innovative start-ups or smaller companies that benefit from shared and more affordable working space.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program ED 4	Continue to develop a Comprehensive Economic Development Strategy (CEDS) with neighboring communities to increase ability to compete for funding.	EDD	Short	GF, EDA	
Program ED 5	Incentivize new small businesses through reduced or waived fees, small business loans and a more flexible permitting processes.	PLD, EDD	Short	GF	

Goal 6: Economic Development (cont.)

Downtown capitalizes on its location in the region, leverages its amenities, and captures more sales tax revenue to become a national model for the revitalization of mid-size cities.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program ED 6	Improve and streamline the entitlement process to attract investment and development and for projects involving the expansion and upgrades of existing Plan Area businesses, including for code-compliance upgrades.	PLD, EDD	Short	GF	
Program ED 7	Take advantage of the designated Opportunity Zone for Downtown (Federal 2017 Tax Cuts and Jobs Act) to help deliver more investment and equitable outcomes. To help channel money to the Downtown Opportunity Zone, the City should develop marketing materials and public-private partnerships, layer other public funding, and streamline the entitlement process to encourage desired outcomes.	PLD, EDD	Short-Mid	GF, BID	
Program ED 8	Develop a program aimed to support the funding and/or provision of short-term, low cost infrastructure improvements through the use of "crowdfunding" platforms, such as "KickStarter," and tactical urbanism techniques, such as temporary parklets.	PLD, EDD, UES	Short-Mid	GF	 
Program ED 9	Establish grants, programs, and incentives in support of temporary urbanism.	EDD, LCS	Mid	GF	
Program ED 10	Create a business retention and expansion program specific to the Plan Area that includes a study of local business hiring practices, factors that hinder or support business activity, and workforce characteristics.	EDD	Mid	GF	

Goal 6: Economic Development (cont.)

Downtown capitalizes on its location in the region, leverages its amenities, and captures more sales tax revenue to become a national model for the revitalization of mid-size cities.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program ED 11	Develop an incentive program that encourages private development to contribute to public amenities that serve a broader area than the development site, such as parkland, stormwater infrastructure, and streetscape improvements, beyond the minimum requirement.	PLD, EDD	Mid	GF	
Program ED 12	Facilitate the development of an Enhanced Infrastructure Financing District(s), Community Revitalization Investment Authorities, and other financing opportunities as they arise to support the funding of long-term, more costly infrastructure improvements. For example, the City should consider establishing an EIFD that includes City-owned land and parking lots in the Downtown (parcels in an EIFD do not need to be contiguous).	PLD, EDD	Mid	GF	
Program ED 13	Build relationships with small businesses and local retailers to inform them of programs aimed at strengthening business capacity and to assist them with City processes and requirements.	EDD	Ongoing	GF	
Program ED 14	Connect new short-term businesses and non-profits with owners of vacant commercial space.	EDD	Ongoing	GF	
Program ED 15	Pursue available grant funding from local, state (Department of Housing and Community Development in particular), and federal sources to fund potential transit-oriented development projects.	LCS, PLD	Ongoing	HCD, GF	

Goal 7: Infrastructure and Public Facilities

Public services, community facilities, and utility systems are well maintained, implement Citywide climate change policies, and meet the needs of current and future Downtown residents, businesses, and visitors.

Policy IPF 1 Water/Sewer	Maintain adequate water and sewer infrastructure necessary to support development Downtown.
Policy IPF 2 Stormwater	Require on-site storm run-off detention to ensure drainage flows do not exceed existing flow rate to minimize impacts of existing infrastructure.
Policy IPF 3 Fair Share	Require developers to pay their fair share in costs of infrastructure upgrades.
Policy IPF 4 Sustainable Design	Encourage property owners pursuing new developments or home renovations to design and construct buildings for healthful living and working conditions, including enhanced internal circulation, healthy building materials, design for universal accessibility, universal accessibility, all electric appliances in multi-family projects, and mechanical and HVAC systems that enhance indoor air quality and comfort.
Policy IPF 5 Renewable Energy	Work with East Bay Community Energy to establish a pathway to derive 50 percent of the electricity used in Downtown from renewable sources by 2025 and strive to derive 75 percent of the electricity used in Downtown from renewable sources by 2030.
Policy IPF 6 Landfill Diversion	Encourage innovative expansion of recycling and waste diversion.
Policy IPF 7 Fire and Police	Improve and maintain the performance of fire and police protection services to adequately serve the population of the Plan Area through 2040 and beyond.
Policy IPF 8 Public Restrooms	Provide an adequate supply of safe and clean public restrooms in parks and civic spaces.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program IPF 1	PLD, UES	Short	GF, CNRA, DIF, COP, DA	
Program IPF 2	UES	Short	GD	
Program IPF 3	PLD, UES	Short-Mid	GF, CNRA, DIF, COP, DA	

Goal 7: Infrastructure and Public Facilities (cont.)

Public services, community facilities, and utility systems are well maintained, implement Citywide climate change policies, and meet the needs of current and future Downtown residents, businesses, and visitors.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program IPF 4	PLD, UES, PW	Short-Mid	GF, CNRA, DIF, COP, DA	
Program IPF 5	PLD, UES, LSC	Short-Mid	GF, CNRA, DIF, COP, DA	
Program IPF 6	PLD, UES, EDD	Short-Mid	GF	
Program IPF 7	LSC, MSD	Short-Mid	GF, Measure F1	
Program IPF 8	PLD, UES	Mid	GF, CNRA, DIF, COP, DA	
Program IPF 9	PLD, UES	Mid	GF, CNRA, DIF, COP, DA	
Program IPF 10	UES	Mid	CNRA, COP, DIF	
Program IPF 11	LSC, MSD	Mid	GF	
Program IPF 12	PoD	Ongoing	GF, BID	

Goal 7: Infrastructure and Public Facilities (cont.)

Public services, community facilities, and utility systems are well maintained, implement Citywide climate change policies, and meet the needs of current and future Downtown residents, businesses, and visitors.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program IPF 13	FD	Ongoing	GF, BID	
Program IPF 14	LCS, NSD	Ongoing	GF, BID	
Program IPF 15	PLD, UES	Ongoing	GF, CNRA, DIF, COP, DA	
Program IPF 16	PLD, UES	Ongoing	GF, CNRA, DIF, COP, DA	 
Program IPF 17	PLD, UES	Ongoing	GF, CNRA, DIF, COP, DA	
Program IPF 18	PLD, UES	Ongoing	GF	
Program IPF 19	PLD, UES	Ongoing	GF, CNRA, DIF, COP, DA	
Program IPF 20	PLD, UES, MSD	Ongoing	GF, CNRA, DIF, COP, DA	 

5.1.2 Roadway to Implementation

Achievement of the Plan Vision is an effort that begins with Plan adoption and continues over the next 10 - 15 years. Implementation requires a Citywide commitment to working toward Plan goals, following established policy, and dedicating staff time and City resources to carry out listed actions and programs.

The implementation program is divided into distinct timeframes, as described below. These timeframes encourage the City to prioritize key improvements with immediate public benefit and then pursue additional funding and resources to complete longer term projects and programs. Programs from Section 5.1.1 (Goals, Policies, and Implementation) are reorganized by timeframe in Appendix C (Implementation Programs).

Immediate Benefit:

Sixteen percent of programs that recommend improvements to the zoning regulations are completed concurrently with Specific Plan adoption. These changes will have an immediate impact on the type, design, and scale of new development Downtown, and signal to the development community that Hayward is ready for business.

Short-Term:

Next, the City should focus efforts on low-cost projects and programs that will have significant impact on Downtown revitalization, and will set the stage for longer term investment and improvements. Twelve percent of Plan programs are targeted for short-term completion.

Short to Mid-Term:

Thirteen percent of programs are considered of intermediate priority and can be worked on over the next 10 years as funding is available as more priority short-term activities are completed.

Mid-term:

As short-term program completion sets Downtown up to accommodate new commercial growth and increased residential population, additional financial resources, opportunities, and challenges may arise. At this time, the City should work on programs identified as mid-term, and evaluate the effectiveness of programs already completed. This may be an opportunity to revisit some recommendations, such as financial incentives or parking programs, as new development will influence these factors. Twenty-seven percent of implementation programs are estimated to be worked on during this time.

Long-Term:

The final stage in Plan implementation is completing the final few programs that require significant financial investment, coordinated roadway design, infrastructure improvements, and additional public outreach. The final three percent of programs will result in full Vision achievement. However, the implementation plan is designed to yield significant improvements in advance of full Plan implementation.

On-Going:

Twenty-nine percent of programs are listed as on-going efforts. These are actions, programs, or responsibilities that are already common practice (such as pursuing grant funding for improvements), as well as coordination with regional agencies, non-profits, and local groups to tackle other Plan implementation efforts.

5.2 POTENTIAL FUNDING SOURCES

Below is a summary of potential funding mechanisms and resources, aside from the City's General Fund, for proposed infrastructure, physical improvements, and programmatic Plan recommendations. Depending on the size of the project, several funding sources are generally used and, often, the public and private sector work together to achieve mutually beneficial results. Also, funding sources change based on federal, state, and local priorities and initiatives. The mechanisms and resources below are divided into five categories:

1. Revenue generation;
2. Partnership opportunities;
3. Grant opportunities;
4. Loans and Bonds; and
5. Transportation funding.

5.2.1 Revenue Generation

The following Subsection describes potential mechanisms that may be employed within the Plan Area for generating additional revenue, including revenue that may be used to provide funding support for infrastructure and physical improvements called for in the Plan. These mechanisms are considered industry best-practices and have been proven successful in generating revenue in similar downtown urban settings.

Property and Business Improvement Districts

Business Improvement Districts (BIDs) are quasi-governmental agencies created to aide in the revitalization of designated commercial business districts through secured funding streams brought by an assessment fee.

Two common types BID types are property-based (PBID) and business-based (BBID). For PBIDs an assessment is paid by property owners based on property value. For BBIDs an assessment is paid by businesses and based on sales revenue, business size, or a license fee.

Both type of BIDs offer a consistent funding stream, as well as a high level of flexibility in how those funds are used within the District boundary. Funds are often used to fund infrastructure improvements (e.g., sidewalk enhancements), but they can also be

used to provide marketing or public safety services that supplement existing municipal services.

The City formed a new Community Benefit District (CBD) in August 2018. A CBD is another term for a PBID and replaces the existing Downtown Business Improvement Area (DBIA) that encompasses much of the Plan Area. The CBD is based on property value, rather than the current DBIA assessment based on business fees. CBD fees will continue to support various resources and services supported by the DBIA. At the time of formation the CBD budget is approximately \$600,000, and is expected to grow in future years with completion of three transformative downtown development projects—the Green Shutter Hotel, Maple and Main and Lincoln Landing.

Certificate of Participation

Certificates of Participation (COP), like municipal bonds, allow government agencies to lower borrowing costs when securing funds to construct or improve public facilities. COPs allow investors to buy a share of the improvements or infrastructure that an agency or government intends to fund. This funding mechanism has the benefits of tax-exempt interest and liquidity, meaning that investments can be easily converted into cash. The City has previously made use of Certificates of Participation to fund various projects, such as the 21st Century Library, the Civic Center Project at City Hall, as well as various sewer and water system improvements, and could be used to fund further public facilities and utilities infrastructure projects.

Development Agreements

Development agreements are mechanisms that provide developers with the assurance that their projects will proceed as originally approved, regardless of any potential changes to land use regulations. This tool establishes this assurance as a vested right via Government Code Section 65864. In return, the developer or owner may agree to one or more conditions, such as: public improvements, land dedications, or in-lieu fees as negotiated with the City. Development agreements may serve as a useful tool to provide public improvements called for in the Plan, such as dedicated land for open space or public space improvements. Development agreements have been used by Hayward in the past as a way for the City to secure additional infrastructure for affordable housing and other public benefits, while giving concessions to the developer, such as a reduction in fees.

Setting up an EIFD

Identify a Goal. *An agency or group of agencies identifies a goal and how an EIFD may achieve this goal.*

EIFD Establishment. *Establish district boundaries, the lead agency (or partnership, called a "Joint Powers Authority"), a workplan, and obtain 55 percent approval in a vote to form the EIFD.*

Investment Program. *Identify the types physical improvements and costs to accomplish the goal.*

Financing Package. *Determine methods to fund the projects using the range of available EIFD funding sources. These could include federal and State funds, assessment revenues, fee revenues, and public debt.*

Strategic Plan. *Combine various funding methods into a strategic plan that directly links infrastructure beneficiaries and payers.*

Source: California Economic Summit, 2014

Development Impact Fees

A new development impact fee for the Plan Area could serve as a tool to fund infrastructure improvements necessary for Plan implementation. The Mitigation Fee Act (Government Code Section 66000 et seq.) allows municipalities to create a local development impact fee program. According to the act, local governments collect payments from new development to offset costs of expanding public facilities to accommodate a new project. Examples of impact fees the City currently uses that may be useful for Plan implementation are listed as follows:

- Affordable Housing Impact fees;
- Park Dedication In Lieu fees;
- Policy Planning fees; and
- Tree Preservation fees.

Enhanced Infrastructure Financing District

An Enhanced Infrastructure Financing Districts (EIFD), established by California Senate Bill 628 in 2015, is a mechanism that finances the construction or rehabilitation of a wide range of public infrastructure and some private facilities through the collection of tax increment revenues, similar to the now abolished Community Redevelopment Agencies. EIFD financing can be combined with other funding sources and used for transportation projects, open space, and mixed-income housing developments. An EIFD can also be used to reimburse permitting costs of affordable housing developments.

Parking Benefit District

A Parking Benefit District is a tool that can be used to fund neighborhood improvements (e.g., sidewalk/street repair, lighting, and landscaping) within a defined boundary using revenues collected through parking fees or meters. As noted in Chapter 3 (Mobility), two types of Parking Benefit Districts are recommended as implementation tools: a Downtown Parking Benefit District and Residential Parking Benefit District(s). The Downtown Parking Benefit District would use curb parking revenues and employee parking permits for downtown improvements, while Residential Parking Benefit Districts would allow a limited number of commuters to pay for surplus curb parking in residential areas to fund public improvements.

Crowdfunding

"Crowdfunding," or the use of collecting monetary contributions from a large number of people or sources via an online platform, is a new phenomenon that could be used as a tool to fund the implementation of short-term, less costly physical improvements identified in the Plan, or as gap funding for more costly items to be completed. For example, crowdfunding may be a useful tool to support a painted bicycle lane along Foothill Boulevard – a near term improvement that will set the stage for a permanent protected bicycle lane.

5.2.2 Partnership Opportunities

Partnerships with private or other public entities could potentially allow for greater leverage and available financing for infrastructure or other projects recommended by the Plan. While the number of potential partnerships is endless, this Section describes public-private partnerships generally and tax credit programs.

Public-Private Partnerships

The City can use public-private partnerships to achieve many Plan objectives, including incentivizing certain development types (e.g., affordable housing and transit-oriented development) and to fund transportation and other projects and programs beneficial to the community.

Public-private partnerships often involve either tax-sharing or revenue-sharing agreements to ensure the partnership benefits both parties. Tax-sharing agreements can aide in fiscal resiliency for the City, and create a specific revenue stream for identified projects by allowing tax revenues generated from new projects (e.g., commercial development) to be partially or entirely dedicated to potential projects/programs that benefit the public, including infrastructure projects, sustainability projects, and economic development programs. Revenue-sharing agreements are similar to tax-sharing agreements in that they allow the project sponsor and the City to share revenues generated from the project, and the City dedicates revenues to specific public purposes.

The City is currently pursuing public-private partnership to install fiber optic broadband infrastructure in underserved areas of the City, and General Plan Policy M-8.7 seeks to encourage public-private partnerships with car-sharing companies for establish programs to reduce single-occupancy vehicle use.

Federal Low-Income Housing Tax Credits

Allocated to each state annually, federal low-income housing tax credits (LIHTC) are intended to encourage private investment in affordable rental housing using nine percent and four percent credit programs. Affordable housing developers apply for LIHTC that can then be awarded to investors in exchange for funds for affordable housing developments. This presents an opportunity for the City to partner with affordable housing developers for such projects in the Plan Area.

Historic Preservation Tax Credits

Administered by the National Park Service, Internal Revenue Service and the State Historic Preservation Office, Historic Preservation Tax Credits encourage private-sector investment in the rehabilitation and reuse of historic buildings. A 20 percent credit is available for the rehabilitation of certified historic buildings, though owner-occupied residential properties do not qualify for this credit. A 10 percent credit is available for the rehabilitation of non-historic buildings placed in service before 1936. The City has an opportunity to partner with owners of designated or eligible historic properties in the Plan Area to facilitate preservation and adaptive reuse.



Ford GoBike Bikeshare Station

5.2.3 Grant Opportunities

The following section describes federal, State, and local grant funding opportunities in the areas of community development, land use, economic development, and parks and open space. Transportation grant funding opportunities are summarized in Subsection 5.4.5 (Transportation Funding Opportunities).

Community Development Block Grant - Federal

The Community Development Block Grant (CDBG) program, administered by the U.S. Department of Housing and Urban Development (HUD), is a flexible program that provides communities with resources to address a wide range of unique community development needs. Grants are funded for a period of one to three years and are determined by using a formula comprised of several measures of community need. Grants can be used for affordable housing, anti-poverty programs, and infrastructure development projects.

Economic Development Administration Grants - Federal

The Economic Development Administration (EDA), part of the United States Department of Commerce, administers a range of grant programs to support economic development efforts in local jurisdictions. EDA grant funding is typically used to prepare economic development plans, strategies, and studies. Although there are no currently available EDA grant programs applicable for Hayward (as of 2017), future grant opportunities may serve as an effective tool for Plan implementation.

California Department of Housing and Community Development Infill Infrastructure Grant Program - State

The California Department of Housing and Community Development (HCD), administers the Infill Infrastructure Grant Program (IIG) to facilitate infill housing development. Eligible applicants include housing developers (private and non-profit) and housing authorities, and funds cover predevelopment and construction costs. The maximum grant amount is \$5 million and there is no match requirement. This grant program could be particularly useful in the Plan Area where a high-degree of infill development is anticipated. Notable selection criteria include housing density, access to transit, proximity to amenities, and affordability – factors that are all promoted by the Plan.

California Department of Housing and Community Development - Affordable Housing and Sustainable Communities Program (AHSC) - State

HCD also administers the Affordable Housing and Sustainable Communities Program Grant Program (AHSC) to facilitate housing, transportation, and land-preservation projects that support infill and compact development that reduces greenhouse gas emissions. Eligible applicants include public agencies and housing developers and funds cover construction costs for a wide range of affordable housing, transportation, and complete streets projects. The maximum grant amount is \$20 million.

California Department of Housing and Community Development - Home Investment Partnerships Program (HOME) - State

The Home Investment Partnerships Program (HOME), administered by HCD, provides funds to create and retain affordable housing. Eligible applicants include public agencies that do not already received HOME funds by formula from the federal Department of Housing and Urban Development (HUD), developers, and Community Housing Development Organizations. Funds cover housing rehabilitation, new construction, and acquisition and rehabilitation, although 50 percent of HOME funds must be awarded to rural applicants.



Multi-family housing along C Street Hayward, CA

California Natural Resources Agency Urban Greening Program - State

The Urban Greening Program, administered by the California Natural Resources Agency (CNRA), supports projects that reduce greenhouse gas emissions by sequestering carbon, decreasing energy consumption, and reducing vehicle miles traveled. Eligible projects range in scope, and include the enhancement of parks and open space, tree planting, green infrastructure systems, and bicycle lanes, with funds available for design, planning, and construction purposes. Grant funding from this program could potentially be very useful in the implementation of green infrastructure, low-impact development systems, and urban-heat island mitigation measures called for in the Plan. There is no maximum grant amount or local match requirement, and approximately \$76 million was available for the Fiscal Year 2017 funding cycle.

Emergency Solutions Grants (ESG) Program - State

California HCD administers the Emergency Solutions Grant (ESG) Program to support homeless services in four primary areas: street outreach, rapid re-housing assistance, emergency shelters, and homeless prevention measures. Funds can be used for the establishment of support programs and ongoing operations of facilities, but not the costs of constructing shelters. Although the current funding cycle is closed, future funding presents a strong opportunity to help address issues of homelessness in the Plan Area. Approximately \$7.2 million was available for the Fiscal Year 2017 cycle, with no maximum grant amount or local match requirement, although there is a one-to-one match requirement for the federal ESG Program.

Transit-Oriented Development

Transit-Oriented Development, as defined by the Federal Transit Administration, is development that:

“includes a mix of commercial, residential, office and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.”

Golden State Acquisition Fund (GSAF) - State and Local

The Golden State Acquisition Fund (GSAF) is administered by a group of community development financial institutions, seeded with \$23 million from HCD and leveraged with additional capital. GSAF provides low cost loans to developers for the acquisition and preservation of affordable housing with a maximum loan amount of \$13,950,000.

Bay Area Transit-Oriented Affordable Housing (TOAH Fund) - Regional

The Bay Area Transit-Oriented Affordable Housing (TOAH Fund) Fund is a grant program administered by Enterprise Community Partners Inc., in partnership with other banking institutions intended to provide financing assistance for transit-oriented development (TOD) projects in the Bay Area. Eligible applicants are limited to private and non-profit housing developers, with the program supporting acquisition and predevelopment financing support. This grant program can be particularly useful for local non-profit affordable housing developers, such as Eden Housing, in the procurement of gap funding to construct affordable TOD projects in areas close to BART.



Affordable housing development adjacent to South Hayward BART



Rendering of Civic Center 14 consisting of 39 new affordable housing units near Oakland BART which was funded by GSAF Source: <http://www.goldenstate-fund.com/projects/>



The San Lorenzo Creek, Hayward, CA

Measure WW Urban Creek Grant Program - Local

The East Bay Regional Park District administered the Measure WW Urban Creek Grant Program to fund projects benefiting urban creeks in the region, which may include habitat restoration, erosion repair, permanent easements, and improved public access. Eligible applicants include public agencies and community/non-profit organizations, and funds can be used for acquisition, planning, and construction expenses. Measure WW funding could support efforts to daylight and improve creekside areas, as proposed in the Plan. Individual grant amounts are determined by the estimated project cost and approximately \$1.6 million has been made available for the 2018-19 funding cycle.

Hayward Parks and Recreation District Measure F1 - Local

Bond Measure F1, passed by voters residing within the Hayward Area Recreation and Park District (HARD) on November 6, 2016, authorizes \$250 Million towards a wide variety of parks and facilities projects within HARD. Funding is directed at improvements to safety, quality, cleanliness, and attractiveness of neighborhood parks, including rehabilitation of children's playgrounds and upgrades to restrooms at parks facilities. Funds can also be used to expand senior citizen and disabled persons' access to parks and recreational areas, create and maintain walking paths and bike trails, and renovate and expand parks, trails, and recreation areas. Currently announced projects in the Plan Area include renovation of the Hayward Area Senior Center and an update to the Douglas Morrisson Theatre Master Plan. Multiple proposed green space and parks projects within the Plan Area could benefit from these funds.

Alameda County Measure A1 - Local

Alameda County voters passed the Affordable Housing Bond on November 8, 2016 for various housing programs. A portion of the funds are allocated by location for the Rental Housing Development Program. Half the Rental Housing Development Program Funds are allocated by region and the other half by city. The mid-county region of Alameda County has been given 24.9 percent of regionally allocated funds, and in 2016 the City of Hayward received \$20,298,294 of city allocated funds. Homeowner programs include the Down Payment Assistance Loan Program, the Homeowner Housing Development Program, and the Housing Preservation Loan Program. Both the Down Payment Assistance Loan Program and the Homeowner Housing Development program have the overall goal of helping more low-to-middle income households purchase homes and stay in Alameda County. The Housing Preservation Loan Program is intended to help pay for home improvements that allow seniors and people with disabilities to stay in their homes. Additional programs aim to increase affordable rental housing in Alameda County. The Rental Housing Development Fund and the Innovation and Opportunity Fund both allocate funds to create and preserve affordable rental housing (particularly for the most vulnerable populations) and to prevent tenant displacement.

5.2.4 Loans and Bonds

Loans and bonds can be used to successfully finance projects, but, unlike grants, loans and bonds register as debt.

Community Development Financial Institutions

Community Development Financial Institutions (CDFIs) provide various credit and financial services to non-profit organizations that provide services to underserved and/or low-income communities. The federal CDFI fund is administered by the United States Department of the Treasury, which provides support for CDFIs via equity investments, loans, and awards that fund technical assistance and organizational growth. CDFI loans may be used to fund a wide variety of projects and activities, such as affordable housing projects, human service programs, community facilities, business loans, and commercial equity investments.

Social Impact Bonds

A Social Impact Bond is a financing model that allows private investors to provide capital for projects and/or programs to improve social outcomes, while also reducing government spending. The City can work with the community to determine what challenge areas and investments to target, and what performance criteria will be used to measure results. An intermediary then manages the program or project, keeping the City's targets for savings and performance criteria in mind. The intermediary is then able to provide a financial return to private investors when the targets are achieved. Social Impact Bonds typically finance projects and programs aimed to address issues of public health, homelessness, housing conditions, and early childhood education.

What are CDFIs?

According to the United States Department of the Treasury, CDFIs:

“Share a common goal of expanding economic opportunity in low-income communities by providing access to financial products and services for local residents and businesses.”

5.2.5 Transportation Funding Opportunities

The following section describes potential State and regional transportation funding opportunities.

Caltrans Transportation Planning Grant Program, Sustainable Communities Grants - State

Under Senate Bill 1, Caltrans administers the Sustainable Communities Grant Program to encourage coordinated local and regional transportation planning efforts that comply with Senate Bill 375 and help to achieve greenhouse gas reduction targets mandated by AB 32. Grant funds can be used only for transportation planning purposes and not for land use planning or construction purposes. The maximum grant amount is \$1,000,000 for Metropolitan Transportation Planning Organizations (MPOs), and \$500,000 for local transportation planning agencies, and a local match of 11.47 percent is required. Funding cycles are on an annual basis.

Caltrans Active Transportation Program - State and Regional

Caltrans administers the Active Transportation Program (ATP) which awards grant funding for projects that increase the use of active modes of transportation. Grant funds can be used for a large variety of project types, such as plan development, education and enforcement programs, safe routes to school, traffic calming, and the construction of new bicycle and pedestrian infrastructure – measures that are called for in the Specific Plan. ATP funds in the Bay Area are issued to local jurisdictions by the Metropolitan Transportation Agency (MTC), and projects over \$1 million must meet federal requirements and receive federal funds, while projects under \$1 million are prioritized for State funding. Funds are issued competitively for each cycle and a 11.47 percent local match is imposed.



Complete Streets Program on Telegraph Avenue in Oakland, CA funded by OBAG

Caltrans Adaptation Planning Grant Program - State

Under Senate Bill 1, Caltrans administers the Adaptation Planning Grant Program to encourage local and regional agencies to prepare climate change adaptation plans and strategies with a focus on transportation systems and infrastructure. Grant funds can only be used to prepare plans, studies, and strategies with a clear nexus to transportation systems and cannot be used for construction purposes. The maximum grant amount is \$1 million and a local match of 11.47 percent is required. MPOs, Regional Transportation Planning Agencies (RTPAs) and local jurisdictions can apply. Funding is available for Fiscal Years 2017-18, 2018-19, and 2019-20.

Communities of Concern

MTC defines CoCs as the following “based on eight ACS 2010-2014 tract-level variables:

- **Minority** (70% threshold)
- **Low-Income** (less than 200% of Federal poverty level, 30% threshold)
- **Level of English Proficiency** (20% threshold)
- **Elderly** (10% threshold)
- **Zero-Vehicle Households** (10% threshold)
- **Single Parent Households** (20% threshold)
- **Disabled** (25% threshold)
- **Rent-Burdened Households** (15% threshold).

If a census tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables, it is a COC (MTC, 2017).”

Lifeline Transportation Program - Regional

The Lifeline Transportation Program (LTP) administered by MTC is a grant program that taps into a combination of State and federal funds to support transportation projects for low-income and disenfranchised communities in the Bay Area designated as Communities of Concern (CoC). Funds are primarily intended to address local budget shortfalls in delivering transportation projects or services, and may be used for operating and capital purposes (e.g., vehicle purchase, bus stop enhancements, and safety improvements). The maximum grant is \$500,000 and a 11.47 percent local match is required. Because the majority of the Plan Area is designated as a CoC, LTP funding could serve as a crucial and strategic source of funding for streetscape improvements or traffic calming measures identified in the Plan that the City may have difficulty funding, as such projects are granted a higher priority for LTP funds. MTC has not announced when the next LTP funding cycle will be available.



Communities of Concern Map from Plan Bay Area 2040 Plan

One Bay Area Grant Program - Regional

The One Bay Area Grant Program (OBAG) is a funding program administered by MTC designed to integrate the region's federal transportation program with California's climate law (Senate Bill 375) and the region's Sustainable Communities Strategy (SCS). OBAG funds are divided into a regional program managed by MTC dedicated for regional initiatives, such as Bay Bridge improvements, and a county program managed by local Congestion Management Agencies (CMAs) that allow flexibility in supporting local priorities, such as the preparation of Specific Plans in local PDAs and bicycle/pedestrian improvements. The maximum county program grant is \$500,000 and an 11.47 percent local match is required.

Climate Initiatives Grant - Regional

MTC administers the Climate Initiatives Program, a competitive grant program used to fund high-impact transportation projects with a strong potential to reduce greenhouse gas emissions from travel. Funding primarily originates from federal sources, and it can be used for planning and construction purposes. Project examples include Transportation Demand Management (TDM) strategies, safe routes to school, car sharing programs, and electric vehicle infrastructure. Maximum grant amounts are \$1 million with an 11.47 percent required local match. A call for projects or other timeline information for the program was not been listed by MTC in 2017.



Example of an electric charging station



Example of bike improvements

Transportation Fund for Clean Air (TFCA) - Regional

The Bay Area Air Quality Management District (BAAQMD) administers the Transportation Fund for Clear Air (TFCA) Fund, which provides the funding for a range of individual competitive grant programs. Approximately 60 percent of TFCA funds are used for grant programs issued directly by BAAQMD (TFCA Regional Fund), while the remaining 40 percent are used for grant programs issued locally by each county's CMA (County Program Manager Fund). TFCA grants, regardless of the issuing agency, are intended to generally fund smaller transportation projects that help to improve air quality and reduce greenhouse gas emissions, such as trip reduction strategies, bicycle parking, bicycle lanes, and clean air vehicle projects. Eligible applicants include public agencies and non-public entities, such as universities and large employers. The following ongoing grant programs fall under the TFCA Fund umbrella, and may serve as appropriate resources for the implementation of short-term less costly transportation improvements proposed in the Plan:

- **Bike Rack Voucher Program.** Funds capital costs of installing bicycle racks in activity nodes; maximum grants are \$15,000, and no local match is required. Applicants are expected to cover any costs above the grant award.
- **Charge! Program.** Funds the purchasing, installation, and operational costs of installing publicly available electric vehicle charge stations at destination facilities, multiple-family dwellings, transit parking facilities, transit facilities, and workplaces; maximum grants are \$150,000, and a 25 percent local match is required.
- **Electronic Bicycle Locker Program.** Funds the purchasing and installation of electronic bicycle lockers; maximum grants are \$10,000, and a 10 percent local match is required.
- **Bikeways, Roads, Lanes, and Paths.** Funds only capital costs associated with the installation of new bicycle facilities (Class 1, Class 2, Class 2, Class 4 cycle tracks and separated bikeways); maximum grants are \$10,000, and a 10 percent local match is required.

Bicycle and Pedestrian Discretionary Grant Program - Regional

The Alameda County Transportation Commission (ACTC) administers the Bicycle and Pedestrian Discretionary Grant program that combines funding from several local sources to fund bicycle and pedestrian projects that advanced the vision and goals of the ACTC's Countywide Bicycle and Pedestrian Plan. Funds can be used for planning and construction purposes, example projects include new bicycle lanes, pedestrian facilities, traffic calming devices, and safe routes to school programs. Grant limitations are determined for each cycle based on available funding and calls for projects are issued on a recurring basis.

Measure BB - Regional

ACTC manages the programming and allocations of Measure BB funding, an initiative approved in 2014 that generates \$7.79 billion for transportation improvements over 30 years (2015 to 2045) as outlined in the Alameda County Transportation Commission's 2014 Transportation Expenditure Plan (TEP). Measure BB funding comes from Alameda County's half-cent sales tax program, Measure B. The Expenditure Plan's major areas of investment include:

- \$2.77 billion for BART, bus, ferry, and commuter rail for reliable, safe, and fast services;
- \$964 million for affordable transit for youths, seniors, and people with disabilities;
- \$3.03 billion for traffic relief for streets and highways; and
- \$1.03 billion for clean transportation, community development, technology, and innovation.

Municipalities and transportation agencies began receiving these funds in July 2015. Measure BB funds are directed towards local agencies and transit jurisdictions consistent with the 2014 TEP and the recently adopted 2017 ACTC Comprehensive Investment Plan (CIP) and its associated five-year programming and two-year allocation plan (FY 2018/18 to 2021/22). Complete streets and other multimodal projects proposed in the Plan will be strong candidates for future funding cycles. In Hayward, a complete streets project along Mission Boulevard outside of the Plan Area boundaries are programmed for funding in the current CIP.

2010 Vehicle Registration Fee - Regional

ACTC manages the 2010 Vehicle Registration Fee program that funds transportation projects through a local surcharge on vehicle registration. Similar to Measure BB funding, fund distribution is guided by the 2014 TEP, 2017 CEP, and the current five-year programming and two-year allocation plans. Portions of funds are also used for to supplement the County's Bicycle and Pedestrian Discretionary Grant program.



ACTC Comprehensive Investment Plan

CHAPTER 6

DEVELOPMENT CODE



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Article 1: Introduction

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Division 1.1: Purpose and Intent

Sections:

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1.1.010 Purpose and Intent

- A. This Chapter of the Downtown Hayward Specific Plan is adopted as the zoning standards and procedures (“Code”) to implement the Downtown Specific Plan. In compliance with California Government Code §65450, the Code is consistent with the Hayward 2040 General Plan.
- B. This Code protects and promotes the public health, safety, comfort, convenience, and general welfare of the community. The Code implements the Hayward 2040 General Plan for the Downtown Specific Plan Area (“Plan Area”) identified in Figure 2.1.020.1 (Regulating Plan).

1.1.020 Applicability

- A. This Code applies to any of the following within the boundaries identified in Figure 2.1.020.1 (Regulating Plan):
 - 1. Land use activity;
 - 2. New development; and
 - 3. Improvements/modifications of existing development.
- B. **Exemptions.** Properties in Figure 2.1.020.1 (Regulating Plan) zoned Central City-Residential (CC-R), Central City-Commercial (CC-C), Planned Development (PD), and Open Space (OS) are exempt from this Chapter and will continue to be subject to the standards and requirements of Chapter 10 (Planning, Zoning, and Subdivisions) of the Hayward Municipal Code (Hayward Code).
- C. This Code supplements, or when in conflict replaces, the standards and procedures in Chapter 10 (Planning, Zoning, and Subdivisions) of the Hayward Code. All applicable provisions of the Hayward Code that are not specifically replaced or identified as not applicable continue to apply to all properties within the Plan Area. If there is a conflict between the standards of this Chapter and the standards in the Hayward Code, the standards in this Chapter controls.
 - 1. **Requirements for New Structures or Land Uses, or Changes to Structures or Land Uses.** No permit may be issued by the City unless a proposed project complies with all applicable provisions of this Code, including required findings, conditions of approval, and all other applicable provisions of law.
 - 2. **Legal Parcel.** The site of a proposed land use, development, modification, or other improvement subject to this Code must be on a parcel(s) legally created in compliance with the Subdivision Map Act and Article 10-3 (Subdivision Ordinance) of the Hayward Code.

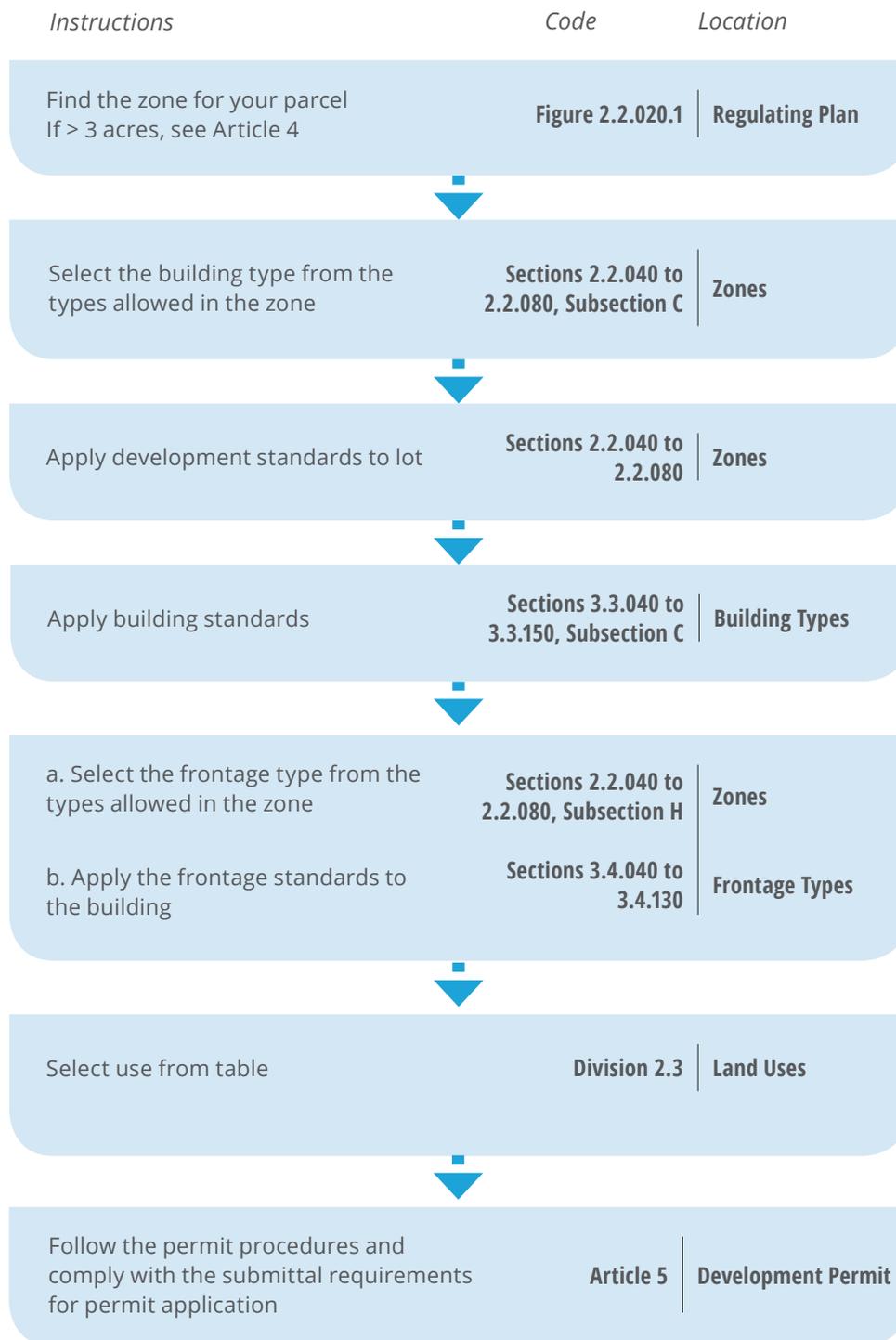
3. **Issuance of Building or Grading Permits.** The City may issue building, grading, or other construction permits when:
 - a. The proposed land use and/or structure satisfy the requirements of Subsection B.1, and all other applicable statutes, ordinances, and regulations; and
 - b. The site was subdivided in compliance with Article 10-3 (Subdivision Ordinance) of the Hayward Code.
4. **Minimum Requirements.** The provisions of this Code are minimum requirements for the protection and promotion of the public health, safety, and general welfare. When this Code provides for discretion on the part of a City review authority, that discretion may be exercised to impose conditions on the approval of any project proposed in the Plan Area.
5. **Effect on Existing Development and Land Uses.** Nonconforming structures and/or nonconforming use(s) legally existing when this Code was adopted must comply with Section 10-1.2900 (Nonconforming Uses) of the Hayward Code.
6. **Effect of Zoning Code Changes on Projects in Progress.** An application for zoning approval that has been accepted by the Director as complete before the effective date of the ordinance codified in this Code or any amendment will be processed according to the requirements in effect when the review authority first considers the application in a public hearing.
7. **Historic/Cultural Resources.** Properties identified by the City as historically or culturally significant, or potentially significant, must comply with the applicable provisions of Article 10-11 (Historic Preservation Ordinance) of the Hayward Code.

1.1.030 Organization and Use

The Code consists of the following Articles:

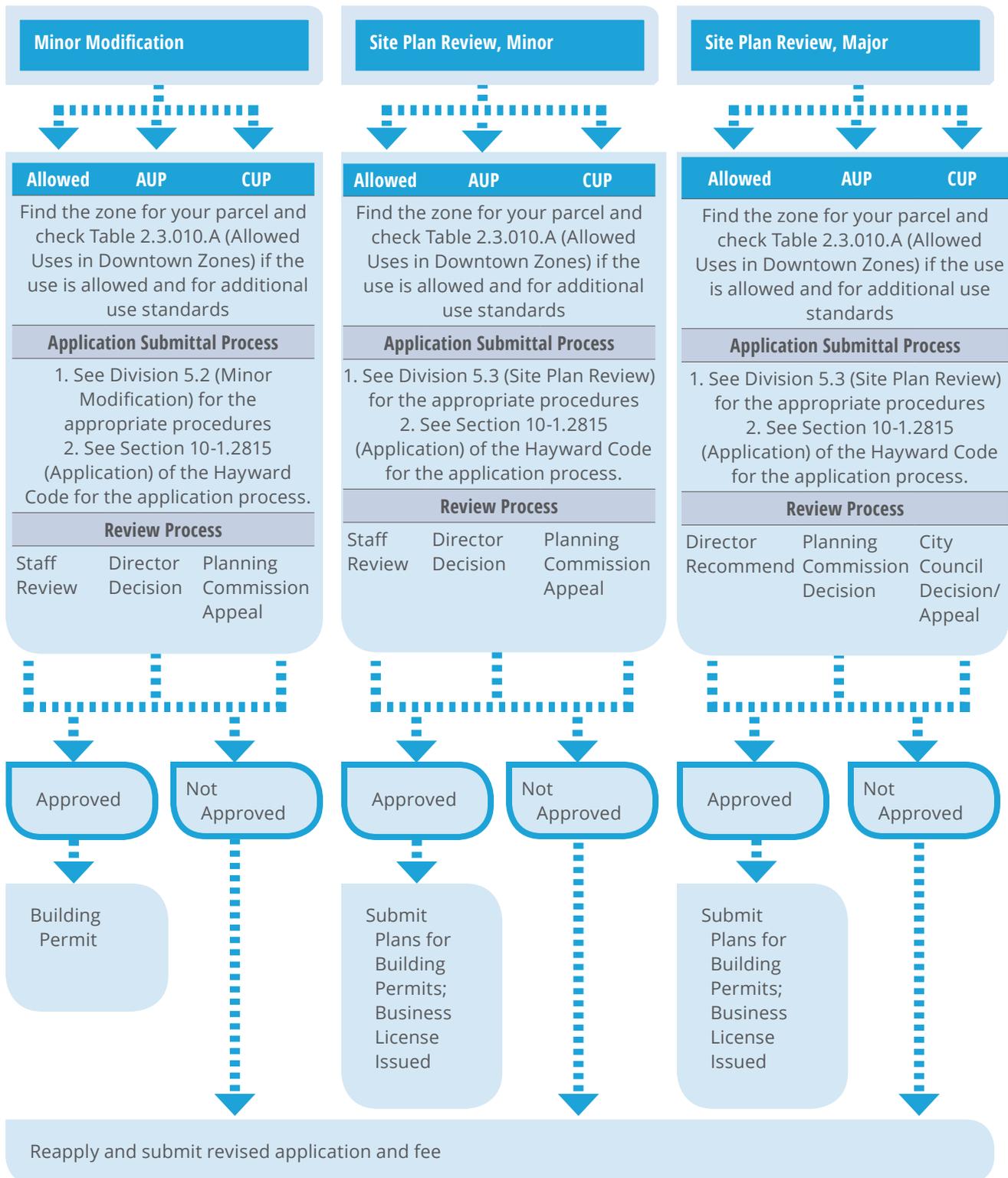
- A. **Article 1 Introduction.** This Article establishes the purpose of the Code and explains how existing and new standards will be applied to property and thoroughfares within the boundaries of the Plan Area identified in Figure 2.1.020.1 (Regulating Plan).
- B. **Article 2 Specific to Zones.** This Article establishes and defines the zones for the Plan Area and specifies the allowed uses, permit requirements, and development standards for each zone.
- C. **Article 3 Supplemental to Zone.** This Article establishes general, building, and frontage standards for the zones. This Article also defines the character of each building and frontage type, and provides a table of all applicable building and frontage requirements. This Article also provides additional standards and requirements that apply to a specific use.
- D. **Article 4 Standards for Large Sites.** This Article establishes standards for large sites and civic spaces in the Plan Area.
- E. **Article 5 Permits and Procedures.** This Article describes the permitting and processing procedures that apply to property within the boundaries of the Plan Area identified in Figure 2.1.020.1 (Regulating Plan).
- F. **Article 6 Definitions.** This Article provides definitions of terms used in the Code. This Article supplements, and when in conflict, replaces the definitions in Section 10-1.3500 (Definitions) of the Hayward Code.

Quick Code Guide: New or Modified Building



The above is intended as a summary guide. Please refer to the city's permit procedures and application requirements for all necessary information.

Quick Code Guide: New or Expanded Use



The above is intended as a summary guide. Please refer to the city's permit procedures and application requirements for all necessary information.

Article 2: Specific to Zones

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Division 2.1: Establishment of Downtown Zones

Sections

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2.1.010 Zones Established

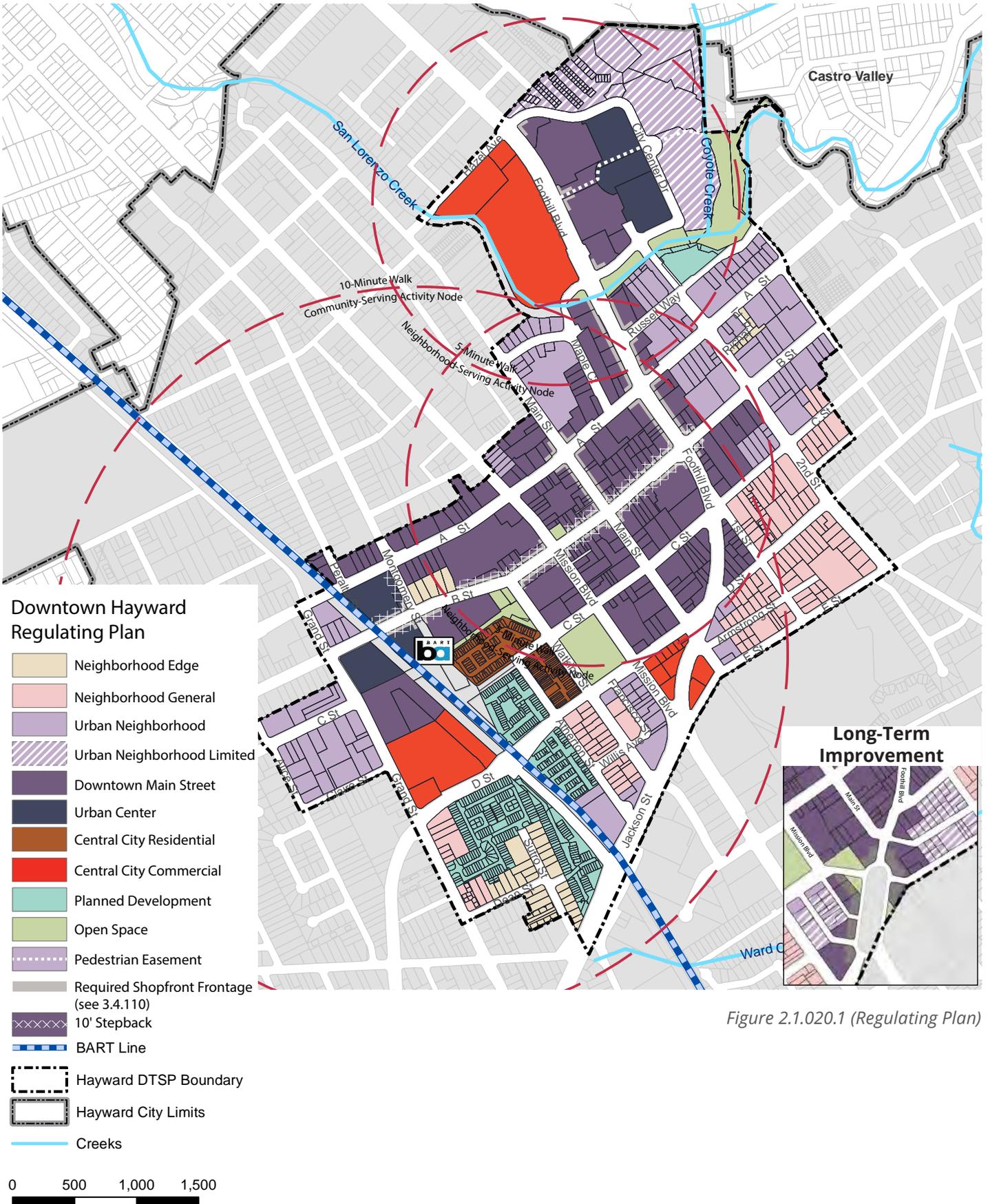
- A. As of **xx/xx/xxxx**, the following zones are established to provide a mix of intensity of development and a mix of uses that implement the vision and intent of the Downtown Specific Plan.
- B. The zones included in this Chapter emphasize the intended form and character of the Plan Subareas. In keeping with the intent of the Specific Plan to allow flexibility, a more flexible approach to permitted uses is enabled. The zones are organized based on the physical character of the different environments that comprise the 320-acre Downtown and adjacent neighborhoods.
- C. Unless otherwise specified, the Zones and standards for each zone in the Plan Area and listed in Table A replace the zone designations previously applied to the subject property mapped in Figure 2.1.020.1 (Regulating Plan).

Table 2.1.010.A Downtown Zones	
Downtown Zone	Location
Neighborhood Edge (NE)	Section 2.2.040
Neighborhood General (NG)	Section 2.2.050
Urban Neighborhood (UN)	Section 2.2.060
Downtown Main Street (DT-MS)	Section 2.2.070
Urban Center (UC)	Section 2.2.080

- D. Properties zoned Central City-Residential (CC-R), Central City-Commercial (CC-C), Planned Development (PD), and Open Space (OS) will be subject to the standards of the Hayward Code.

2.1.020 Zoning Map

The zones established in this Division are mapped on Figure 1 (Regulating Plan).



Division 2.2: Downtown Zones

Sections

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2.2.010 Purpose

This Division establishes the building standards for the Downtown Zones. These standards reflect the community's vision for implementing the General Plan and the Plan to create places of walkable urbanism. These standards are intended to promote development that establishes and reinforces the highly valued character and scale of Downtown Hayward and the adjacent walkable urban neighborhoods.

2.2.020 Applicability

- A. The standards in this Division apply to all proposed development within Downtown Zones, which must comply with other requirements in the Hayward Code.
- B. From the allowed types for the applicable zone, and in compliance with the listed standards, the following must be selected for each lot:
 1. Primary building type (maximum one except for Cottage Building);
 2. Frontage types; and
 3. Land Uses.
- C. Building types, frontage types, and land uses not listed in a zone's standards are not allowed in that zone.
- D. Sites three acres or larger must comply with Article 4 (Standards for Large Sites).
- E. If there is a conflict between the standards of this Division and the standards in another Division or Article of this Chapter or the Hayward Code, the standards in this Division supersede the Hayward Code and Article 3 (Supplemental to Zones) supersedes this Division.

2.2.030 Overview of Downtown Zones

The Downtown Zones are described in this Division, and each zone is established based on the intent of the desired physical form and character of particular environments envisioned in the Downtown Specific Plan. These zones primarily focus on mixed-use, walkable areas of Downtown, and range in function and intensity from the lowest intensity (Neighborhood Edge), to moderate intensity neighborhoods (Urban Neighborhood) to higher intensity commercial, retail, and residential areas along corridors (Downtown Main Street and Urban Center). The naming of the zones is based on an overall spectrum of context types from less urban to more urban in Hayward. Table A (Overview of Downtown Zones) provides an overview of Downtown Zones within this spectrum.

Table: 2.2.030.A Overview of Downtown Zones

Less Urban

Neighborhood Edge



Zone(s)

Neighborhood Edge (NE)

Desired Form

Small-to-Medium House-scale Buildings

Detached Buildings

Narrow-to-Medium Lot Width

Small-to-Medium Footprint

Medium-to-Large Front Setbacks

Small-to-Medium Side Setbacks

Up to 2½ Stories

Elevated Ground Floor

Front Yards, Porches, Stoops, Dooryards

General Use

Primarily residential.

Intent

A walkable neighborhood environment with small-to-medium footprint, lower-intensity housing choices, from Houses to Small Multiplex Buildings and Cottage Courts, supporting and within short walking distance of neighborhood-serving retail and services.

Neighborhood General



Zone(s)

Neighborhood General (NG)

Desired Form

Medium House-scale Buildings

Detached Buildings

Narrow-to-Medium Lot Width

Small-to-Medium Footprint

Medium-to-Large Front Setbacks

Small-to-Medium Side Setbacks

Up to 3½ Stories

Elevated Ground Floor

Front Yards, Porches, Stoops, Forecourts, Dooryards

General Use

Primarily residential, with neighborhood serving commercial uses.

Intent

A walkable neighborhood environment with small-to-medium footprint, moderate-intensity, medium house-scale housing choices, from Houses and Rowhouses to Small Multiplex and Courtyard Buildings, supporting and within short walking distance of neighborhood serving retail and services.

Table: 2.2.030.A Overview of Downtown Zones (continued)



Zone(s)
 Urban Neighborhood (UN), Urban Neighborhood-Limited (UN-L)

Desired Form

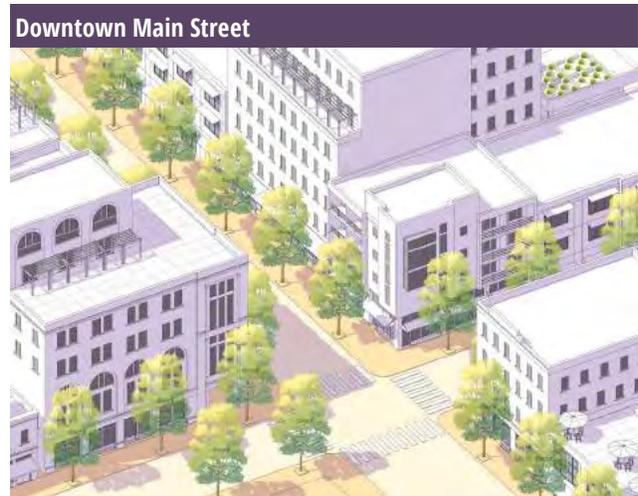
- Large house-scale and Block-scale Buildings
- Detached or Attached Buildings
- Small-to-Large Lot Width
- Small-to-Large Footprint
- Small Front Setbacks
- Small Side Setbacks
- Up to 5 Stories
- Elevated Ground Floor or Flush with Sidewalk for Lobby Entrances
- Front Yards, Porches, Stoops, Dooryards, Shopfronts, Terraces

General Use

Mix of residential and commercial uses with only residential allowed in the limited sub-zone.

Intent

A walkable, urban neighborhood environment with small-to-large footprint, moderate-intensity, large house-scale and block-scale housing choices, from Rowhouse and Large Multiplex Buildings to Stacked Flats, supporting and within short walking distance of neighborhood-serving retail and services.



Zone(s)
 Downtown Main Street (DT-MS)

Desired Form

- Block-scale Buildings
- Attached Buildings
- Small-to-Large Lot Width
- Small-to-Large Footprint
- Small-to-No Front Setbacks
- Small-to-No Side Setbacks
- Up to 7 Stories (with setback above 5 stories)
- Ground Floor Flush with Sidewalk
- Stoops, Forecourts, Dooryards, Shopfronts, Terraces, Galleries

General Use

Ground floor commercial; office and/or residential on upper stories.

Intent

A walkable, vibrant urban main street serving as the citywide focal point for Hayward with commercial, retail, entertainment, and civic uses, public transportation, and small-to-large footprint, moderate-to-high-intensity housing choices, from Main Street Buildings to Lined Buildings.

Table: 2.2.030.A Overview of Downtown Zones (continued)

More Urban



Urban Center

Zone(s)

Urban Center (UC)

Desired Form

Block-scale Buildings

Attached Buildings

Narrow-to-Large Lot Width

Medium-to-Large Footprint

Small-to-No Front Setbacks

Small-to-No Side Setbacks

Up to 11 Stories (with stepback above 5 stories)

Elevated Ground Floor or Flush with Sidewalk

Stoops, Forecourts, Dooryards, Shopfronts, Terraces

General Use

Ground floor commercial where required; primarily office and/or residential.

Intent

A walkable, urban neighborhood environment with medium-to-large footprint, moderate-intensity housing choices, from Rowhouses and Multiplex Large Buildings to Stacked Flats and Lined Buildings, supporting and within short walking distance of neighborhood-serving retail and services.

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Neighborhood Edge

2.2.040 Neighborhood Edge (NE)



A. Intent

A walkable, urban neighborhood environment with small-to-medium footprint, lower-intensity housing choices, from Houses to Small Multiplex Buildings and Cottage Courts, supporting and within short walking distance of neighborhood-serving retail and services.

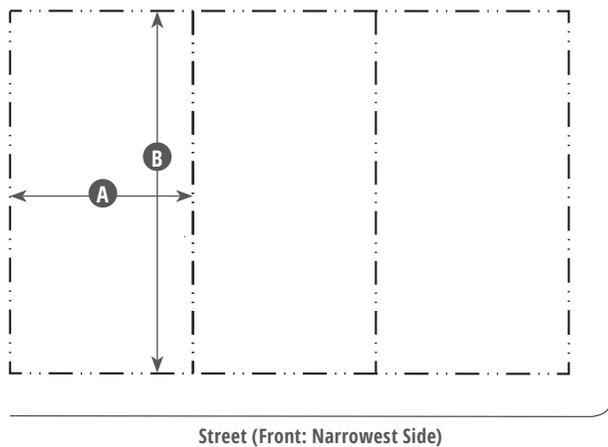
The following are generally appropriate form elements in this zone:

- Small-to-Medium House-scale Buildings
- Detached Buildings
- Narrow-to-Medium Lot Width
- Small-to-Medium Footprint
- Medium-to-Large Front Setbacks
- Small-to-Medium Side Setbacks
- Up to 2½ Stories
- Elevated Ground Floor
- Front Yards, Porches, Stoops, Dooryards

B. Sub-Zone(s)

None

General note: The image above is intended to provide a brief overview of this zone and is illustrative only.



Key

--- ROW / Lot Line

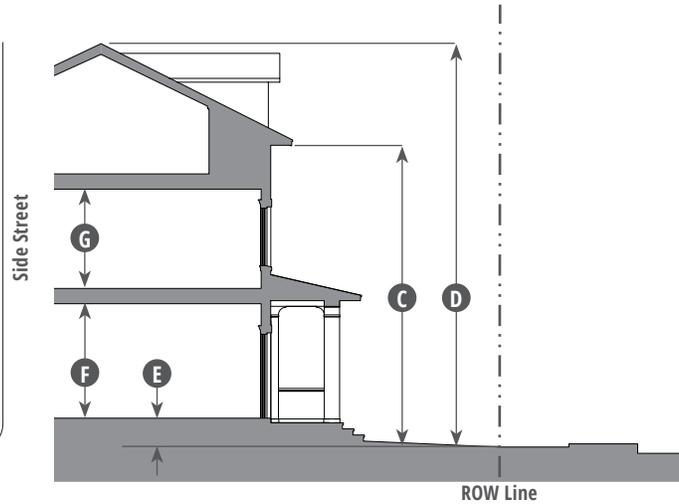
C. Building Types

Primary Building Type	Lot ¹ Width A	Depth B	Standards
Detached House	35' min. 75' max.	80' min.	3.3.050
Duplex	40' min.; 75' max.	100' min.	3.3.060
Cottage Court	75' min.; 150' max.	100' min.	3.3.070
Multiplex: Small	50' min. 100' max.	100' min.	3.3.080

¹ Sites over 3 acres must comply with Article 4 (Standards for Large Sites).

Accessory Building Type

Carriage Building	3.3.040
-------------------	---------



Key

--- ROW Line

D. Building Form

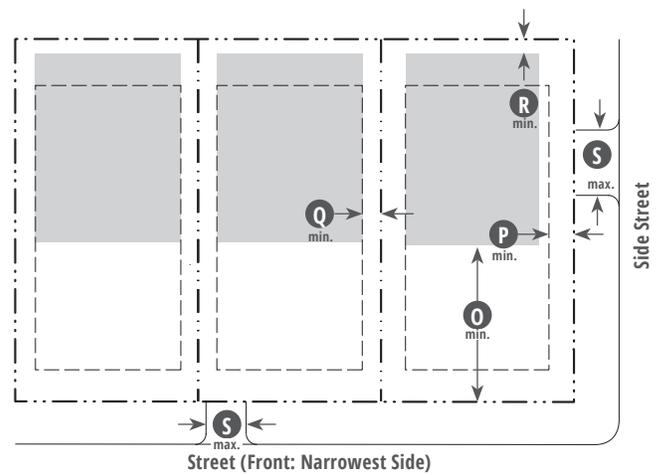
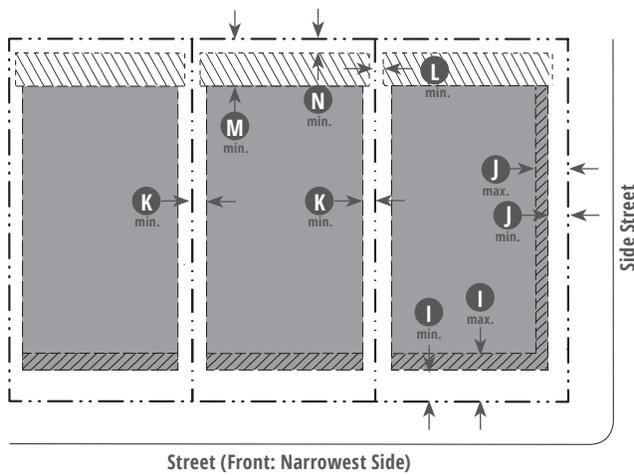
Height	
Main Building	
Stories	2½ stories max. ¹
To Eave/Parapet	24' max. C
Overall	35' max. D
Accessory Structure(s)	
Carriage Building	2 stories max. ¹
Other	1 story max.
Ground Floor Finish Level	18" min. ²
Above Sidewalk	E
Ground Floor Ceiling	9' min. F
Upper Floor(s) Ceiling	8' min. G

¹ See Subsection C for applicable building types and Division 3.3 (Specific to Building Types) for additional height and massing standards.

² Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level.

Footprint

Lot Coverage	60% max.
Accessory Structure(s)	
Width	24' max.
Depth	32' max.



Key

█ Buildable Area
--- ROW / Lot Line
--- Building Setback Line
▨ Acc. Structures Only
▩ Facade Zone

Key

█ Parking Area
--- ROW / Lot Line
--- Building Setback Line

E. Building Placement

Setback (Distance from ROW / Lot Line)

Front (Facade Zone) ¹	10' min.; 15' max.	I
Street Side (Facade Zone)	7' min.; 10' max.	J
Side		
Main Building	5' min.; 12' combined min.	K
Accessory Structure(s)	3' min.	L
Rear		
Main Building, Lot Depth		
≤ 125'	15' min.	M
> 125'	Lot depth less 100'	
Accessory Structure(s)	5' min.	N

Building within Facade Zone (Percent of Net Lot Width)

Front	65% min.
Street Side	50% min.

¹ Buildings may be set in front of the minimum front setback to align with the building facade of the most immediately adjacent property.

F. Parking and Driveways

Minimum Required Spaces

Residential Uses	1 per unit, or 1/500 sf, whichever is less
Non-Residential Uses	
≤ 1,500 sf	None
> 1,500 sf	2/1,000 sf above first 1,000 sf

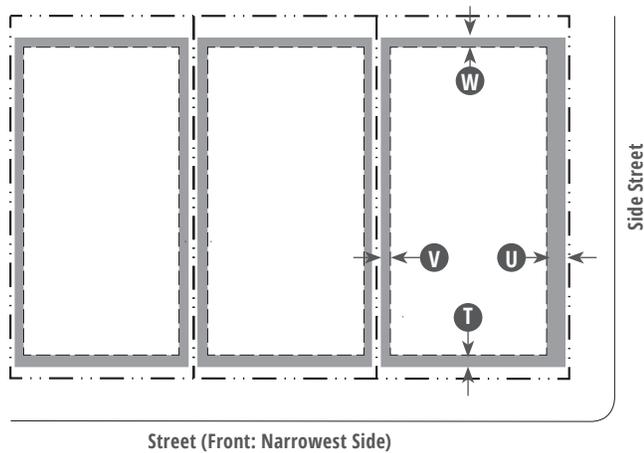
Required parking may be reduced in compliance with Section 3.2.020 (Parking and Loading).
No off-street parking required for accessory structure(s).

Location (Distance from ROW / Lot Line)

Front Setback	40' min.	O
Street Side Setback	10' min.	P
Side Setback	5' min.	Q
Rear Setback	5' min.	R

Miscellaneous

Curb Cut or Parking	14' max.	S
Driveway Width		
Driveways may be shared between adjacent lots.		



Key

- - - - ROW / Lot Line
- - - - Building Setback Line
- Encroachment Area

G. Encroachments

Encroachment Type	T	U	V	W
	Front	St. Side	Side	Rear
Frontage ¹	5' max.	10' max.	—	—
Steps to Building				
Entrance	5' max.	5' max.	—	—
Architectural Features	3' max.	3' max.	3' max.	3' max.
Signage, Awning	A	A	—	—
Landscaping	A	A	A	A
Driveways, Walkways	A	A	A	A
Utility Lines, Wires, and Related Structures	A	A	A	A
Satellite Dish Antennas	—	—	A	A

Encroachments at grade are not allowed within a street ROW, alley ROW, or across a lot line.

¹ See Division 3.4 (Specific to Frontage Types) for further refinement of the allowed encroachments for frontage elements.

H. Frontages

Private Frontage Type	Front	St. Side	Standards
Front Yard	A	A	3.4.040
Porch: Projecting	A	A	3.4.050
Porch: Engaged	A	A	3.4.060
Stoop	A	A	3.4.070
Dooryard	A	A	3.4.090

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code.

Key A = Allowed — = Not Allowed

Neighborhood General

2.2.050 Neighborhood General (NG)



A. Intent

A walkable, mixed-use neighborhood environment with small-to-medium footprint, moderate-intensity, medium house-scale housing choices, from Houses and Rowhouses to Small Multiplex and Courtyard Buildings, supporting and within short walking distance of neighborhood serving retail and services.

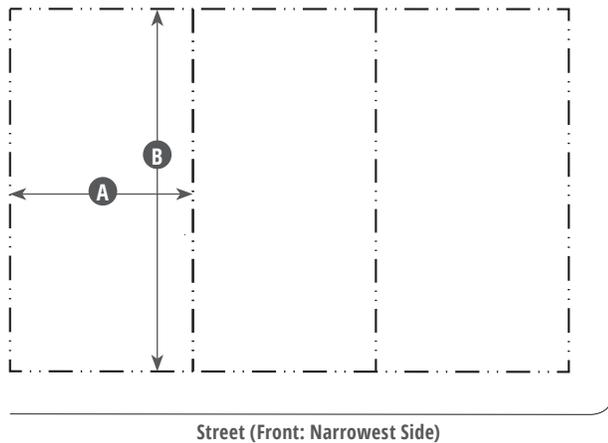
The following are generally appropriate form elements in this zone:

- Medium House-scale Buildings
- Detached Buildings
- Narrow-to-Medium Lot Width
- Small-to-Medium Footprint
- Medium-to-Large Front Setbacks
- Small-to-Medium Side Setbacks
- Up to 3½ Stories
- Elevated Ground Floor
- Front Yards, Porches, Stoops, Forecourts, Dooryards

B. Sub-Zone(s)

None

General note: The image above is intended to provide a brief overview of this zone and is illustrative only.



Key

---- ROW / Lot Line

C. Building Types

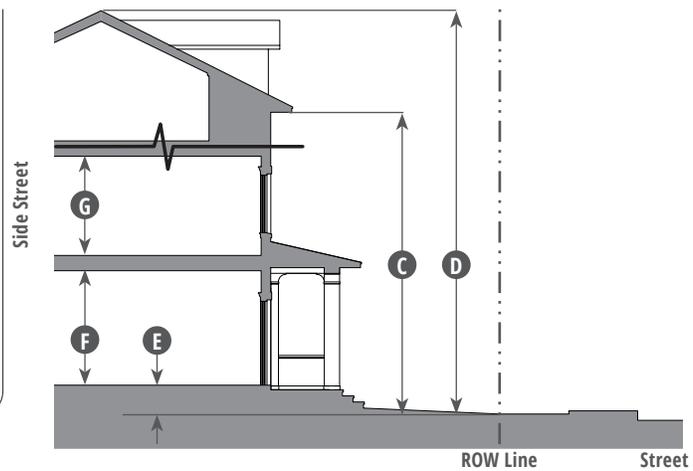
Primary Building Type	Lot ¹		Standards
	Width A	Depth B	
Detached House	35' min.; 75' max.	80' min.	3.3.050
Duplex	35' min.; 75' max.	80' min.	3.3.060
Cottage Court	75' min.; 150' max.	100' min.	3.3.070
Multiplex: Small	50' min.; 100' max.	100' min.	3.3.080
Rowhouse: House-scale	18' min. 40' max	80' min.	3.3.100
Courtyard	100' min.	150' max.	3.3.110

¹ Sites over 3 acres must comply with Article 4 (Standards for Large Sites).

Accessory Building Type

Carriage Building² 3.3.040

² Carriage Building is not allowed on a lot with a Courtyard or Cottage Court building type.



Key

---- ROW Line

D. Building Form

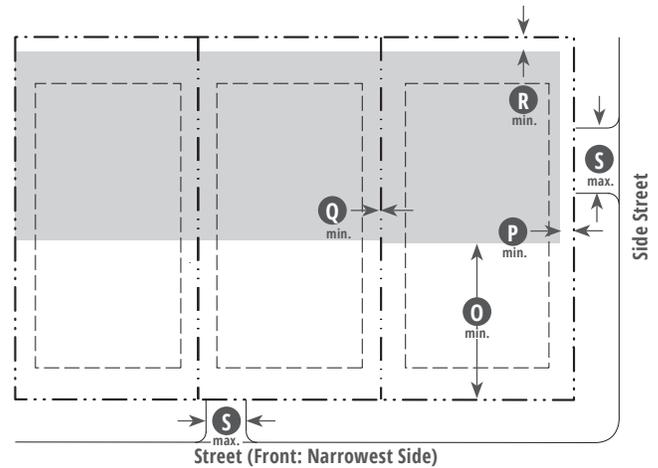
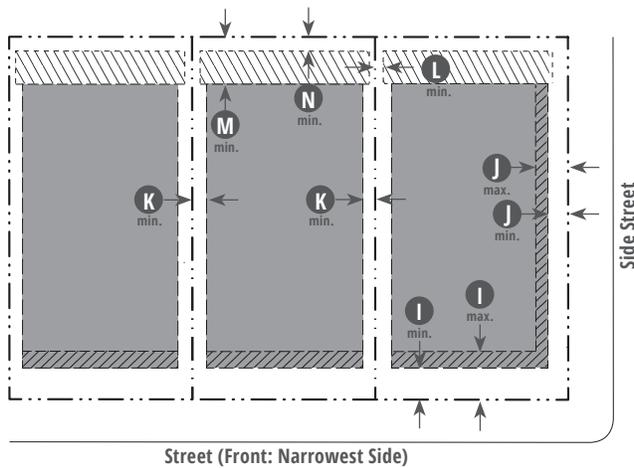
Height	
Main Building	
Stories	3½ stories max. ¹
To Eave/Parapet	36' max. C
Overall	45' max. D
Accessory Structure(s)	
Carriage Building	2 stories max. ¹
Other	1 story max.
Ground Floor Finish Level	
Above Sidewalk	18" min. ² E
Ground Floor Ceiling	9' min. F
Upper Floor(s) Ceiling	8' min. G

¹ See Subsection C for applicable building types and Division 3.3 (Specific to Building Types) for additional height and massing standards.

² Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level.

Footprint

Lot Coverage	70% max.
Accessory Structure(s)	
Width	24' max.
Depth	32' max.



Key	■ Buildable Area
- - - - ROW / Lot Line	▨ Acc. Structures Only
- - - Building Setback Line	▩ Facade Zone

Key	■ Parking Area
- - - - ROW / Lot Line	
- - - Building Setback Line	

E. Building Placement

F. Parking and Driveways

Setback (Distance from ROW / Lot Line)

Minimum Required Spaces

Front (Facade Zone)		I
Interior Lot	5 min.; 10' max.	
Street Side (Facade Zone)	5' min.; 10' max.	J
Side		
Main Building	5' min.	K
Accessory Structure(s)	3' min.	L
Rear		
Main Building, Lot Depth		
≤ 125'	15' min.	M
> 125'	Lot depth less 110'	
Accessory Structure(s)	5' min.	N

Residential Uses	1 per unit, or 1/500 sf, whichever is less
Non-Residential Uses	
≤ 1,500 sf	None
>1,500 sf	2/1,000 sf above first 1,000 sf

Required parking may be reduced in compliance with Section 3.2.020 (Parking and Loading).

No off-street parking required for accessory structure(s).

Building within Facade Zone (Percent of Net Lot Width)

Location (Distance from ROW / Lot Line)

Front	75% min.
Street Side	50% min.

Front Setback	40' min.	O
Street Side Setback	5' min.	P
Side Setback	0' min.	Q
Rear Setback	5' min.	R

Miscellaneous

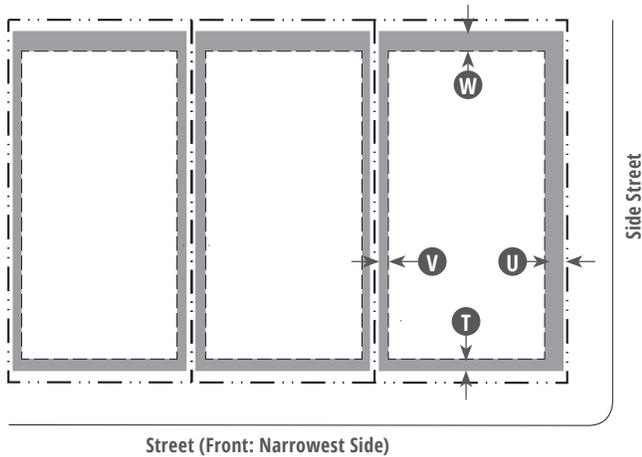
Miscellaneous

On corner lots wider than 75', max. 75' of building is allowed to be built at 0' min. setback beginning from street corner.

Curb Cut or Parking Driveway Width		S
≤ 40 spaces	14' max.	
> 40 spaces	18' max.	

A building with a chamfered corner is allowed only on corner lots and if a corner entry is provided.

Driveways may be shared between adjacent lots.



Key

- ROW / Lot Line
- Building Setback Line
- Encroachment Area

G. Encroachments				
Encroachment Type	T	U	V	W
	Front	St. Side	Side	Rear
Frontage ¹	4' max.	3' max.	—	—
Steps to Building				
Entrance	4' max.	3' max.	—	—
Architectural Features	3' max.	3' max.	3' max.	3' max.
Signage, Awning	A	A	—	—
Landscaping	A	A	A	A
Driveways, Walkways	A	A	A	A
Utility Lines, Wires, and Related Structures	A	A	A	A
Satellite Dish Antennas	—	—	A	A

Encroachments at grade are not allowed within a street ROW, alley ROW, or across a lot line.

¹ See Division 3.4 (Specific to Frontage Types) for further refinement of the allowed encroachments for frontage elements.

H. Frontages			
Private Frontage Type	Front	St. Side	Standards
Front Yard	A	A	3.4.040
Porch: Projecting	A	A	3.4.050
Porch: Engaged	A	A	3.4.060
Stoop	A	A	3.4.070
Forecourt	A	A	3.4.080
Dooryard	A	A	3.4.090

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code.

Key A = Allowed — = Not Allowed

Urban Neighborhood

2.2.060 Urban Neighborhood (UN)



A. Intent

A walkable, urban neighborhood environment with small-to-large footprint, moderate-intensity, large house-scale and block-scale housing choices, from Rowhouse and Large Multiplex Buildings to Stacked Flats, supporting and within short walking distance of neighborhood-serving retail and services.

The following are generally appropriate form elements in this zone:

Large House-scale and Block-scale Buildings

Detached or Attached Buildings

Small-to-Large Lot Width

Small-to-Large Footprint

Small Front Setbacks

Small Side Setbacks

Up to 5 Stories

Elevated Ground Floor or Flush with Sidewalk for Lobby Entrances

Font Yards, Porches, Stoops,

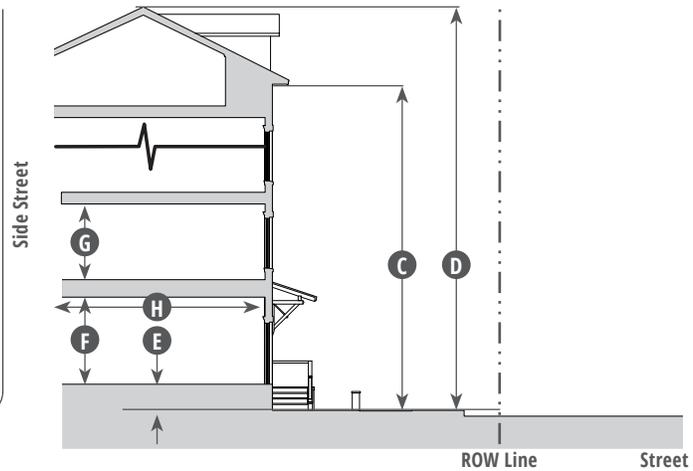
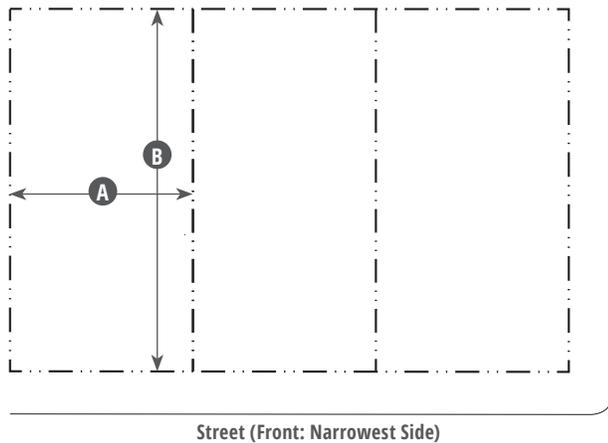
Dooryards, Shopfronts, Terraces

B. Sub-Zone(s)

Urban Neighborhood-Limited (UN-L)

The limited zone provides same building form but it is restricted in allowed uses.

General note: The image above is intended to provide a brief overview of this zone and is illustrative only.



Key - - - - ROW / Lot Line

C. Building Types

Primary Building Type	Lot ¹		Standards
	Width A	Depth B	
Multiplex: Large	50' min.; 150' max.	100' min.	3.3.090
Rowhouse: Block Scale	18' min.; 50' max.	80' min.	3.3.100
Courtyard	100' min.	150' max.	3.3.110
Stacked Flats	100' min.; 250' max.	200' min.	3.3.120
Lined Building	320' max.	420' max.	3.3.140

¹ Sites over 3 acres must comply with Article 4 (Standards for Large Sites).

Accessory Building Type

Carriage Building ²	3.3.040
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² Only allowed on a lot with Rowhouse: Block-scale.

D. Building Form

Height

Main Building		
Stories	5 stories max. ¹	
To Eave/Parapet	60' max.	C
Overall	70' max.	D
Accessory Structure(s)		
Carriage Building	2 stories max. ¹	
Other	1 story max.	

Key - - - - ROW Line

D. Building form (continued)

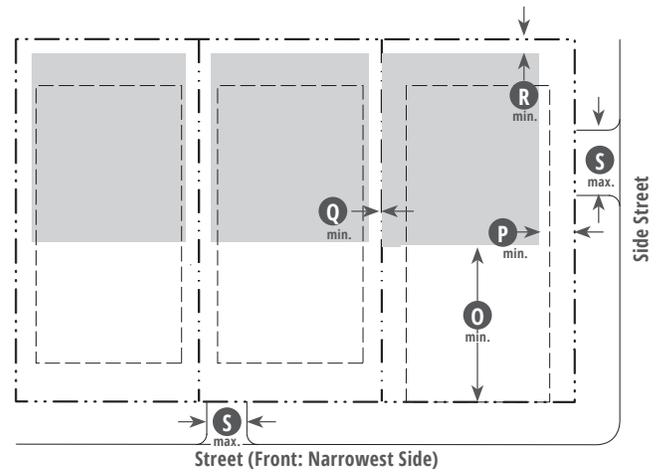
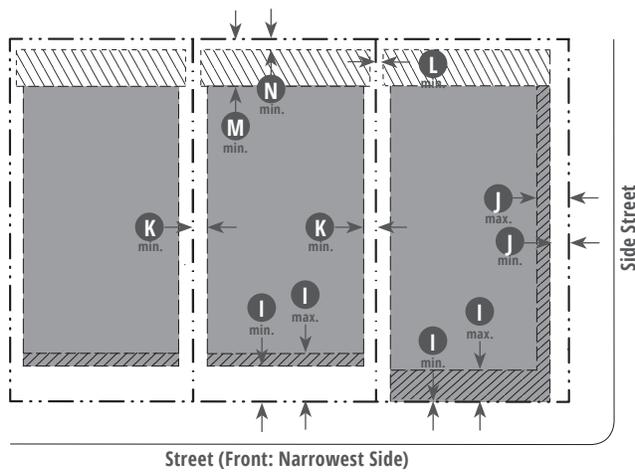
Ground Floor Finish Level	18" min. ²	E
Residential	6" max.	
Non-Residential		
Ground Floor Ceiling	9' min.	F
Residential	14' min.	
Non-Residential		
Upper Floor(s) Ceiling	8' min.	G
Building Depth, Ground Floor	30' min.	H

¹ See Subsection C for applicable building types and Division 3.3 (Specific to Building Types) for additional height and massing standards.

² Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level.

Footprint

Lot Coverage	75% max.
Accessory Structure(s)	
Width	24' max.
Depth	32' max.



Key	■ Buildable Area
--- ROW / Lot Line	▨ Acc. Structures Only
--- Building Setback Line	▩ Facade Zone

Key	■ Parking Area
--- ROW / Lot Line	
--- Building Setback Line	

E. Building Placement

Setback (Distance from ROW / Lot Line)

Front (Facade Zone)		I
Interior Lot	5 min.; 10' max.	
Corner Lot ¹	0' or 5' min.; 10' max	
Street Side (Facade Zone)	5' min.; 10' max.	J
Side		
Main Building	5' min.	K
Accessory Structure(s)	5' min.	L
Rear		
Main Building, Lot Depth		
≤ 125'	15' min.	M
> 125'	Lot depth less 110'	
Accessory Structure(s)	5' min.	N

Building within Facade Zone (Percent of Net Lot Width)

Front	75% min.
Street Side	50% min.

Miscellaneous

¹ On corner lots wider than 75', max. 75' of building is allowed to be built at 0' min. setback beginning from street corner.

A building with a chamfered corner is allowed only on corner lots and if a corner entry is provided.

F. Parking and Driveways

Minimum Required Spaces

Residential Uses	1 per unit, or 1/500 sf, whichever is less
Non-Residential Uses	
≤ 1,500 sf	None
>1,500 sf	2/1,000 sf above first 1,000 sf

Required parking may be reduced in compliance with Section 3.2.020 (Parking and Loading).

No off-street parking required for uses in accessory structure(s).

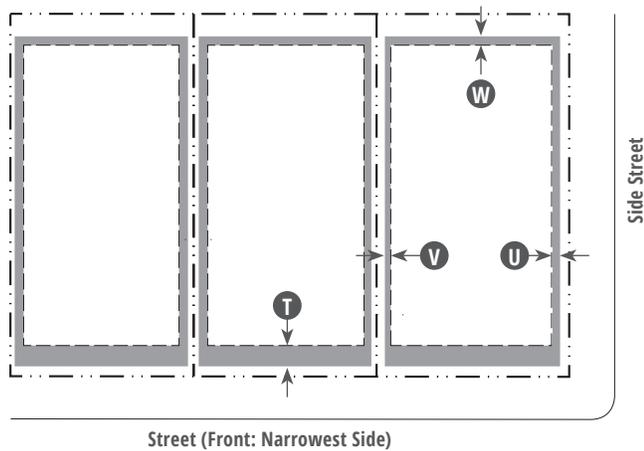
Location (Distance from ROW / Lot Line)

Front Setback	40' min.	O
Street Side Setback	5' min.	P
Side Setback	0' min.	Q
Rear Setback	5' min.	R

Miscellaneous

Curb Cut or Parking Driveway Width		S
≤ 40 spaces	14' max.	
> 40 spaces	18' max.	

Driveways may be shared between adjacent lots.



Key

- ROW / Lot Line
- Building Setback Line
- Encroachment Area

G. Encroachments				
Encroachment Type	T	U	V	W
	Front	St. Side	Side	Rear
Frontage ¹	4' max.	3' max.	—	—
Steps to Building				
Entrance	4' max.	3' max.	—	—
Architectural Features	3' max.	3' max.	3' max.	3' max.
Signage, Awning ²	A	A	—	—
Landscaping	A	A	A	A
Driveways, Walkways	A	A	A	A
Utility Lines, Wires, and Related Structures	A	A	A	A
Satellite Dish Antennas	—	—	A	A

Encroachments at grade are not allowed within a street ROW, alley ROW, or across a lot line.

¹ See Division 3.4 (Specific to Frontage Types) for further refinement of the allowed encroachments for frontage elements.

² May encroach into street ROW within 2½' of curb.

H. Frontages			
Private Frontage Type	Front	St. Side	Standards
Front Yard	A	A	3.4.040
Porch: Projecting	A	A	3.4.050
Porch: Engaged	A	A	3.4.060
Stoop	A	A	3.4.070
Forecourt	A	A	3.4.080
Dooryard	A	A	3.4.090
Shopfront ¹	A	—	3.4.110
Terrace ²	A	A	3.4.120

¹ Within 100' of street corner. For corner lots where the regulating plan requires a Shopfront, the Shopfront must turn the corner onto the side street and extend for a length equal to the depth required in Subsection D of the zone standard, 'Building Depth, Ground Floor'

² Allowed only when necessary to accommodate grade change.

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code.

Key A = Allowed — = Not Allowed

Downtown Main Street

2.2.070 Downtown Main Street (DT-MS)



A. Intent

A walkable, vibrant urban main street serving as the citywide focal point for Hayward with commercial, retail, entertainment, and civic uses, public transportation, and small-to-large footprint, moderate-to-high-intensity housing choices, from Main Street Buildings to Lined Buildings.

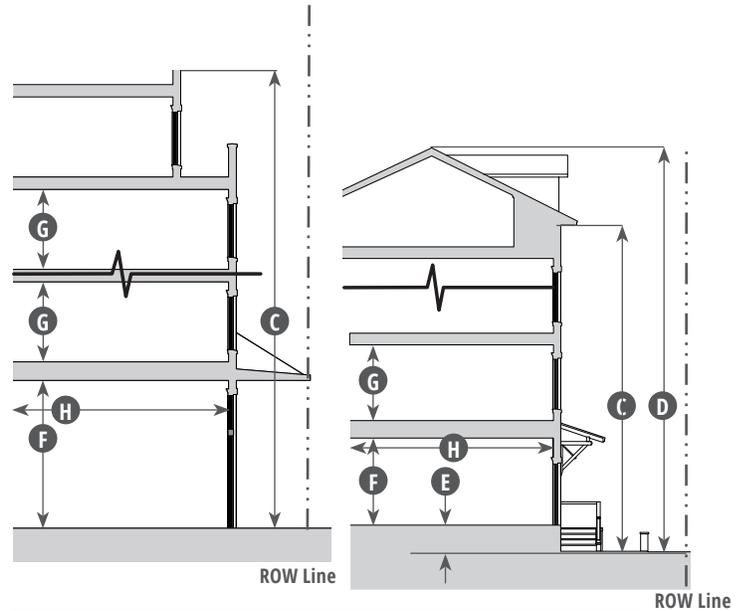
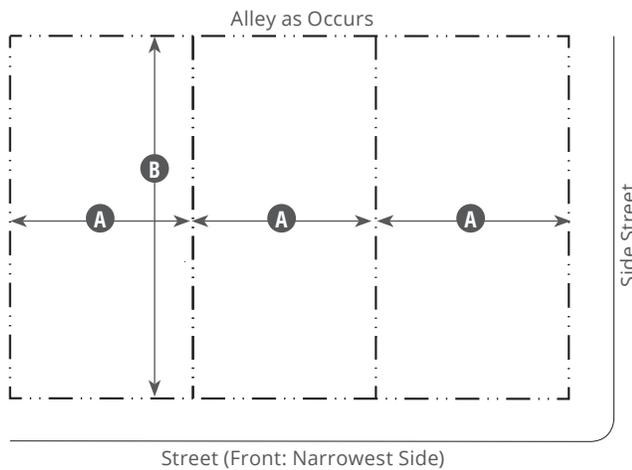
The following are generally appropriate form elements in this Zone:

- Block-scale Buildings
- Attached Buildings
- Small-to-Large Lot Width
- Small-to-Large Footprint
- Small-to-No Front Setbacks
- Small-to-No Side Setbacks
- Up to 7 Stories (with stepback above 5 stories)
- Ground Floor Flush with Sidewalk
- Stoops, Forecourts, Dooryards, Shopfronts, Terraces, Galleries

B. Sub-Zone(s)

None

General note: The image above is intended to provide a brief overview of this zone and is illustrative only.



Key - - - - ROW / Lot Line

Key - - - - ROW Line

C. Building Types

Primary Building Type	Lot ¹		Standards
	Width A	Depth B	
Main Street	200' max.	100' min.	3.3.130
Lined Building	400' max.	400' max.	3.3.140

¹ Sites over 3 acres must comply with Article 4 (Standards for Large Sites).

D. Building Form

Height		
Main Building	7 stories max.	¹
To Eave/Parapet	75' max.	C
Overall	85' max.	D
Accessory Structure(s)	1 story max.	
Ground Floor Finish Level Above Sidewalk	6" max.	E
Ground Floor Ceiling	14' min.	F
Upper Floor Ceiling	9' min.	G
Building Depth, Ground-Floor	40' min.	H

¹ See Subsection C for applicable building types and Division 3.3 (Specific to Building Types) for additional height and massing standards.

D. Building Form (continued)

Main Building Height Setback

Abutting NE, NG, RS, or RNP Zones	
Floors 4-5	25' min. from shared lot line
Floors 6+	35' min. from shared lot line

Where noted on the Regulating Plan (See Figure 2.1.020.1), along lot line:

Floors 6+	10' min. from lot line
-----------	------------------------

Footprint

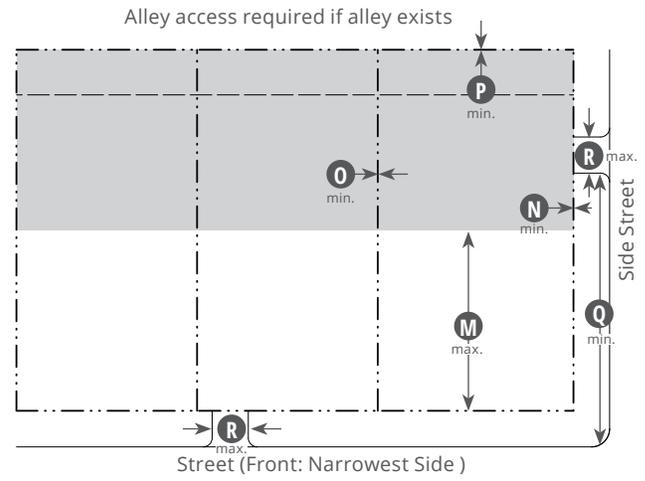
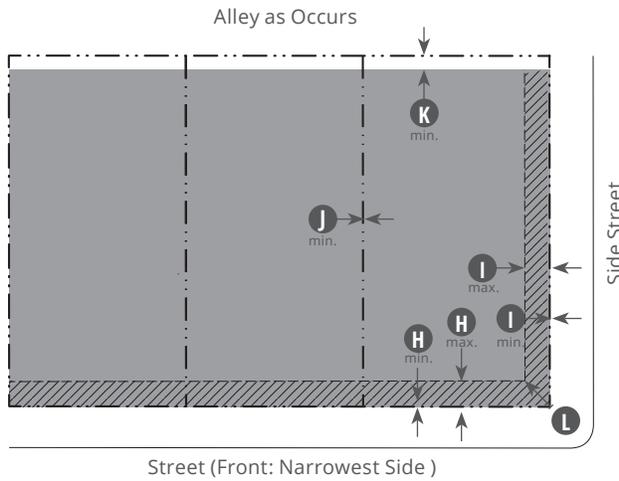
Lot Coverage	95% max.
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Accessory Structure(s)

Width	24' max.
Depth	32' max.

Miscellaneous

Maximum 35' between ground floor building entrances.



Street

- Key**
- ROW / Lot Line
 - Building Setback Line
 - █ Buildable Area
 - ▨ Facade Zone

E. Building Placement

Setbacks (Distance from ROW / Lot Line)

Front (Facade Zone)	0' min, 10' max	H
Street Side (Facade Zone)	0' min, 10' max	I
Side	0' min.	J
Rear	5' min.	K

Building within Facade Zone (Percent of Net Lot Width)¹

Front	90% min.
Street Side	60% min.

¹ Max. 10% of required frontage can be satisfied by a 2' to 3' fence or landscaped wall.

Miscellaneous

On a corner lot, building facade must be built to the lot line within 30' of the corner. **L**

A building with a chamfered corner is allowed only on corner lots and if a corner entry is provided.

Planting strips are not allowed between sidewalk and building; sidewalk must be extended into setback to meet building.

Key

- ROW / Lot Line
- █ Parking Area

F. Parking and Driveways

Minimum Required Spaces

Residential Uses	1 per unit, or 1/500 sf, whichever is less
Non-Residential Uses	
≤ 5,000 sf	None
>5,000 sf	2/1,000 sf min. above first 5,000 sf; max. 125% of min.

Parking and loading areas must comply with Section 3.2.020 (Parking and Loading). Required parking may be reduced in compliance with Section 3.2.020 (Parking and Loading).

Location (Distance from ROW / Lot Line)

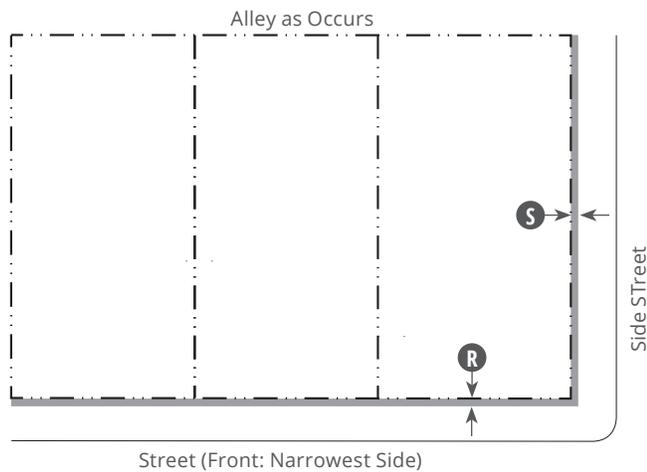
Front Setback	40' min.	M
Street Side Setback	5' min.	N
Side Setback	0' min.	O
Rear Setback	0' min.	P

Miscellaneous

Curb Cut Distance from Corner	50' min.	Q
Curb Cut or Parking Driveway Width		R
≤ 40 Spaces	14' max.	
> 40 Spaces	18' max.	

All parking structures must be screened from the front street and the side street by building with ground floor space at least 40' deep from street.

Driveways may be shared between adjacent lots.



Key

- - - - ROW / Lot Line
- Encroachment Area
- Encroachment Area

G. Encroachments

Encroachment Type	R	S
	Front	St. Side
Frontage ¹	May encroach up to the property line.	
Architectural Features ³ max.	3' max.	3' max.
Signage, Awning ²	A	A

Encroachments at grade are not allowed within a street ROW, alley ROW, or across a lot line.

¹ See Division 3.4 (Specific to Frontage Types) for further refinement of allowed encroachments for frontage elements.

² May encroach into street ROW to within 2½' of curb.

H. Frontages

Private Frontage Type	Front	St. Side	Standards
Stoop	—	A	3.4.070
Forecourt	A	A	3.4.080
Dooryard	—	A	3.4.090
Maker Shopfront	—	A ¹	3.4.100
Shopfront ²	A	A	3.4.110
Terrace ³	A	A	3.4.120
Gallery	A	A	3.4.130

¹ Not allowed along parcel line where shopfront frontage is required by Regulating Plan (See Figure 2.1.020.1).

² For corner lots where the Regulating Plan requires a Shopfront, the Shopfront must turn the corner onto the side street and extend for a length equal to the depth required in Subsection D of the zone, 'Building Depth, Ground Floor'

³ Allowed only when necessary to accommodate grade change.

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code.

Urban Center

2.2.080 Urban Center (UC)



A. Intent

A walkable, urban neighborhood environment with medium-to-large footprint, moderate-intensity housing choices, from Multiplex Large Buildings to Stacked Flats and Lined Buildings, supporting and within short walking distance of neighborhood-serving retail and services.

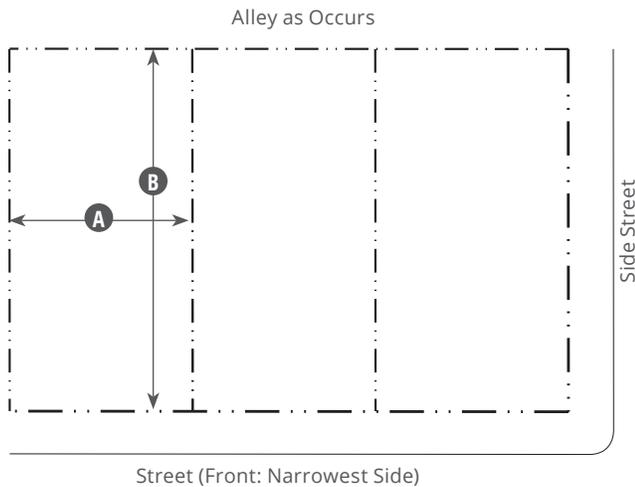
The following are generally appropriate form elements in this Zone:

- Block-scale Buildings
- Attached Buildings
- Narrow-to-Large Lot Width
- Medium-to-Large Footprint
- Small-to-No Front Setback
- Small-to-No Side Setbacks
- Up to 11 Stories, (with stepback above 5 stories)
- Elevated Ground Floor or Flush with Sidewalk
- Stoops, Forecourts, Dooryards, Shopfronts, Terraces

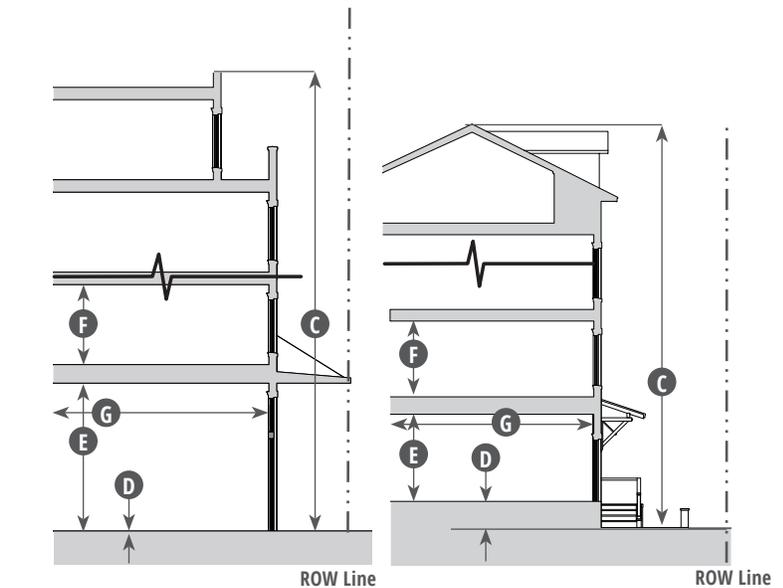
B. Sub-Zone(s)

None

General note: The image above is intended to provide a brief overview of this zone and is illustrative only.



Key - - - - ROW / Lot Line



Key - - - - ROW / Lot Line

C. Building Types

Primary Building Type	Lot ¹		Standards
	Width A	Depth B	
Courtyard	250' max.	150' min.	3.3.110
Stacked Flats	200' max.	100' min.	3.3.120
Lined Building	400' max.	400' max.	3.3.140
Mid-Rise	400' max.	400' max.	3.3.150

¹ Sites over 3 acres must comply with Article 4 (Standards for Large Sites).

D. Building Form

Height	
Main Building	11 stories max. ^{1,2}
Overall	124' max. C
Accessory Structure(s)	
Accessory Dwellings	2 stories max.
Other	1 story max.
Ground Floor Finish Level above Sidewalk D	
Residential	18" min. ³
Non-Residential	6" max.
Ground Floor Ceiling E	
Residential	12' min
Non-Residential	14' min
Upper Floor Ceiling F	8' min.
Building Depth, Ground Floor G	30' min.

¹ Within 20' of the rear lot line, buildings may not be more than 7' taller than the allowed height of adjacent buildings.

D. Building Form (continued)

² See Subsection C for applicable building types and Division 3.3 (Specific to Building Types) for additional height and massing standards.

³ Ground floor lobbies and common areas in multi-unit buildings may have a 0" to 6" ground floor finish level.

Main Building Height Setback

Abutting NE, NG, RS, or RNP Zones

Floors 4-5	25' min. from shared lot line
Floors 6+	35' min. from shared lot line

Where noted on the Regulating Plan (See Figure 2.1.020.1), along lot line:

Floors 6+	10' min. from lot line
-----------	------------------------

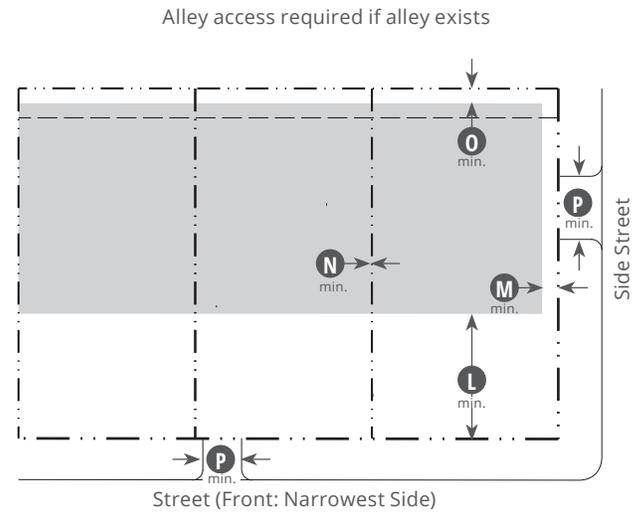
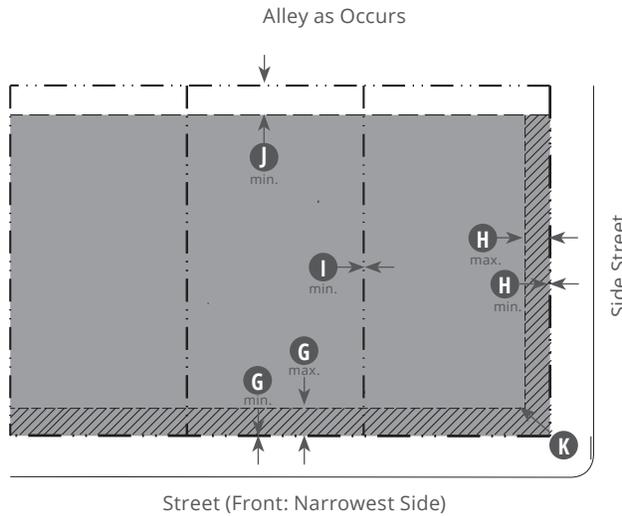
Footprint

Lot Coverage	95% max.
Accessory Structure(s)	
Width	24' max.
Depth	32' max.

Miscellaneous

Maximum 50' between ground floor building entrances.

Loading docks, overhead doors, and other service entries must be screened and not located on front street facades.



Key

--- ROW / Lot Line	■ Buildable Area
- - - Building Setback Line	▨ Facade Zone

E. Building Placement

Setback (Distance from ROW / Lot Line)

Front (Facade Zone)	0' min.; 10' max.	G
Street Side (Facade Zone)	0' min.; 10' max.	H
Side	0' min.	I
Rear		J
Adjacent to DT-MS Zone	0' min.	
Adjacent to any other zone	10' min.	

Building within Facade Zone (Percent of Net Lot Width)

Front	75% min.
Street Side	65% min.

Miscellaneous

On a corner lot, building facade must be built to the **K** lot line within 30' of the corner.

A building with a chamfered corner is allowed only on corner lots and if a corner entry is provided.

Entire ROW must be defined by a building or a 2' to 3' high fence or landscape wall.

Key

--- ROW / Lot Line	■ Parking Area
- - - Building Setback Line	

F. Parking and Driveways

Minimum Required Spaces

Residential Uses	1 per unit, or 1/500 sf, whichever is less
Service or Retail Uses	
≤ 3,500 sf	No spaces required
> 3,500 sf	2 spaces/1,000 sf min. above first 3,500 sf; max. 125% of min.

Parking areas must comply with Section 3.2.020 (Parking and Loading). Required parking may be reduced as set forth in Section 3.2.020 (Parking and Loading).

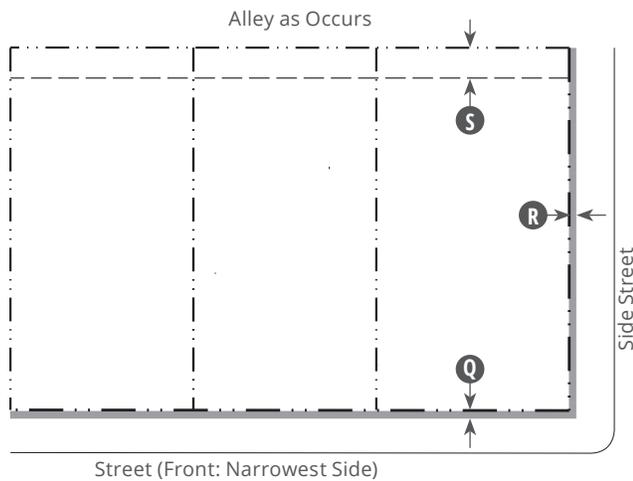
Location (Distance from ROW / Lot Line)

Front Setback	40' min.	L
Street Side Setback	5' min.	M
Side Setback	0' min.	N
Rear Setback	5' min.	O

Miscellaneous

Curb Cut or Parking Driveway Width		P
≤ 40 spaces	14' max.	
> 40 spaces	18' max.	

All parking structures must be screened from the front street and street side by ground floor space at least 30' deep from street.



Key

--- ROW / Lot Line ■ Encroachment Area

G. Encroachments			
Encroachment Type	Q	R	S
	Front	St. Side	Rear
Frontage ¹	May encroach up to property line		
Architectural Features	3' max.	3' max.	—
Signage, Awning ²	A	A	—
Landscaping	A	A	A
Driveways, Walkways	A	A	A ³
Utility Lines, Wires, and Related Structures	A	A	A
Satellite Dish Antennas	—	—	A

Encroachments at grade are not allowed within a street ROW, alley ROW, or across a lot line.

¹ See Division 3.4 (Specific to Frontage Types) for further refinement of the allowed encroachments for frontage elements.

² May encroach into street ROW to within 2½' of curb.

³ Driveway only allowed when access is from an alley.

H. Frontages			
Private Frontage Type	Front	St. Side	Standards
Stoop	A	A	3.4.070
Forecourt	A	A	3.4.080
Dooryard	A	A	3.4.090
Shopfront ¹	A	A	3.4.110
Terrace ²	A	A	3.4.120

¹ For corner lots where the regulating plan requires a Shopfront, the Shopfront must turn the corner onto the side street and extend for a length equal to the depth required in Subsection D of the zone, 'Building Depth, Ground-Floor'

² Allowed only when necessary to accommodate grade change.

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code

Key A = Allowed — = Not Allowed

Division 2.3: Use Table

Sections

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2.3.010 Allowed Land Uses and Permit Requirements

- A. **Allowed Land Uses.** The land uses allowed in the Downtown Zones are established in Table A (Allowed Uses in Downtown Zones). Each land use listed in Table A (Allowed Uses in Downtown Zones) is defined in Section 6.1.020 (Land Uses).
- B. **Permit Required.** Land uses identified in Table A (Allowed Uses in Downtown Zones) are subject to the permit requirements listed in the Table.
- C. **Additional Standards.** Table A includes references to additional standards for specific uses in Division 3.5 (Specific to Use) or Chapter 10 (Planning, Zoning, and Subdivisions) of the Hayward Code.
- D. A land use that is not listed in Table A (Allowed Uses in Downtown Zones) is not allowed, unless the Director finds that the proposed use is similar to, compatible with, and is consistent with the purpose of the zone, the General Plan, and the Specific Plan, and the new use will not involve a greater intensity than a listed use.

Table 2.3.010.A Allowed Uses in Downtown Zones

Land Use Type	Specific to Use Regulations	Permit Required by Zone					
		NE	NG	UN	UN-L	DT-MS	UC
Residential Uses							
Accessory Dwelling Unit (ADU)	3.5.020	P	P	P	P	P	P
Day Care							
Day Care Center		-	CUP	P	P	P	P
Day Care Home		P	P	P	P	P	P
Group Home							
Small (6 or fewer residents)		P	P	P	P	P	P
Large (7 or more residents)		-	CUP	AUP	AUP	-	CUP
Home Occupation	3.5.040	P	P	P	P	P	P
Live/Work	3.5.050	-	P	P	-	P	P
Residential		P	P	P	P	P	P
Senior Housing		P	P	P	-	AUP	AUP

Key

P Permitted **AUP** Administrative Use Permit **CUP** Conditional Use Permit
TUP Temporary Use Permit - Not Permitted

Table 2.3.010.A Allowed Uses in Downtown Zones							
Land Use Type	Specific to Use Regulations	Permit Required by Zone					
		NE	NG	UN	UN-L	DT-MS	UC
Civic, Education, Entertainment, and Assembly Uses							
Cultural or Meeting Facility		AUP	AUP	AUP	AUP	P	P
Educational Facility							
< 2,000 sf		AUP	AUP	P	AUP	P	P
≥ 2,000 sf		-	-	CUP	-	CUP	CUP
Entertainment Facility		-	-	AUP	-	P	P
Public Agency Facility		P	P	P	P	P	P
Public Park/Public Gathering		P	P	P	P	P	P
Recreational Facility							
Indoor		AUP	-	AUP	AUP	P	P
Outdoor		-	CUP	AUP	-	-	CUP
Studio; fitness, art, dance, music, etc.		-	AUP	P	-	P	P
Office and Service Uses							
Animal Hospital		-	-	CUP	-	AUP	AUP
Bed and Breakfast		AUP	AUP	P	P	P	P
Business/Commercial/Financial Services		-	AUP	P	-	P	P
Drive-in, Retail or Service	10-1.1045h	-	CUP	CUP	-	-	-
Hotel/Motel		-	-	AUP	-	P	P
Office		CUP	AUP	P	-	P	P
Personal Services		-	AUP	P	-	P	P
Restricted		-	-	CUP	-	CUP	CUP
Retail and Food Uses							
Artisan/Craft Production		-	CUP	CUP	-	P	P
Bar/Cocktail Lounge/Nightclub	10-1.2750	-	-	-	-	CUP	CUP
Liquor Store	10-1.2750	-	-	-	-	CUP	CUP
Restaurant							
General		-	P	P	-	P	P
Full Service	10-1.2750	-	-	CUP	-	P	P
Drive Through	10-1.1045h	-	-	CUP	-	-	-
Retail, General							
≤ 10,000 sf		-	CUP	AUP	-	P	P
> 10,000 sf		-	-	CUP	-	AUP	AUP

Key

P Permitted **AUP** Administrative Use Permit **CUP** Conditional Use Permit
TUP Temporary Use Permit - Not Permitted

Table 2.3.010.A Allowed Uses in Downtown Zones

Land Use Type	Specific to Use Regulations	Permit Required by Zone					
		NE	NG	UN	UN-L	DT-MS	UC
Auto Uses							
Automobile Sales and Rental		-	-	CUP	-	CUP	-
Automobile Repair and Service Station		-	-	CUP	-	CUP	-
Parking Structure		-	-	CUP	-	AUP	AUP
Passenger Transportation		-	-	AUP	-	AUP	AUP
Other Uses							
Accessory Uses	3.5.030	P	P	P	P	P	P
Temporary Uses	3.5.060	TUP	TUP	TUP	TUP	TUP	TUP

Key

P Permitted **AUP** Administrative Use Permit **CUP** Conditional Use Permit

TUP Temporary Use Permit - Not Permitted

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Article 3: Supplemental to Zones

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Division 3.1 Purpose and Intent

Sections

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3.1.010 Purpose

This Article sets forth supplemental standards for the development of each building type, frontage type, certain uses, and related general standards within zones. These standards supplement the standards for each zone in which the building, frontage, or use is allowed. These standards are intended to ensure development that establishes or reinforces the highly-valued character and scale of Downtown and its walkable urban neighborhoods.

3.1.020 Applicability

- A. The standards in this Article apply to all proposed development within Downtown Zones and must be considered in combination with the standards for the applicable zone in Division 2.2 (Downtown Zones).
- B. Development with Education Facility, Cultural or Meeting Facility, or Passenger Transportation uses must comply with the standards for the applicable zone in Division 2.2 (Downtown Zones), but will not be required to meet the standards of Division 3.3 (Specific to Building Types).
- C. In the event of any conflict between the standards of this Article and the standards in another Article of this Chapter or any standard in the Hayward Code, the standards in this Article supersede, unless stated otherwise.

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Division 3.2 General Standards

Sections

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3.2.010 Screening, Fences, and Walls

- A. **Purpose.** This Section establishes standards for screening, which includes fences and walls, for the conservation and protection of property, the assurance of safety and security, the enhancement of privacy, the abatement or attenuation of noise, and the improvement of the visual environment in keeping with neighborhood and community character.
- B. **Applicability.** The provisions of this Section apply to all new development in Downtown Zones, and to improvements to existing development in Downtown Zones in compliance with Section 10-1.2900 (Nonconforming Uses) of the Hayward Code.
- C. **Design Standards for Screening.** Screening must comply with the following:
1. **All Building Sites.** Fences, walls, and other screening on building sites are subject to the height limits in Table A (Setback Requirements).

Table 3.2.010.A Setback Requirements

Location	Height (max.)
Within Required Front Setback	3'
Within Required Street Side Setback ¹	3'
Within Required Side and Rear Setback ²	6'

¹Within 10' of a side property line adjoining a public street

²When installed along a rear property line, such as at the intersection of an alley and a street, that will obstruct a view, maximum 4'.

2. **Screening Height Measurement Standards**
 - a. All screening height must be measured as the vertical distance between the finished grade at the base of the fence and the top edge of the fence material.
 - b. Where there is a difference in elevation on opposite sides of screening, the height must be measured from the highest elevation.

- c. If the finished elevation of the property is lower at the boundary line, or within five feet inside the boundary line, than an abutting property elevation, the change in elevation may be used in lieu of, or in combination with, additional screening to satisfy a screening requirement.
 - d. Where screening is required along a public or private street and the roadway elevation is higher than the property in question, the Director may require screens to be higher than allowed by the applicable height limit.
- D. **Reduction of Required Screening or Screening Design Standards.** The Director may completely or partially waive required screening and associated standards in cases where the Director considers the relief necessary to maintain or enhance the architectural character of the surrounding neighborhood.
- E. **Additional Screening Requiring Administrative Use Permit.** The following screening types must comply with the specified requirements and requires Director approval before issuing a Building Permit, as applicable.
- 1. **Courtyard.** Screening installed to create a courtyard without a roof must be a maximum of five feet in height and be set back at least as far as the adjoining building face. In reviewing the plan for the proposed courtyard, the Director may consider, but not be limited to, the following:
 - a. Building characteristics including the dimensions, color and architectural design;
 - b. Compatibility of the architectural and design features of the proposed courtyard with the features of the adjoining, as well as neighboring buildings; and
 - c. Landscaping, including the effort to minimize removal of existing vegetation and to match replacements with vegetation of the site.
 - 2. **Fencing on Retaining Walls.** The total height of fences and the retaining walls that they are mounted on or attached to are limited to six feet in height. However, the Director may approve higher fencing if it is determined that there will be little or no impact on the adjoining properties or the walkable nature of the neighborhood and the height is necessary to achieve the objectives of this Section or is required for health and safety.
- F. **Mechanical Equipment Screening**
- 1. **Screening Required**
 - a. New installation or relocation of existing mechanical equipment, whether installed on the roof, ground, or walls, must be screened from public view in compliance with this Subsection.
 - b. The following are exempt from this Subsection:
 - (i) Free-standing or roof-mounted solar equipment; and
 - (ii) Vents less than four feet in height may be exempt from the requirements in Subsection F.1.a subject to Director review.

2. **Roof-mounted Equipment.** Building parapets or other architectural elements in the building's architecture style must screen roof-mounted equipment.
 - a. New buildings must be designed to provide a parapet or other architectural element that is as tall or taller than the highest point on any new mechanical equipment to be located on the roof of the building.
 - b. For existing buildings with no or low parapet heights, mechanical equipment must be surrounded on all sides by an opaque screen wall as tall or taller than the highest point of the equipment. The wall must be architecturally consistent with the building and match the existing building with paint, finish, and trim cap detail. All new roof screens are subject to Site Plan Review and may be referred to the Planning Commission, as determined by the Director.
3. **Wall- and Ground-mounted Equipment.** All wall- and ground-mounted equipment must comply with the following:
 - a. May not be located between the face of the building and the street;
 - b. All screen devices must be as high or higher than the highest point of the equipment being screened. Equipment and screening must meet rear and side setbacks of the applicable zone;
 - (i) Screening must be architecturally compatible and include matching paint, finish, and trim cap of the building; and
 - (ii) All new mechanical screens for ground or wall-mounted equipment are subject to Director review.
- G. **Temporary Fencing.** Temporary fencing may be used to provide security for approved special events, construction sites, or vacant structures and land, which cannot otherwise be secured. All temporary fencing must:
 1. Consist of chain link fencing or other materials as approved by the Director;
 2. Not exceed six feet in height;
 3. Be removed at the conclusion of the special event or completion of construction activities (i.e., final inspection) for which it was approved; and
 4. All approved fencing for construction sites may not be installed until a Building Permit or Grading Permit has been issued and must be removed prior to final inspection. The use of temporary fencing around occupied structures that can be secured by other means is not allowed. If the Building Permits expire before the construction is completed, the Director may issue a Temporary Use Permit to allow the fencing to remain for a longer period of time. The use of temporary fencing around vacant land or vacant structures is subject to the terms and conditions specified in an administrative permit authorizing this fencing.
- H. **Prohibited.** Barb type, electric, or razor wire screening is prohibited.
- I. **Safety Standards.** Where a lot is situated at the intersection of two or more streets, screening may not be erected, placed, planted, or allowed to grow in such a manner as to obstruct intersection visibility, in compliance with Ordinance No. 100 C.S., as amended, Article 9 (Obstructions to Visibility at Intersections Prohibited) of the Hayward Traffic Code, as the same are now in effect or which may be amended or replaced.

3.2.020 Parking and Loading

- A. **Purpose.** This Section ensures the provision of parking spaces and access drives designed appropriately for motor vehicles and bicycles. This Section also provides options for adjusting parking requirements and providing parking alternatives. These standards ensure that the parking needs of new and intensified existing uses and development are met, while being designed and located in a manner consistent with the intended physical character of the zone.
- B. **Applicability**
1. The requirements of Article 10-2 (Off- Street Parking Regulations) of the Hayward Code apply, except as superseded by this Division.
 2. Parking in compliance with this Division is required in all zones, as identified below:
 - a. New development;
 - b. Change in land use; and
 - c. Changes in intensity of buildings or structures made after the effective date of this ordinance that cause an increase or decrease of 25 percent or greater in:
 - (1) Gross floor area;
 - (2) Seating capacity;
 - (3) Dwelling units; and/or
 - (4) Parking spaces.
- C. **General Parking Standards**
1. **Off-Site Parking.** Required off-street parking may be provided off-site in compliance with the following:
 - a. Required parking may be provided in off-street parking facilities on another property within 1,000 feet of the site proposed for development, as measured along thoroughfare right-of-ways;
 - b. Pedestrian access between the use or the site and the off-premise parking area must be through concrete or paved sidewalk or walkway; and
 - c. The owner shall provide a recorded parking agreement reflecting the arrangement with the off-site location.
 2. **Larger Vehicle Parking**
 - a. Trucks, tractors, or tractor-trailers with capacity for more than a one-and-one-half-ton load, front- and rear-end loaders, or any kind of commercial, industrial, agricultural, or transportation vehicles/equipment used primarily for business purposes, may not be parked or stored in the Downtown Zones for purposes other than unloading, loading, or delivery services.
 - b. Automobiles, small trucks, vans, or vehicle trailers allowed in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the provisions of this Subsection.

D. Number of Motor Vehicle Parking Spaces Required

1. **Required Spaces.** The minimum number of parking spaces required is listed in Subsection F of the zone standards.
2. When calculating the maximum number of parking spaces, numbers may be rounded down to the closest whole number.

E. Parking Adjustments

1. **Shared Parking Calculation.** For buildings with two use types that want to share parking, shared parking can be calculated as the sum of the required parking for the two use types divided by the factor listed in Table A (Shared Parking Factor for Two Uses). The required number of parking spaces can be rounded up to the closest whole number. If the use is not listed in Table A, the shared parking is subject to the requirements in Subsection E.2.

Table 3.2.020.A Shared Parking Factor for Two Uses

First Use	Second Use			
	Residential	Lodging	Office, Administrative/ Professional	Retail, General
Residential	1.0	1.1	1.4	1.2
Lodging	1.1	1.0	1.7	1.3
Office, Administrative/ Professional	1.4	1.7	1.0	1.2
Retail, General	1.2	1.3	1.2	1.0

2. **Shared Parking Study.** When three or more use types share parking or a use type is not listed in Table A, the amount of required parking may be reduced if:
 - a. The Director determines one of the following circumstances has been established, the Director may grant a reduction in the parking standards set forth in this Subsection in the following cases:
 - (1) Where uses seek to share parking with different peak hour demands and are in the same or adjoining development, the applicant shall submit to the Director an analysis and substantiated projections of peak parking demand for the entire development to justify the shared use of parking spaces for separate uses;
 - (2) Where the special nature of a certain development (e.g., special types of housing projects inhabited by persons with low or no automobile ownership) does not require the amount of parking listed in Subsection D of the zone standards; or
 - (3) Where fewer parking spaces are needed due to access to transit, special designs and traffic mitigation measures incorporated in the parking lot design and circulation plan.

- b. The Director or the review authority, as appropriate, shall consider the following in determining whether a reduction is warranted:
 - (1) The likelihood that the reduced number of parking spaces can satisfy demand;
 - (2) The amount of time during the year when the number of spaces provided may be insufficient and the amount of resulting parking overflow;
 - (3) The impact of periodic overflows upon the public thoroughfares and other parking facilities;
 - (4) The nature of surrounding land uses, character of the surrounding road system, and nearby circulation pattern;
 - (5) The amount of on-street parking available within one-quarter of a mile of the development;
 - (6) Any reduction in on-site parking demand by implementing Transportation Demand Management strategies proposed by the applicant; and/or
 - (7) In all cases, the burden to demonstrate that a reduction in parking standards is warranted rests with the applicant.

F. Parking Spaces, Lot Design, and Layout

1. **Loading.** On-site loading space(s) are not required where the site is adjacent to an alley or side street that provides temporary parking for loading/unloading activities.
2. **Driveways**
 - a. Access to Driveways. The forward motion of the vehicle must be practical when accessing to and from driveways onto public thoroughfares.
 - b. Driveways must extend and include the area between the lot line and the edge of the street pavement.
 - c. The design and construction of all off-street parking access drives must meet the requirements of the City Engineering Standards.
3. **Identified as to Purpose and Location.** Off-street parking areas of four or more spaces and off-street loading areas must include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas, while distinguishing such spaces from aisle and other circulation features.
4. **Landscaping and Screening**
 - a. Landscaped areas required in this section shall be composed of trees, shrubs, turf grass, planted ground cover, or a combination thereof. Landscaping shall be permanently maintained, including replacement where necessary. Landscaping shall be provided as required in Table C. Landscaping required in Table B (Required Interior Parking Lot Landscaping) must also comply with the standards of Section 3.2.010 (Screening, Fences, and Walls).

Table 3.2.020.B Required Interior Parking Lot Landscaping	
Number of Parking Spaces	Percent of Gross Parking Area in Landscaping
6 or fewer	0%
7 to 15	4%
16 to 30	8%
31 to 70	12%
71 and over	16%
Required Shade Trees	Standard
Amount	16 trees/gross site area acre, minus building coverage (footprint)
Can size	15 gallon
Height at installation	6-8' min.
Mature canopy	40' min.
Characteristics	High branching, broad headed, shading form
Location	Evenly spaced throughout the parking lot to provide uniform shade

- b. Screening of parking and loading areas must meet the standards in Table C (Parking and Loading Area Screening).

Table 3.2.020.C Parking and Loading Area Screening

Zone	Adjacent Zone	Required Screening¹
UN, DT-MS, UC Zones	NE, NG or residential zone	6-foot wall, fence, or evergreen hedge. ²

¹ Screening is not required when parking and loading area(s) are adjacent to an alley or between two properties within the same zone.

² Max 4 feet if within a required street side setback.

- c. Landscaping areas must accommodate stormwater management features to the extent feasible as determined by the City.
- d. For the portion of a parking area over which photo-voltaic solar collectors are installed where they also function as shade structures, the minimum requirement for trees may be waived, and a minimum of three shrubs and three groundcovers must be planted in compliance with Section 10-12.05 (Water Efficient Landscape Worksheet) of the Hayward Code for every eight parking spaces.
5. **Location**
- a. Location of required on-site parking in all zones is regulated by setbacks established in Division 2.2 (Downtown Zones) and the following:
- (i) Parking lots with 20 or fewer spaces must have all off-street parking areas separated at least five feet from buildings in order to provide a sidewalk between the building and parking area;

- (ii) Parking lots with more than 20 spaces must have all off-street parking areas separated at least 10 feet from buildings in order to make room for a sidewalk, landscaping, and other planting between the building and the parking area; and

- (1) This separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.

- 6. **Size of Parking Lot.** Parking lots larger than one-quarter of an acre in size must be divided into smaller parking areas with planted landscape areas with a minimum width of 15 feet between them to minimize the perceived scale of the total field of stalls.
- 7. **Tandem Parking.** Tandem parking is allowed in all Downtown Zones for all residential uses if:
 - a. Both tandem parking spaces satisfy the parking requirement of one residential unit; and
 - b. Neither of the tandem parking spaces are required accessible parking spaces.

G. Bicycle Parking Requirements

- 1. **Applicability.** Bicycle parking requirements apply in all zones for the use types specified in Table D (Bicycle Parking Requirements).
- 2. **Exempt.** Bicycle parking is not required for single-family residential developments.
- 3. **Number of Bicycle Parking Spaces and Location Standards**

Table 3.2.020.D Bicycle Parking Requirements			
Use Type	Required Short-Term Spaces	Required Long-Term Spaces	Location
Multi-Family Residential	1 per 10 units	1 per 4 units ¹	Either within the building or within 25 feet of the building entrance
Recreation, Civic, Education, Entertainment, and Assembly; Office and Service Uses; Retail and Food Uses ²	4 spaces or 20% of required off-street automobile parking spaces, whichever is greater (up to a maximum of 10 bicycle spaces)	1 for every 10 automobile spaces, minimum 2 spaces.	Within 50 feet of public entrance of the building and adjacent to a bicycle path and/or pedestrian walks

¹ No long-term bike parking required if units have private garages.

² At the discretion of the Director, required bicycle parking may be provided within the public right-of-way.

- 4. **Bicycle Parking Standards.** Bicycle spaces must be provided in compliance with the following standards:
 - a. Uses must provide both long-term and short-term bicycle parking as required in Table D (Bicycle Parking Requirements);

- b. Long term bicycle parking must consist of lockable enclosures (lockers) in which the bicycle is stored and short-term bicycle parking must include racks to which the bicycle can be locked;
 - c. Lockers and racks must be securely anchored to the pavement or a structure;
 - d. Racks must be designed and installed to allow two points of contact with the frame and allow the frame and one or both wheels to be secured;
 - e. Areas containing bicycle spaces must be surfaced with impervious surfaces such as concrete or pavers. Pervious pavements or gravel may be used where appropriate as determined by the Director or City Engineer;
 - f. When located within a parking area, curbs, fences, planter areas, bumpers, or similar barriers must be installed and maintained for the mutual protection of bikes, motor vehicles and pedestrians, unless determined by the Director to be unnecessary; and
 - g. Bicycle parking must be placed in a convenient, highly-visible, active, and well-lit location.
5. **Bicycle Parking Space Dimensions.** All bicycle parking must meet the following minimum dimensions:
- a. Each bicycle parking space must include a minimum area of 72 inches in length and 24 inches in width that is clear of obstructions;
 - b. No part of the rack may be located closer than 30 inches to a wall or other obstruction;
 - c. The front or back of the rack must be located no less than 48 inches from a sidewalk or pedestrian way; and
 - d. A minimum of 30 inches must be provided between adjoining racks.

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Division 3.3 Specific to Building Types

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3.3.010 Purpose

This Division sets forth the standards for the development of each building type within the Downtown Zones. These standards supplement the standards for each Downtown Zone in which the building type is allowed and are intended to promote development that establishes or reinforces the highly-valued character and scale of Downtown Hayward’s centers and neighborhoods. These types are important for providing a broad choice of housing types and promoting walkability.

3.3.020 Applicability

The standards in this Division apply to all proposed development within the Downtown Zones, and must be considered in combination with the standards for the applicable zone and the rest of this Article.

3.3.030 Overview

- A. This Division sets forth standards applicable to the development of each building type. Table A (Building Types Overview) provides an overview of the allowed building types. The names of the building types are not intended to limit uses within a building type. For example, a Detached House (Section 3.3.050) may have non-residential uses within it, such as a restaurant or office, as allowed by the zone.
- B. The building types are categorized into two groups: house-scale buildings and block-scale buildings. House-scale buildings are those that are the size of a house, typically ranging from as small as 25 feet wide up to 80 feet wide. Block-scale buildings are those that are individually as large as most or all of a block or when arranged together along a street, appear as long as most or all of a block typically ranging in length and width from as small as 25 feet up to 80 feet.
- C. The lot size standards for each building type are set in the Downtown Zones in Division 2.2 (Downtown Zones). The lot size designates the range of lot sizes on which the given building type is allowed to be built. If the subject lot is smaller or larger than the allowed lot size, a different building type must be selected.
- D. Each lot must have only one primary building type, except as follows:
 1. Where allowed by the applicable zone in Division 2.2 (Downtown Zones) and as allowed in Section 3.3.040 (Carriage Building), one Carriage Building is allowed in addition to the primary building type;
 2. Where the zone allows the Cottage Court, up to nine individual Cottages are allowed; and/or
 - a. More than one building type is allowed on a lot if the application includes a Site Plan with lot lines that meet all the requirements of this Division and Division 2.2 (Downtown Zones).
 3. The Carriage Building Building Type is the only accessory structure in which detached accessory dwelling units are allowed.
- E. Secondary wings and accessory structures must have a smaller footprint, a narrower width, and a lesser depth than the main building.

Table 3.3.030.A Building Types Overview

Building Type		Downtown Zones							
	<p>3.3.040 Carriage Building. An accessory structure typically located at the rear of a lot. It typically provides either a small residential unit, home office space, or other small commercial or service use, as allowed by the zone, that may be above a garage or at ground level. This type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.</p> <p>House-Scale Building</p>	<table border="1"> <tr> <td style="background-color: #333; color: white;">NE</td> <td style="background-color: #333; color: white;">NG</td> </tr> <tr> <td style="background-color: #ccc;">UN</td> <td style="background-color: #ccc;">DT-MS</td> </tr> <tr> <td style="background-color: #fff;">UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC		
	NE	NG							
UN	DT-MS								
UC									
	<p>3.3.050 Detached House. A small detached structure on a small lot. It is typically located within a lower-intensity residential neighborhood in a walkable urban setting, potentially near a neighborhood main street. This type is important for promoting walkability and providing a broad choice of housing types, as well as house scale non-residential uses.</p> <p>House-Scale Building</p>	<table border="1"> <tr> <td style="background-color: #333; color: white;">NE</td> <td style="background-color: #333; color: white;">NG</td> </tr> <tr> <td style="background-color: #ccc;">UN</td> <td style="background-color: #ccc;">DT-MS</td> </tr> <tr> <td style="background-color: #fff;">UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC		
	NE	NG							
UN	DT-MS								
UC									
	<p>3.3.060 Duplex. A small- to medium-sized detached structure that consists of two side-by-side or stacked dwelling units, both facing the street and within a single building massing. This type has the appearance of a medium to large single-family home and is appropriately scaled to fit within lower-intensity residential neighborhoods. It enables appropriately-scaled, well-designed moderate intensities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>House-Scale Building</p>	<table border="1"> <tr> <td style="background-color: #333; color: white;">NE</td> <td style="background-color: #333; color: white;">NG</td> </tr> <tr> <td style="background-color: #ccc;">UN</td> <td style="background-color: #ccc;">DT-MS</td> </tr> <tr> <td style="background-color: #fff;">UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC		
	NE	NG							
UN	DT-MS								
UC									
	<p>3.3.070 Cottage Court. A group of small, detached, single-unit structures, arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and becomes an important community-enhancing element. This type is appropriately-scaled to fit within low- to moderate-intensity neighborhoods and can be applied in non-residential contexts. It enables appropriately-scaled, well-designed moderate intensities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>House-Scale Buildings</p>	<table border="1"> <tr> <td style="background-color: #333; color: white;">NE</td> <td style="background-color: #333; color: white;">NG</td> </tr> <tr> <td style="background-color: #ccc;">UN</td> <td style="background-color: #ccc;">DT-MS</td> </tr> <tr> <td style="background-color: #fff;">UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC		
	NE	NG							
UN	DT-MS								
UC									
	<p>3.3.080 Multiplex: Small. A medium-sized structure that consists of 3 to 6 side-by-side and/or stacked dwellings, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized single-family home and is appropriately scaled to fit sparingly within low- to moderate-intensity neighborhoods. This type enables appropriately-scaled, well-designed higher intensities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>House-Scale Building</p>	<table border="1"> <tr> <td style="background-color: #333; color: white;">NE</td> <td style="background-color: #333; color: white;">NG</td> </tr> <tr> <td style="background-color: #ccc;">UN</td> <td style="background-color: #ccc;">DT-MS</td> </tr> <tr> <td style="background-color: #fff;">UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC		
	NE	NG							
UN	DT-MS								
UC									

Key Z=Zone

Z Allowed

Z Not Allowed

Table 3.3.030.A Building Types Overview (continued)

Building Type	Downtown Zones												
 <p>3.3.090 Multiplex: Large. A medium- to large-sized structure that consists of 7 to 18 side-by-side and/or stacked dwellings, typically with one shared entry. This type is appropriately scaled to fit within moderate-intensity neighborhoods or sparingly within lower-intensity neighborhoods. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>Also known as: Mansion Apartment House</p> <p>House-Scale Building</p>	<table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC							
NE	NG												
UN	DT-MS												
UC													
 <p>3.3.100 Rowhouse Building. A small- to medium-sized typically attached structure that consists of 2 to 8 Rowhouses placed side-by-side. As allowed by the Downtown Zone, this type may also occasionally be detached with minimal separations between buildings. This type is typically located within moderate-intensity neighborhoods or near or on a neighborhood main street. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>Also known as: Townhouse</p> <p>House-Scale Building 2-3 rowhouse buildings per run; Block-Scale Building 4-8 rowhouse buildings per run</p>	<p>House-Scale Building 2-3 units;</p> <table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table> <p>Block-Scale Building ≥4 units</p> <table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC		NE	NG	UN	DT-MS	UC	
NE	NG												
UN	DT-MS												
UC													
NE	NG												
UN	DT-MS												
UC													
 <p>3.3.110 Courtyard Building. One or more structures that contain multiple attached and stacked units, accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This type is typically integrated sparingly into lower-intensity neighborhoods or more consistently into moderate-intensity neighborhoods and can be applied in non-residential contexts. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>House-Scale Building</p>	<table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC							
NE	NG												
UN	DT-MS												
UC													
 <p>3.3.120 Stacked Flats Building. A medium- to large-sized structure that consists of multiple dwelling units on each floor accessed from a lobby directly from the street. Each ground floor unit may have its own individual entry or may share a common entry. The dwelling units may be flats, townhouses, lofts, or combinations. This type is appropriately scaled to fit in moderate- to higher-intensity neighborhoods. It enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>Block-Scale Building</p>	<table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC							
NE	NG												
UN	DT-MS												
UC													

Key Z=Zone **Z** Allowed Z Not Allowed

Table 3.3.030.A Building Types Overview (continued)

Building Type		Downtown Zones						
	<p>3.3.130 Main Street Building. A small- to large-sized structure, typically attached, but may be detached, intended to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor service or residential uses. This type makes up the primary component of a main street.</p> <p>Block-Scale Building</p>	<table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC	
NE	NG							
UN	DT-MS							
UC								
	<p>3.3.140 Lined Building. A combined building that consists of two main components: an interior building such as a parking garage, movie theater, etc., and an exterior building that conceals the interior building from the street.</p> <p>Block-Scale Building</p>	<table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC	
NE	NG							
UN	DT-MS							
UC								
	<p>3.3.150 Mid-rise Building. A medium to large-sized structure, 4 to 11 stories tall built on a large lot. This building type can be used to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses; or may be a single use building, typically service or residential, where ground floor retail is not appropriate.</p> <p>Block-Scale Building</p>	<table border="1"> <tr> <td>NE</td> <td>NG</td> </tr> <tr> <td>UN</td> <td>DT-MS</td> </tr> <tr> <td>UC</td> <td></td> </tr> </table>	NE	NG	UN	DT-MS	UC	
NE	NG							
UN	DT-MS							
UC								

Key Z=Zone **Z** Allowed

Z Not Allowed

3.3.040 Carriage Building



Two-story Carriage Building with living unit above



Two-story Carriage Building with living unit above



Two-story Carriage Building with small living unit above

A. Description

An accessory structure typically located at the rear of a lot. It typically provides either a small residential unit, home office space, or other small commercial or service use, as allowed by the zone, that may be above a garage or at ground level. This type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.

House-Scale Building

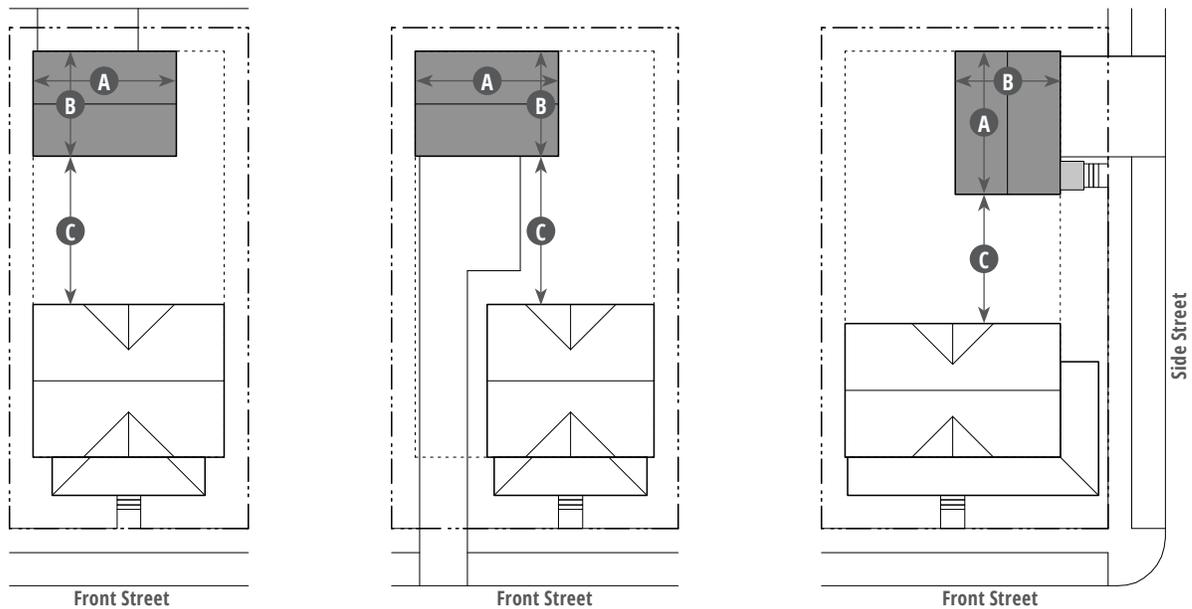
NE	NG	UN	DT-MS	UC
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Only allowed on lots where the primary building has a residential use and is one of the following building types: Detached House, Duplex, Multiplex Small, Multiplex Large.

General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Alley access required if alley exists



Key

- ROW / Lot Line
- Setback Line
- Building

B. Number of Units

Units per Building	1 max.
Carriage Buildings per Lot	1 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	2	2	2	—	—

Main Body

Width	36' max.	A
Depth	30' max.	B
Separation from Primary Building	10' min.	C

Building may be connected to primary building by an uninhabitable space such as a breezeway.

Miscellaneous

If used as a detached accessory dwelling unit, the Carriage Building may not be taller, or exceed 50% of the primary dwelling unit area or 1,200 sq. ft. See Section 3.5.020 (Accessory Dwelling Unit) and Section 10-2.2740 (Accessory Dwelling Unit) of the Hayward Code for additional requirements.

Key

- ROW / Lot Line
- Setback Line
- Frontage

D. Allowed Frontage Types

Stoop	3.4.070
Dooryard	3.4.090

Structure not required to have a frontage type.

E. Pedestrian Access

Main Entrance Location	Street side, alley, or internal to the lot
------------------------	--

The main entrance may not be located through a garage.

F. Vehicle Access and Parking

Parking is not required. When provided it may be accessed from the alley or side street and may be accessed from the front only when there is not adjacent alley or street side.

G. Private Open Space

Requirements determined by the primary structure on the lot. No additional private open space is required for the structure.

3.3.050 Detached House



1½-story Compact House with a projecting porch.



1½-story Compact House with front yard.



2½-story Compact House with a projecting porch.

A. Description

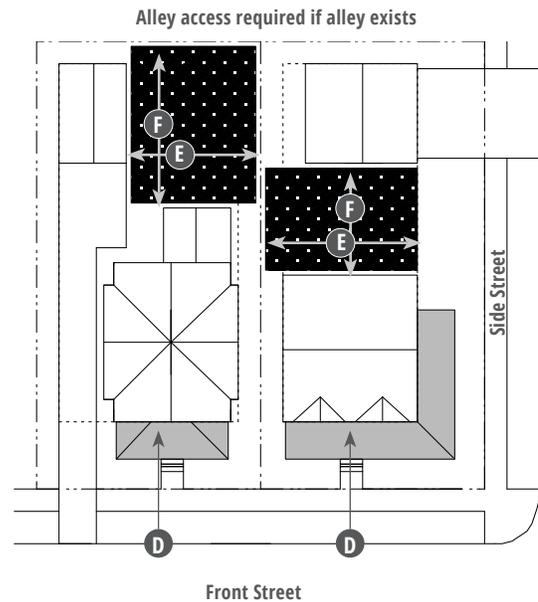
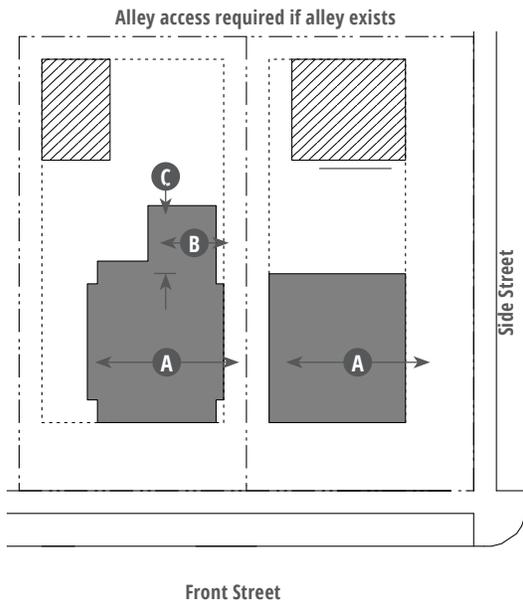
A small detached structure on a small lot. It is typically located within a lower-intensity residential neighborhood in a walkable urban setting, potentially near a neighborhood main street. This type is important for promoting walkability and providing a broad choice of housing types, as well as house-scale non-residential uses.

House-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Accessory Structure

B. Number of Units

Units per Building	
Primary Unit	1 max.
Accessory Dwelling Unit	1 max.
Houses per Lot	1 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
--	----	----	----	-------	----

Max. Number of Stories	2½	3½	—	—	—
------------------------	----	----	---	---	---

Main Body

Width	36' max.	A
-------	----------	----------

Secondary Wing(s)

Width	15' max.	B
-------	----------	----------

Depth	20' max.	C
-------	----------	----------

Articulation

Building Facade shall be designed in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

D. Allowed Frontage Types

Front Yard	3.4.040
Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Dooryard	3.4.090

E. Pedestrian Access

Main Entrance Location	Front Street	D
------------------------	--------------	----------

F. Private Open Space

Area	300 sf min.	
Width	15' min.	E
Depth	15' min.	F

Required street setbacks and driveways must not be included in the private open space area calculation.

Required private open space must be located behind the main body of the primary structure.

3.3.060 Duplex



Duplex side-by-side units, each with projecting porch.



Two-story Duplex.



Two-story Duplex with stoop frontage.

A. Description

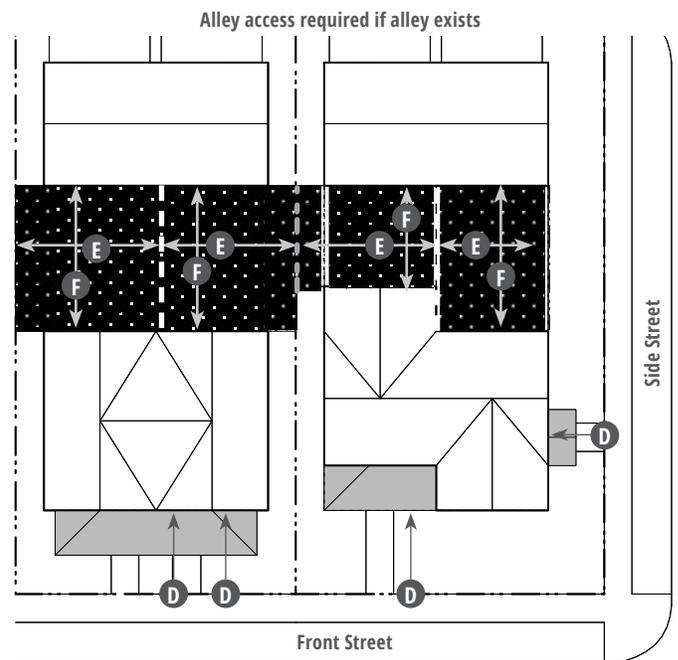
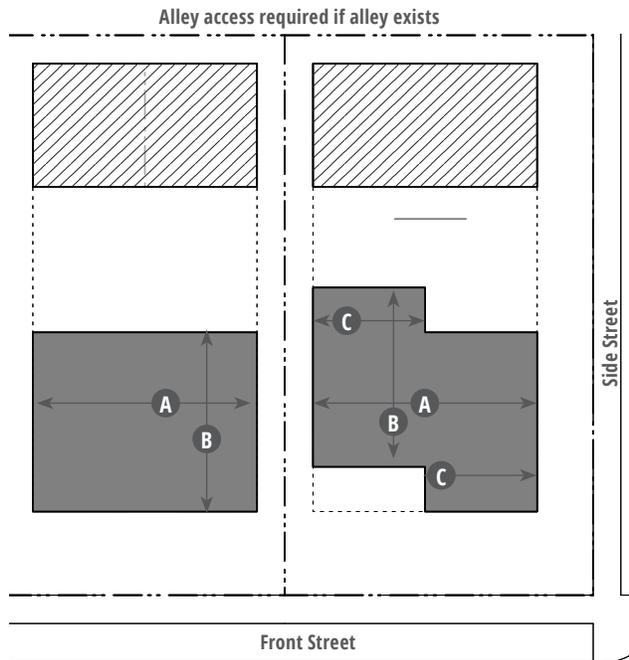
A small- to medium-sized detached structure that consists of two side-by-side or stacked dwelling units, both facing the street and within a single building massing. This type has the appearance of a medium to large single-family home and is appropriately scaled to fit within lower-intensity residential neighborhoods. It enables appropriately-scaled, well-designed moderate intensities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Accessory Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

B. Number of Units

Units per Building	2 max.
Duplexes per Lot	1 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	2½	3½	—	—	—

Main Body

Width	48' max.	A
Depth	36' max.	B

Secondary Wing(s)

Width	24' max.	C
-------	----------	----------

Articulation

Building facade shall be designed in compliance with Subsection 3.3.160.B (Facade Articulation).

D. Allowed Frontage Types

Front Yard	3.4.040
Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Dooryard	3.4.090

E. Pedestrian Access

Main Entrance Location	Front Street ¹	D
------------------------	---------------------------	----------

Each unit must have an individual entry facing the street on or no more than 10' behind the front facade.

¹ On corner lots, each unit must front a different street.

F. Private Open Space

Area	300 sf per unit, min.	
Width	15' min.	E
Depth	15' min.	F

Required street setbacks and driveways may not be included in the private open space area calculation.

Required private open space must be located behind the main body of the primary structure.

3.3.070 Cottage Court



Five-building 1-story Cottage Court with stoops along court leading to entries.



1½-story Cottage Court with heavily landscaped court.



1½-story Cottage Court with small porches along court.

A. Description

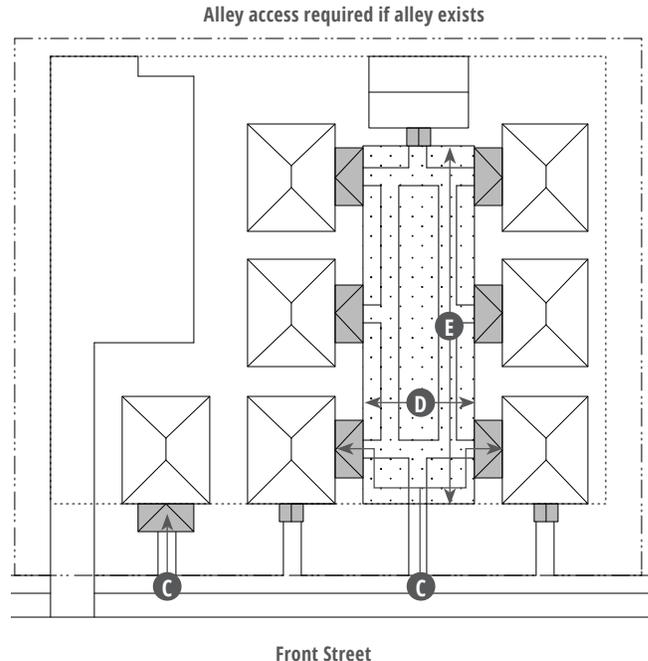
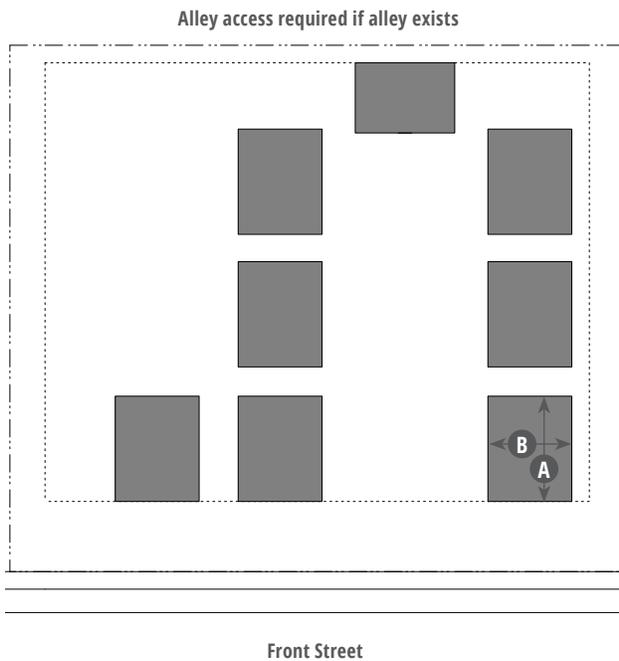
A group of small, detached, single unit structures, arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and becomes an important community-enhancing element. This type is appropriately-scaled to fit within low- to moderate-intensity neighborhoods and can be applied in non-residential contexts. It enables appropriately-scaled, well-designed moderate intensities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Buildings

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

General Note: Photos on this page are illustrative, not regulatory.

Key Z=Zone Allowed Not Allowed



Key

- ROW / Lot Line
- Setback Line
- Primary Structure

B. Number of Units

Units per Building	1 max.
Cottages per Lot	3 min.; 9 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	1½	1½	—	—	—

Main Body

Width	32' max.	A
Depth	24' max.	B

Secondary Wing(s)

Width	12' max.
Depth	8' max.

Articulation

Building Facade shall be designed in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Common Open Space

D. Allowed Frontage Types

Front Yard	3.4.040
Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Dooryard	3.4.090

E. Pedestrian Access

- Main Entrance location from public courtyard **C**
- Courtyard must be accessible from the front street.
- Units on a corner may enter from the street side.
- Pedestrian connections must link all buildings to the public ROW, courtyards, and parking areas.

F. Common Open Space

Width	20' min.	D
Depth	20' min.	E
Area	400 sf per unit min.	

Required street setbacks and driveways may not be included in the common open space area calculation.

3.3.080 Multiplex: Small



3-story Multiplex Small with central entry and services on the ground floor.



2½-story Multiplex Small with small front yard.



2-story Multiplex Small with small balconies.

A. Description

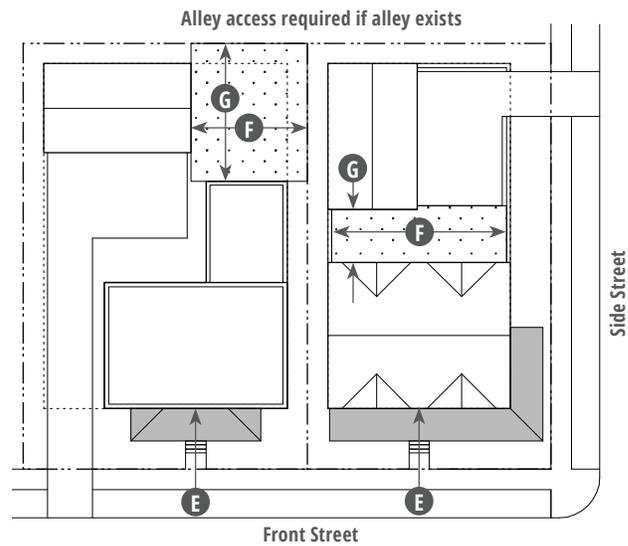
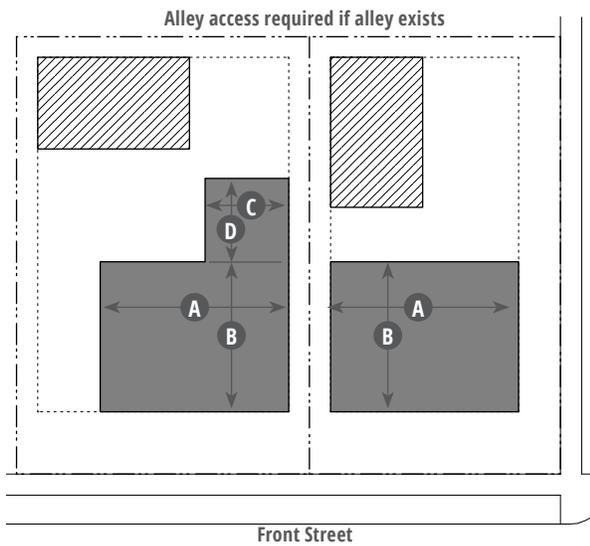
A medium-sized structure that consists of 3 to 6 side-by-side and/or stacked dwellings, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized single-family home and is appropriately scaled to fit sparingly within low- to moderate-intensity neighborhoods. This type enables appropriately-scaled, well-designed higher intensities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key Z=Zone **Z** Allowed Not Allowed



Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Accessory Structure

B. Number of Units

Units per Building	3 min.; 6 max.
Multiplexes per Lot	1 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	2½	3½	—	—	—

Main Body

Width	48' max.	A
Depth	48' max.	B

Secondary Wing(s)

Width	30' max.	C
Depth	30' max.	D

Articulation

Building Facade shall be designed in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Common Open Space

D. Allowed Frontage Types

Front Yard	3.4.040
Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Dooryard	3.4.090

E. Pedestrian Access

Main Entrance Location	Front Street	E
Each unit must have an individual entry.		

F. Common Open Space

Area	100 sf per unit min.	
Width	8' min.	F
Depth	8' min.	G

Required street setbacks and driveways may not be included in the common open space area calculation.

Required commonopen space must be located behind the primary structure.

3.3.090 Multiplex: Large



2-story Multiplex Large offers denser living options while maintaining the scale of a lower intensity neighborhood.



2-story Multiplex Large with front yard.



3½-story Multiplex Large with central entry and significant 3rd floor outdoor space.

A. Description

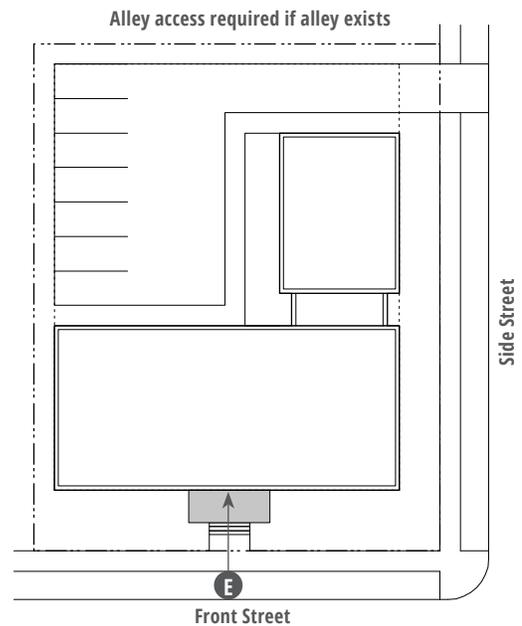
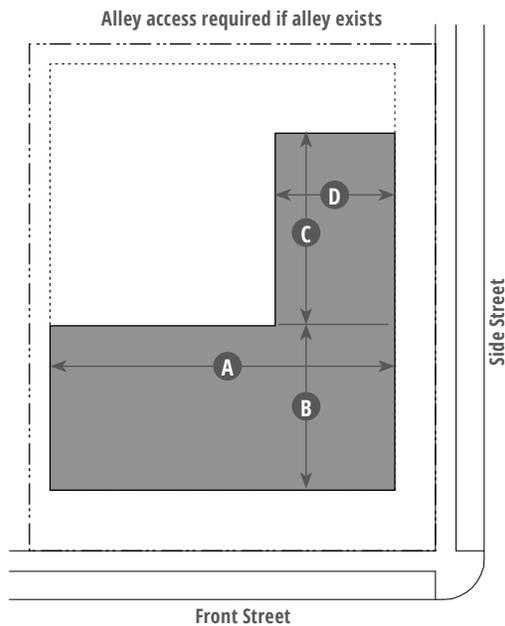
A medium- to large-sized structure that consists of 6 to 18 side-by-side and/or stacked dwellings, typically with one shared entry. This type is appropriately scaled to fit in within moderate-intensity neighborhoods or sparingly within lower-intensity neighborhoods. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure

B. Number of Units

Units per Building	6 min.; 18 max.
Multiplexes per Lot	1 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
--	----	----	----	-------	----

Max. Number of Stories	—	—	3½	—	—
------------------------	---	---	----	---	---

Main Body

Width	80' max.	A
Depth	75' max.	B

Secondary Wing(s)

Width	48' max.	C
Depth	36' max.	D

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Terrace	3.4.120

E. Pedestrian Access

Main Entrance Location	Front street	E
------------------------	--------------	----------

Units located in the main body must be accessed by a common entry along the front street.

On corner lots, units in a secondary wing may enter from the street side.

F. Open Space

No open space requirement.

3.3.100 Rowhouse Building



Two-story Rowhouses with stoops that nicely shape this sidewalk.



Rowhouses with 2-story porches massed as one building.



A row of 3½-story Rowhouses with porches and dooryards.

A. Description

A small- to medium-sized attached structure that consists of 2 to 8 Rowhouses placed side-by-side. This type is typically located within moderate-intensity neighborhoods or near a neighborhood main street. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability. Also known as: Townhouse

House-Scale: 2-3 rowhouses per run

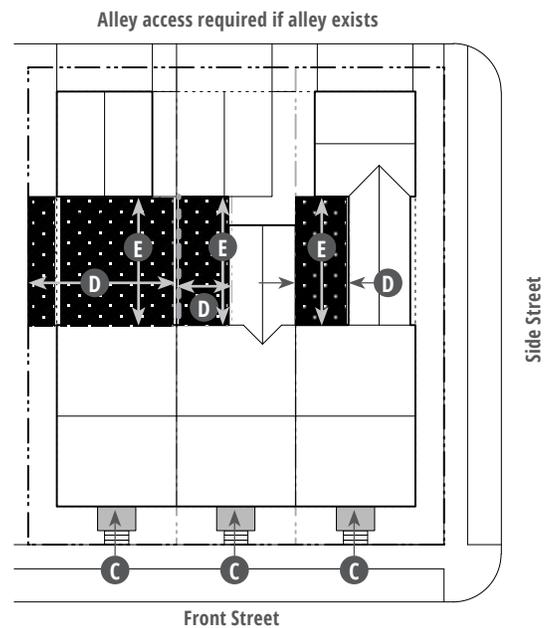
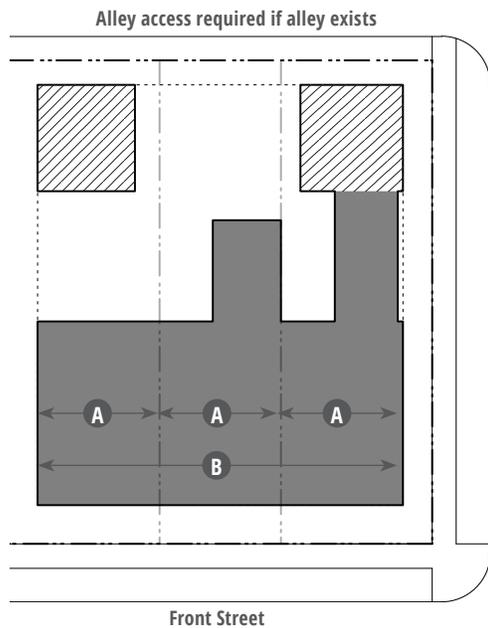
NE	NG	UN	DT-MS	UC
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Block-Scale: 4-8 rowhouse s per run

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Accessory Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

B. Number of Units

Units per Rowhouse	1 per floor, 3 per building max.
Rowhouses per Lot	1 max.
Rowhouses per Run	2 min.; 8 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
--	----	----	----	-------	----

Max. Number of Stories	—	3½	3½	—	—
------------------------	---	----	----	---	---

Main Body

Width per Rowhouse	18' min.; 36' max.	A
Width per Run	House-Scale: 75' max.; Block-Scale: 180' max.	B

Secondary Wing(s)

The footprint area of the secondary wing(s) may not exceed the footprint area of the main body.

Articulation

- Buildings at least 75' wide are required to:
1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
 2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Dooryard	3.4.090
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

- Rowhouse Buildings with multiple units must provide a primary entrance facing the front street. **C**
- Each rowhouse must have an individual entry facing the front street.

F. Private Open Space

Area	100 sf min. per rowhouse
Width	8' min. D
Depth	12' min. E

Required street setbacks and driveways may not be included in the private open space area calculation.

Required private open space must be located behind the main body of the primary structure.

3.3.110 Courtyard Building



3-story Courtyard building with fenced forecourt.



Stoop entries to units engaging the courtyard.



2-story Courtyard building.

A. Description

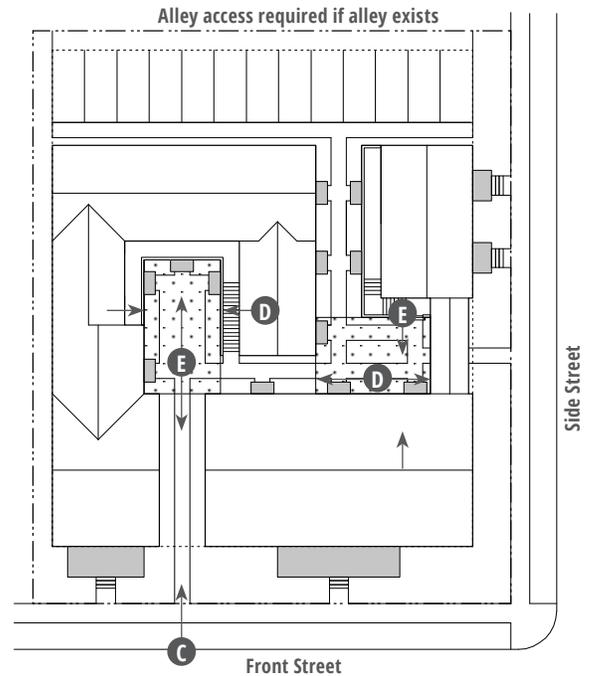
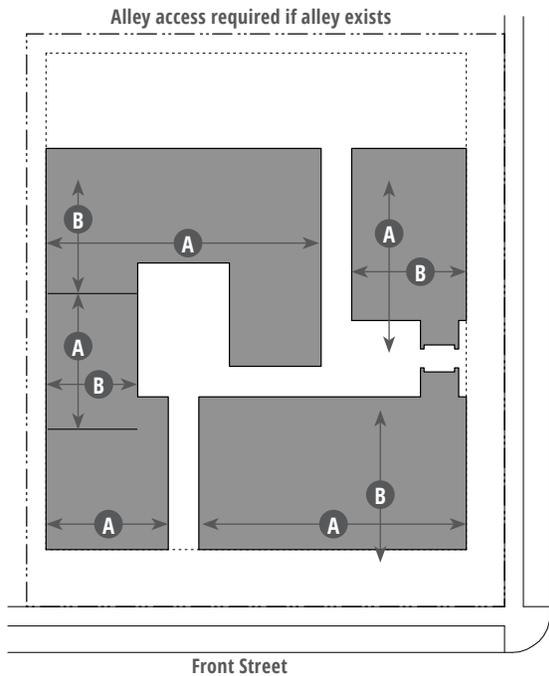
One or more structures that contain multiple attached and stacked units, accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This type is typically integrated sparingly into lower-intensity neighborhoods or more consistently into moderate-intensity neighborhoods and can be applied in non-residential contexts. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Common Open Space

B. Number of Units

Units per Building	24 max. ¹
Buildings per Lot	3 max.

¹ Number of units limited by parking requirements in Subsection F of the Zone standards.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	—	3½	5	—	7

Main Body/Secondary Wing (s)

Width	150' max.	A
Depth	65' max.	B

Articulation

Buildings at least 75' wide are required to:

- Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriels).
- Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Accessory Structure(s)

No accessory structures are allowed.

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Terrace	3.4.120

E. Pedestrian Access

The main entry of ground floor units must be directly off of a courtyard or a street.

Courtyards must be accessible from the front property line. **C**

No more than 3 units may enter from one stoop or corridor.

Pedestrian connections must link all buildings to the public ROW, courtyards, and parking areas.

Passages width 12' max. between buildings and through buildings must connect multiple courtyards.

F. Courtyard(s) - Common Open Space

Main Body Height ¹	Width D	Depth E
1 to 2½ Stories	20' min.;40' max.	20' min.;75' max.
3 to 3½ Stories	25' min.;50' max.	30' min.;105' max.
4 to 5 Stories	25' min.;60' max.	40' min.;135' max.
6 to 7 Stories	45' min.;70' max.	50' min.;145' max.

¹ Height is measured at the highest number of stories along the courtyard.

Buildings must define at least two walls of a courtyard.

Side(s) of courtyard not defined by building must be defined by 2'-6" to 6' tall wall with entry gate/door designed to complement the primary structure.

3.3.120 Stacked Flats Building



Stacked Flats in a building turning the corner of a neighborhood street.



4-story Stacked Flats with 4th story setback from main facade.



4-story Stacked Flats with neighborhood services at corner.

A. Description

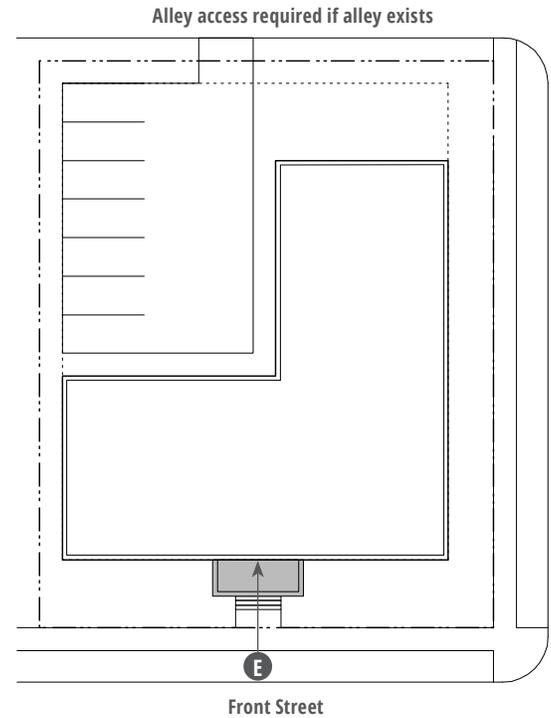
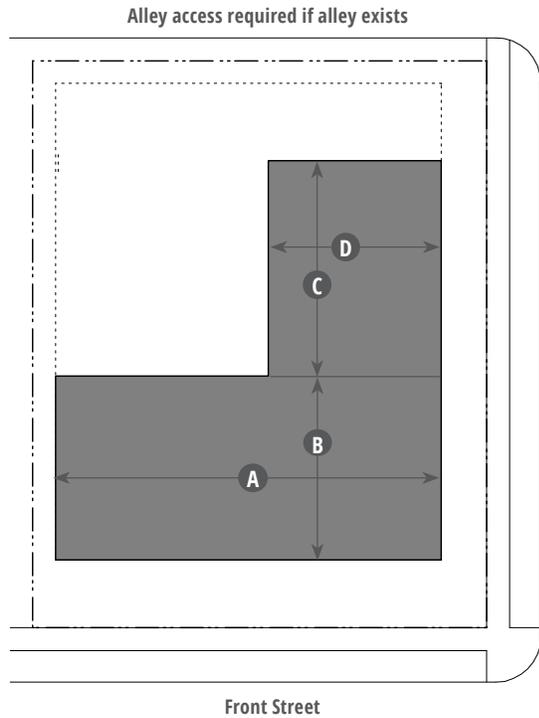
A medium-to large-sized structure that consists of multiple dwelling units on each floor accessed from a lobby directly from the street. Each ground floor unit may have its own individual entry or may share a common entry. The dwelling units may be flats, townhouses, lofts, or combinations. This type is appropriately scaled to fit in moderate- to higher-intensity neighborhoods and adjacent to neighborhood-serving main streets. It enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

Block-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage

B. Number of Units

Units per Building	Unrestricted ¹
Buildings per Lot	1 max.

¹ Number of units limited by parking requirements in Subsection F of the Zone standards.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
--	----	----	----	-------	----

Max. Number of Stories	—	—	5	—	11
------------------------	---	---	---	---	----

Height must also comply with Subsection D of the Zone standards.

Main Body

Width	200' max.	A
Depth	75' max.	B

Secondary Wing(s)

Width	125' max.	C
Depth	75' max.	D

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Accessory Structure(s)

No accessory structures are allowed.

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Forecourt	3.4.080
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

Main Entrance Location	Front street	E
------------------------	--------------	----------

Units located in the main body must be accessed by a common entry from the front street.

On corner lots, units in a secondary wing may enter from the side street.

F. Open Space

No open space requirement.

G. Vehicle Access and Parking

On-site parking spaces may be enclosed, open, or structured.

Residential garages (if provided) may be detached or tuck-under.

3.3.130 Main Street Building



5-story Main Street building forms an interesting streetscape along a vibrant commercial street.



Single-story Main Street building with substantial canopy and simple, open shopfront make for an interesting streetscape.



2-story Main Street building with housing on upper stories.

A. Description

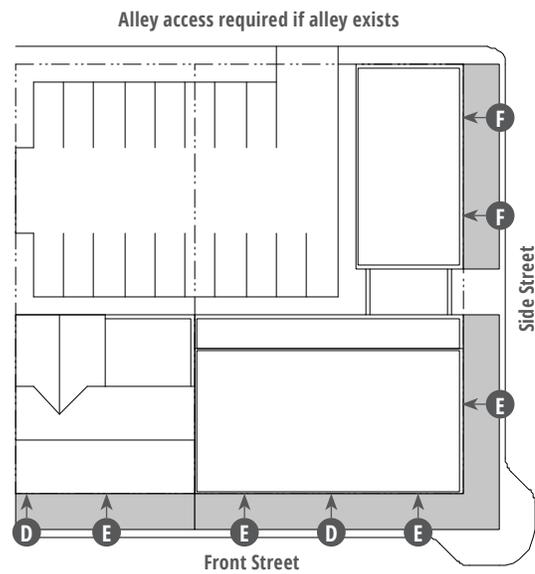
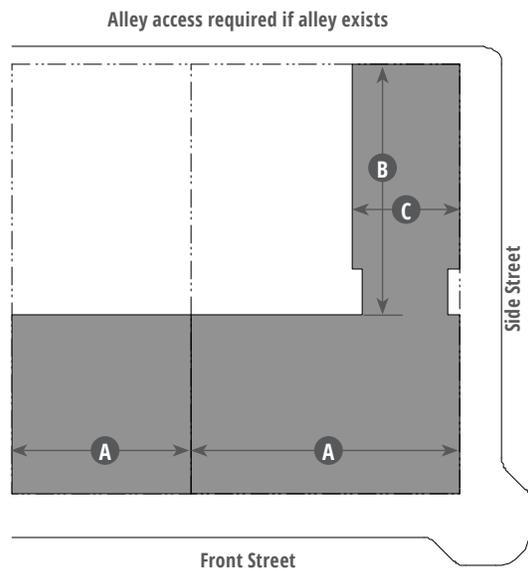
A small- to large-sized structure, typically attached, but may be detached, intended to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor service, office, or residential uses. This type makes up the primary component of a village main street and portions of a downtown main street, therefore being a key component to providing walkability.

Block-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure

B. Number of Units

Units per Building	Unrestricted ¹
Buildings per Lot	1 max.

¹ Number of units limited by parking requirements in Subsection F of the Zone standards

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	—	—	—	7	—

Main Body

Width	150' max.	A
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Secondary Wing(s)

Width	100' max.	B
Depth	65' max.	C

Buildings wider than 100' required to look like as a series of buildings no wider than 100' each.

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage

D. Allowed Frontage Types

Forecourt	3.4.080
Dooryard ¹	3.4.090
Shopfront	3.4.110
Maker Shopfront ¹	3.4.100
Terrace	3.4.120
Gallery	3.4.130

¹Only allowed on street sides.

E. Pedestrian Access

Upper floor units located in the main building must be accessed by a common entry along the front street. **D**

Ground floor units may have individual entries along the front street or side street. **E**

On corner lots, units in a secondary wing or accessory structure may enter from the side street. **F**

F. Open Space

No open space requirement.

G. Vehicle Access and Parking

On-site parking spaces may be enclosed, open, tuck under, or structured.

3.3.140 Lined Building



Lined building forms an interesting streetscape along two streets while sharing alley access on the other two sides.



2-story office over retail building concealing the interior garage building from the sidewalk.



5-story housing over office building concealing the garage.

A. Description

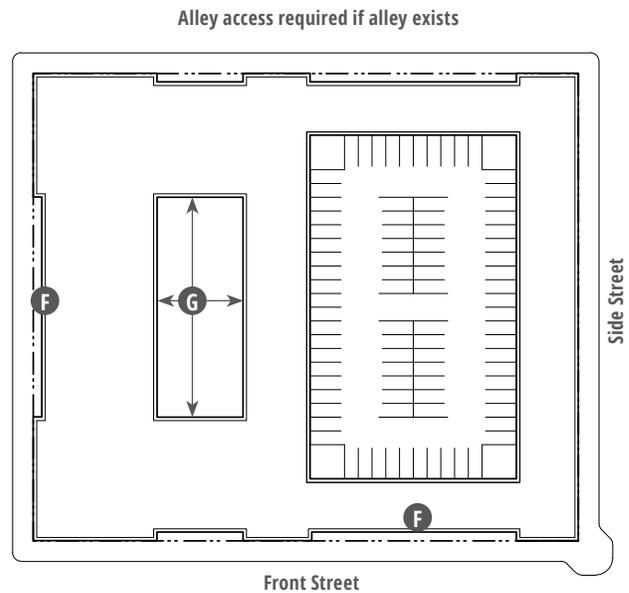
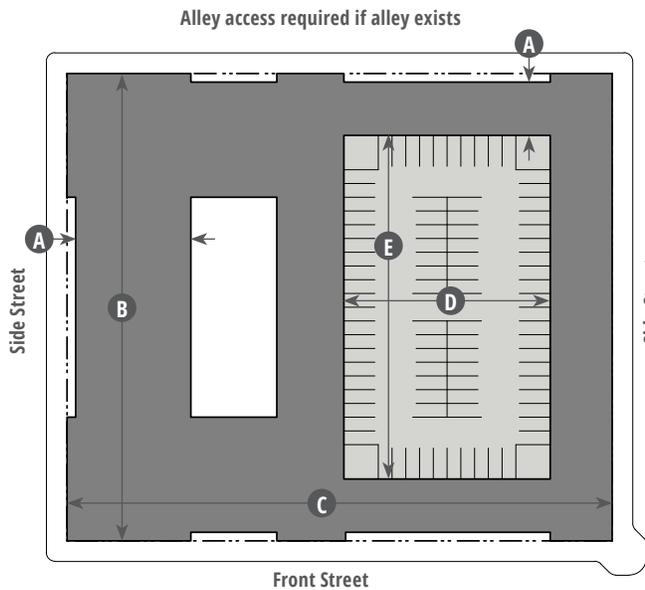
A combined building that consists of two main components: an interior building such as a parking garage, movie theater, etc., and an exterior building that conceals the interior building from the street.

Block-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Exterior Building
- Interior Building

B. Number of Units

Units per Building	Unrestricted ¹
Buildings per Lot	1 max. ²

¹ Number of units limited by parking requirements in Subsection F of the zone standards.

² Exterior Building and Interior Building components of Lined Building count as a single Lined Building

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	—	—	5	7	7

Exterior Building Main Body

Depth	36' min.	A
Width	320' max.	B
Length	420' max.	C

Side of interior building exposed to a street, civic space, or neighboring building must be lined by the exterior building

Interior Building Dimensions for Parking Use

Width	120' min.; 180' max.	D
Depth	200' min.; 230' max.	E

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line

D. Allowed Frontage Types

Forecourt	3.4.080
Dooryard	3.4.090
Stoop	3.4.070
Shopfront	3.4.110
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

Entry to interior building from street required at break in facade in form of a Forecourt Frontage (see Section 3.4.080) or a Plaza (see Section 4.2.070). **F**

Ground floor units facing a street or alley must be accessed from that street or alley by an allowed frontage type(s).

Stairwells and upper story corridors must be enclosed within the conditioned portion of the primary structure.

Primary entry doors may not be sliding doors.

Courtyard required when building's main body length is greater than 260'. Courtyard must be at least 50' by 100'. **G**

F. Open Space

No open space requirement for ground floor or 2nd floor units. At least 25% of 3rd and 4th floor units required to have a usable balcony of 5' min. depth.

G. Vehicle Access and Parking

Vehicular access is not allowed from alley when alley present or at least 100' from street intersection when no alley present.

3.3.150 Mid-Rise Building



Mid-rise Building with balconies and a variety of materials.



Mid-rise Building with large-footprint retail on ground floor.



Taller Mid-rise Buildings.



A. Description

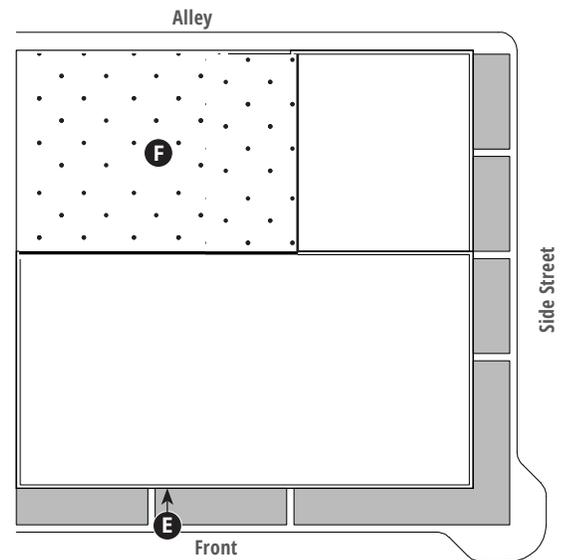
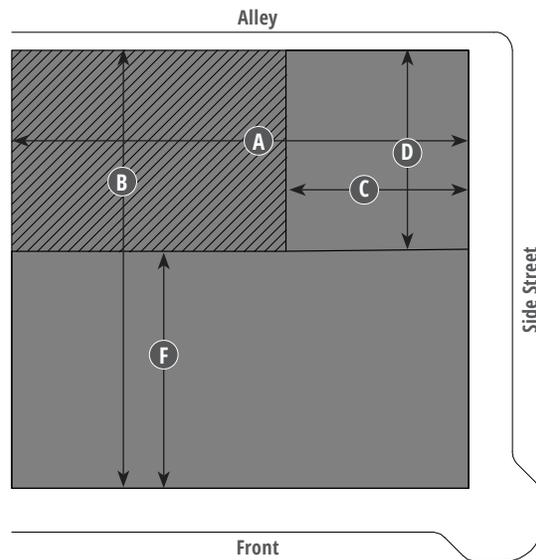
A medium to large-sized structure, 4 to 11 stories tall built on a large lot. This building type can be used to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, office, service, or residential uses; or may be a single use building, typically office or residential, where ground floor retail is not appropriate.

Block-Scale Building

NE	NG	UN	DT-MS	UC
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General Note: Photos on this page are illustrative, not regulatory.

Key	Z=Zone	Z Allowed	Z Not Allowed
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Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Parking Podium

B. Number of Units

Units per Building	Unrestricted ¹
Buildings per Lot	1 max.

¹ Number of units limited by parking requirements in Subsection F of the Zone standards.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	—	—	—	—	11

Main Body

Width	320' max.	A
Length	420' max.	B

Secondary Wing(s)

Width	60' max.	C
Depth	60' max.	D

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Common Open Space

D. Allowed Frontage Types

Stoop	3.4.070
Forecourt	3.4.080
Shopfront	3.4.110
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

Main Entrance Location	Front street	E
------------------------	--------------	----------

Ground-floor units may have individual entries along the front street or side street.

F. Common Open Space

Top of podium can be used to provide common open space.	F
---	----------

G. Courtyard

Width	20' min.; 50' max.
Width-to-Height Ratio	1:2 to 2:1
Depth	20' min.; 150' max.
Depth-to-Height Ratio	1:1 to 3:1

3.3.160 Architectural Elements

A. Oriel

1. As required by Subsection C of the zone standards in Division 3.3 (Specific to Building Types), each building must comply with the standards of this Section.
2. Each building may apply more architectural elements than the minimum requirement in compliance with the standards of this Section.

a. General

Types: Square, Chamfered, and Round (See Subsections F-H)

Depth: Depends on oriel type

Height: Can be one story to multiple stories

Must not occur below cornice of ground level

Generally do not have supporting brackets

b. Multi-story

Oriel form must be visually continuous.

Horizontal articulation on building, if any, must wrap oriel form.

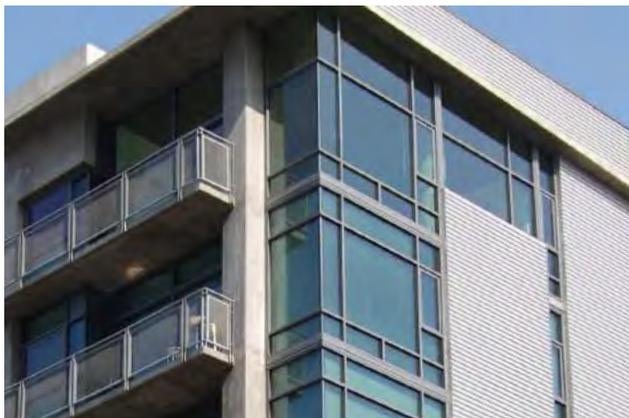
c. Interaction with Cornice

Oriel must interact with building's upper cornice in one of the following ways:

- Cornice wraps oriel;
- Oriel stops below cornice (oriel has own cornice);
- Oriel returns into cornice overhang; or
- Oriel projects above cornice.

d. Standards for Facades > 75' Long

Width of Oriel	Varies by type	A
Distance between Oriels	30' max.	B



Contemporary multi-story square oriel

General Note: Photos on this page are illustrative, not regulatory.



(Above) Square oriels



(Above) Chamfered oriels



(Above) Round oriels

F. Type I: Square

Size:

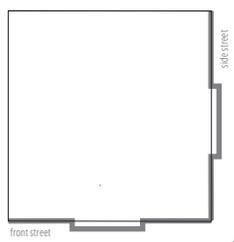
Depth	1' min.; 3' max.
Width	6' min.; 9' max.

Must be vertical on its proportions.

Widest face must accommodate paired windows.

Must have vertical wall elements or columns.

Corner oriel may be turned on side to be rotated 45° from building corner. See diagram below.



Front/Side Oriel



Corner Oriel

Key: — Building Line
 ■ Square Oriel

G. Type II: Chamfered

Size:

Depth	1' min.; 3' max.
Width	6' min.; 10' max.

Interior angle 135° or 150°

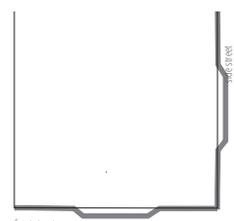
Number of faces 3-5

Corner oriel may be turned on side to be rotated 45° from building corner. See diagram below.

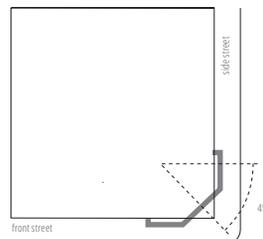
Window openings may only occupy on faces that are chamfered or parallel to facade.

Multiple windows allowed on faces parallel to facade.

One window allowed on chamfered sides or corner oriels.



Front/Side Oriel



Corner Oriel

Key: — Building Line
 ■ Chamfered Oriel

H. Type III: Round

Size:

Depth	1' min.; 3' max.
Width	6' min.; 10' max.

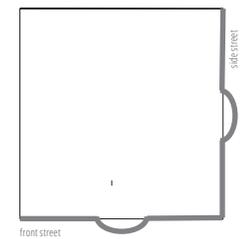
Must be vertically proportioned.

Ganged windows are not allowed.

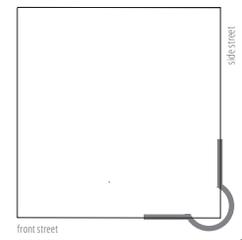
Corner oriel circumference may be up to 270°. See diagram below.

Corner oriels must connect to upper cornice.

General Note: Photos on this page are illustrative, not regulatory.



Front/Side Oriel



Corner Oriel

Key: — Building Line
 ■ Round Oriel

B. Facade Articulation

1. **Applicability.** The requirements of this Section apply to new buildings, additions, or facade renovations that are within 50 feet of a street or public open space.
2. **Requirements.** Facade articulation techniques provided in Table A (Facade Articulation) are required for buildings as follows, subject to City approval:
 - a. Subsection B.2.a, all buildings; and
 - b. Subsections B.2.b and B.2.c, at least one item each, as applicable.

Table 3.3.160.A Facade Articulation

a. All Buildings



Tripartite Facade Design. Facades shall be designed with tripartite architecture, with a distinct base, middle and top. An expression line, setback or other architectural element shall be used to delineate the base and top.

b. Above the Third Story on All Buildings



Change in Color or Material. This technique modulates the apparent size and scale of a building by changing colors and/or materials and may be applied throughout the building but is required above the third story.



Architectural Recession(s). This technique modulates the apparent size and scale of a building by recessing a portion(s) of the facade as an architectural element(s) or space(s) from the plane(s): a recessed entry from the sidewalk, a loggia or recessed balcony cut into the plane of the facade. Buildings that exceed 200 linear feet as measured along the back of sidewalk are required to integrate a Forecourt in compliance with Section 3.4.080 (Forecourt). The recession at the ground floor is required to extend through the top of the building.

c. Buildings Over 100 Feet Long



Horizontal Articulation. This technique modulates the apparent size and scale of the building by stepping a portion of the facade forward or backward from the predominant facade plane by at least three feet forward or backward. This technique may be applied throughout the building but is required above the third story.



Vertical Articulation. This technique modulates the apparent size and scale of the building by stepping a portion of the facade upward or downward from the predominant building height by at least one story. This technique offers the opportunity to organize a long building into multiple apparent buildings to avoid the appearance of a block-long building.

Division 3.4 Specific to Frontage Types

Sections

3.4.010	Purpose	3-47
3.4.020	Applicability	3-47
3.4.030	Overview	3-48
3.4.040	Front Yard	3-51
3.4.050	Porch: Projecting	3-52
3.4.060	Porch: Engaged	3-53
3.4.070	Stoop	3-54
3.4.080	Forecourt	3-55
3.4.090	Dooryard	3-56
3.4.100	Maker Shopfront	3-57
3.4.110	Shopfront	3-58
3.4.120	Terrace	3-59
3.4.130	Gallery	3-60

3.4.010 Purpose

This Division sets forth the standards for completing the development of each building type with private frontages within the Downtown Zones. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each Downtown Zone in which the frontage types are allowed and are intended to ensure development that establishes or reinforces the highly-valued character and scale of Downtown's centers and neighborhoods.

3.4.020 Applicability

The standards in this Division apply to all proposed development and renovations along front and street side facades within the Downtown Zones, and must be considered in combination with the standards for the applicable zone and in the rest of this Division.

3.4.030 Overview

- A. Table A (Frontage Types Overview) provides an overview of the allowed frontage types. The names of the frontage types indicate their particular configuration or function and are not intended to limit uses within the associated building. For example, a porch may be used by non-residential uses such as a restaurant or office as allowed by the Downtown Zone.
- B. Each building may have multiple frontage types in compliance with the allowed types in the Downtown Zone and the types allowed in Subsection D of each building type's standards.
- C. Each building must have at least one frontage type for each street frontage.
- D. Frontage types not listed in the applicable zone standards are not allowed in that zone.
- E. Frontage types not listed in the applicable building type standards are not allowed on that building type.

Table 3.4.030.A Frontage Types Overview

Frontage Type	SECTION		PLAN		Downtown Zones
	LOT/ FRONTAGE	R.O.W.	LOT/ FRONTAGE	R.O.W.	
<p>3.4.040 Front Yard. The main facade of the building has a planted setback from the frontage line providing a buffer from the street. The yard may be fenced or unfenced to be visually continuous with adjacent yards, supporting a landscape that generates an open and green streetscape.</p>					<div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NE</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NG</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">UN</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.050 Porch: Projecting. The main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically small and can be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and all habitable space is located behind the setback line.</p>					<div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NE</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NG</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">UN</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.060 Porch: Engaged. The main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The engaged porch has two adjacent sides of the porch that are engaged to the building while the other two sides are open.</p>					<div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NE</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NG</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">UN</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.070 Stoop. The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-accessed. The stoop is appropriate for residential uses with small setbacks.</p>					<div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NE</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NG</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">UN</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.080 Forecourt. The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within retail and service areas.</p>					<div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NE</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NG</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">UN</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.090 Dooryard. The main facade of the building is set back a small distance and the frontage line is defined by a low wall or hedge, creating a small dooryard. The dooryard may not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and may be used for ground-floor residential or non-residential.</p>					<div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NE</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">NG</div> <div style="background-color: #cccccc; padding: 2px; margin-bottom: 2px;">UN</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>

Key Z=Zone Z Allowed

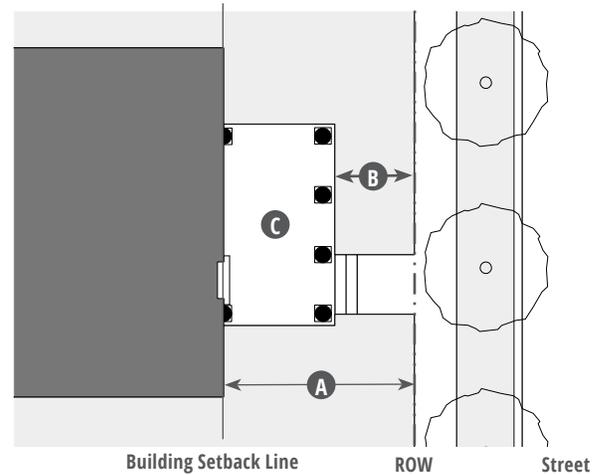
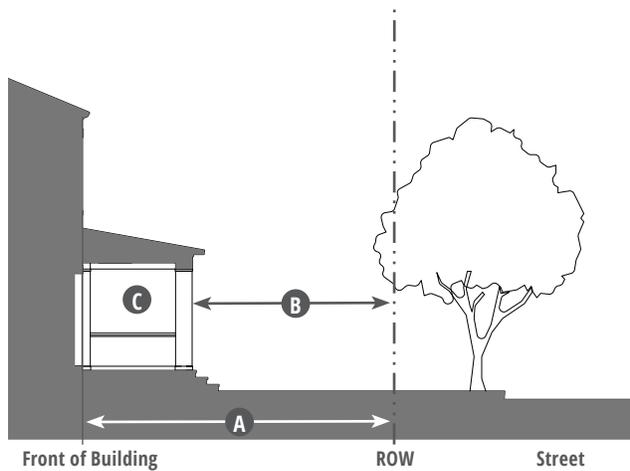
Z Not Allowed

Table 3.4.030.A Frontage Types Overview (continued)

Frontage Type	SECTION		PLAN		Downtown Zones
	LOT/ FRONTAGE	R.O.W.	LOT/ FRONTAGE	R.O.W.	
<p>3.4.100 Maker Shopfront. The main facade of the building is at or near the frontage line with an at-grade or elevated entrance from the sidewalk. This type is intended for industrial artisan businesses to show their activity to people passing by on the sidewalk as well as for retail sales of products made on-site, includes a decorative roll-down or sliding door, may include glazing and an awning that overlaps the sidewalk. It may be used in conjunction with other frontage types allowed in the zone.</p>					<div style="display: flex; flex-direction: column; gap: 5px;"> <div style="border: 1px solid black; padding: 2px;">NE</div> <div style="border: 1px solid black; padding: 2px;">NG</div> <div style="border: 1px solid black; padding: 2px;">UN</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.110 Shopfront. The main facade of the building is at or near the frontage line with at-grade entrance along the sidewalk or along a terrace frontage. This type is intended for retail use, has substantial glazing between the shopfront base and the ground floor ceiling, and may include an awning that overlaps the sidewalk. This type may be used in conjunction with other frontage types allowed in the zone.</p> <p>Also Known As: Retail Frontage, Awning</p>					<div style="display: flex; flex-direction: column; gap: 5px;"> <div style="border: 1px solid black; padding: 2px;">NE</div> <div style="border: 1px solid black; padding: 2px;">NG</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">UN</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">DT-MS</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.120 Terrace. The main facade of the building is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This type may also be used in historic industrial areas to mimic historic loading docks.</p>					<div style="display: flex; flex-direction: column; gap: 5px;"> <div style="border: 1px solid black; padding: 2px;">NE</div> <div style="border: 1px solid black; padding: 2px;">NG</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">UN</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">DT-MS</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">UC</div> </div>
<p>3.4.130 Gallery. The main facade of the building is at or near the frontage line and the gallery element overlaps the sidewalk in the right-of-way. This type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories. Due to the overlap of the right-of-way, an easement is usually required. Alternatively the lot line may be aligned with the edge of the gallery and curb, and a sidewalk is established within an easement under the gallery.</p>					<div style="display: flex; flex-direction: column; gap: 5px;"> <div style="border: 1px solid black; padding: 2px;">NE</div> <div style="border: 1px solid black; padding: 2px;">NG</div> <div style="border: 1px solid black; padding: 2px;">UN</div> <div style="background-color: #333; color: white; border: 1px solid black; padding: 2px;">DT-MS</div> <div style="border: 1px solid black; padding: 2px;">UC</div> </div>

Key Z=Zone Z Allowed Z Not Allowed

3.4.040 Front Yard



Key

---- ROW / Lot Line — Building Setback Line

A. Description

The main facade of the building has a planted setback from the frontage line providing a buffer from the street. The yard may be fenced or unfenced to be visually continuous with adjacent yards, supporting a landscape that generates an open and green streetscape.

NE	NG	UN	DT-MS	UC
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B. Size

Depth must comply with Subsection E of the Zone standards. **A**

C. Miscellaneous

Fences between front yards or between the sidewalk and front yard are allowed up to 3' tall.

5' min. between porch and sidewalk. **B**

Front Yard Frontage may be combined with Porch (see Sections 3.4.050 and 3.4.060) or Stoop (see Section 3.4.070). The Front Yard frontage type standards control in case of conflict. **C**



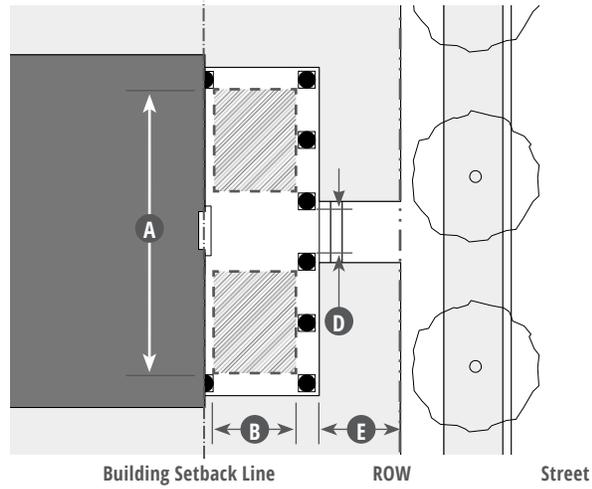
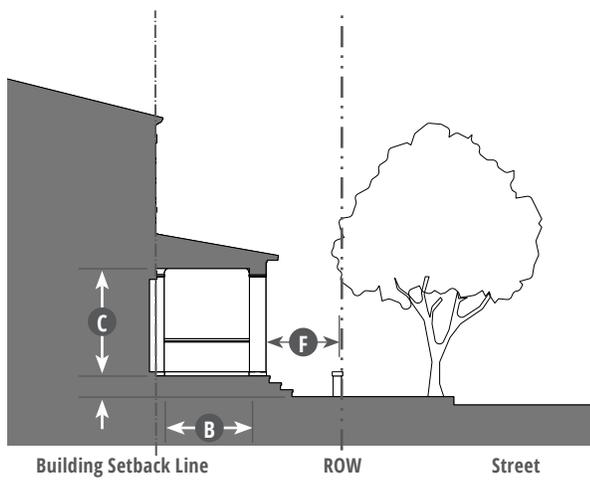
Fenced front yard with landscaping.



Small Front Yard with landscaping to help accent and define the space.

General Note: Photos on this page are illustrative, not regulatory.

3.4.050 Porch: Projecting



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically small and can be defined by a fence or hedge to spatially maintain the edge of the street. The porch is open on three sides and all habitable space is located behind the building setback line.

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

B. Size

Width, Clear	8' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Path of Travel	3' wide min.	D
Distance between Porch and Sidewalk	5' min.	E

C. Miscellaneous

Projecting porches must be open on three sides and have a roof.

Where porches are allowed, a porch can encroach into the required setback.



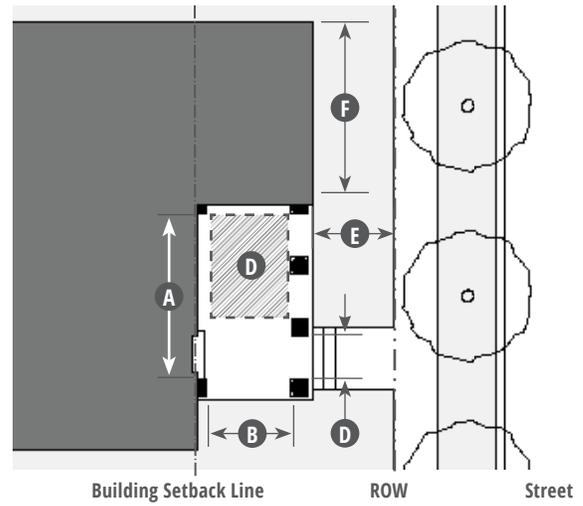
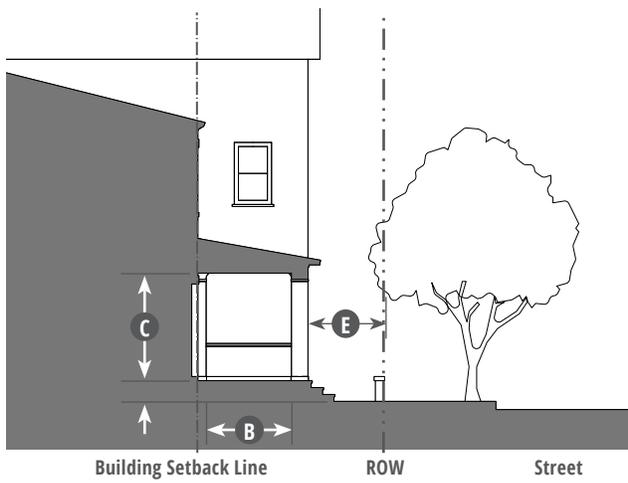
A projecting porch that matches the symmetry of the house.



Wrap-around projecting porch on the front and side facades to create a nice seating space .

General Note: Photos on this page are illustrative, not regulatory.

3.4.060 Porch: Engaged



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building has a small-to-medium setback from the frontage line. The resulting yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The porch has two adjacent sides that are engaged to the building while the other two sides are open.

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

B. Size

Width, Clear	8' min.	(A)
Depth, Clear	6' min.	(B)
Height, Clear	8' min.	(C)
Height	2 stories max.	
Path of Travel	3' wide min.	(D)
Distance between Porch and Sidewalk	5' min.	(E)

C. Miscellaneous

Up to 40% of the building facade and porch(es) may project beyond the building setback line into the encroachment area for the zone. (F)

Engaged porches must be open on two sides and have a roof.



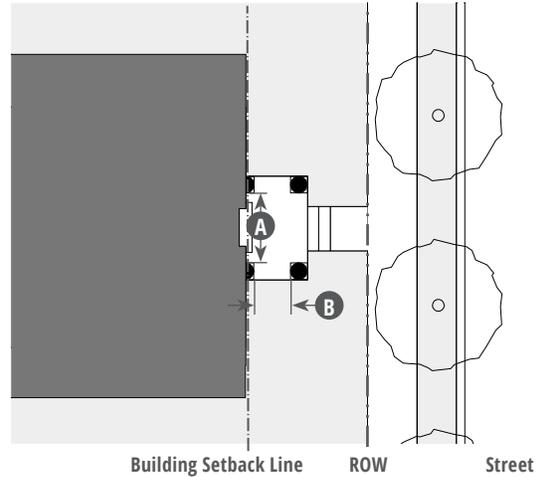
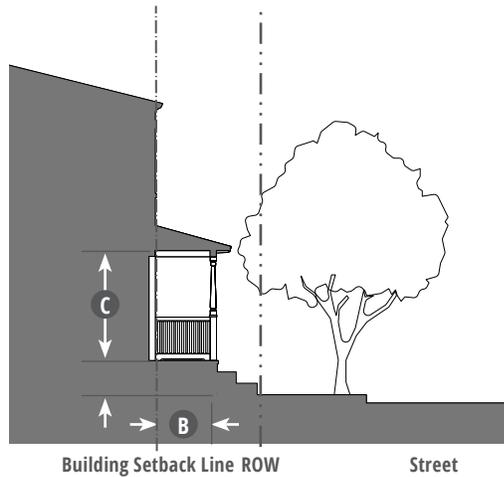
Engaged porch with its long side fronting the street.



Engaged porch with centered entry.

General Note: Photos on this page are illustrative, not regulatory.

3.4.070 Stoop



Key

---- ROW / Lot Line - - - - - Building Setback Line

A. Description

The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-accessed. The stoop is appropriate for residential uses with small setbacks.

NE	NG	UN	DT-MS	UC
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Only on street side facades in NG and DT-MS Zones.

B. Size

Width, Clear	5' min.; 8' max.	A
Depth, Clear	5' min.; 8' max.	B
Height, Clear	8' min.	C
Height	1 story max.	
Depth of Recessed Entries	6' max.	

C. Miscellaneous

- Stairs may be perpendicular or parallel to the building facade.
- Ramps must be parallel to facade or along the side of the building.
- Entry doors are covered or recessed to provide shelter from the elements.
- Gates are not allowed.
- All entry doors must face the street.



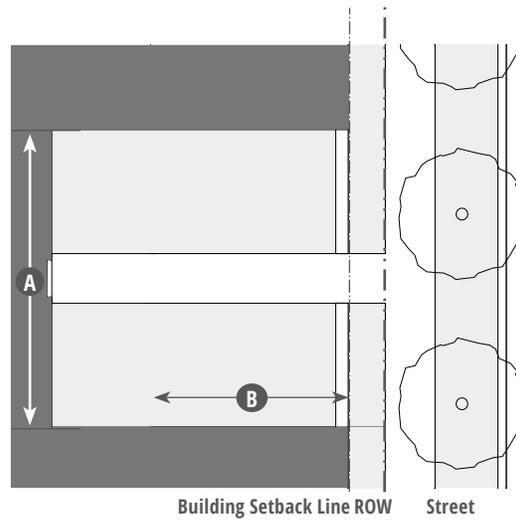
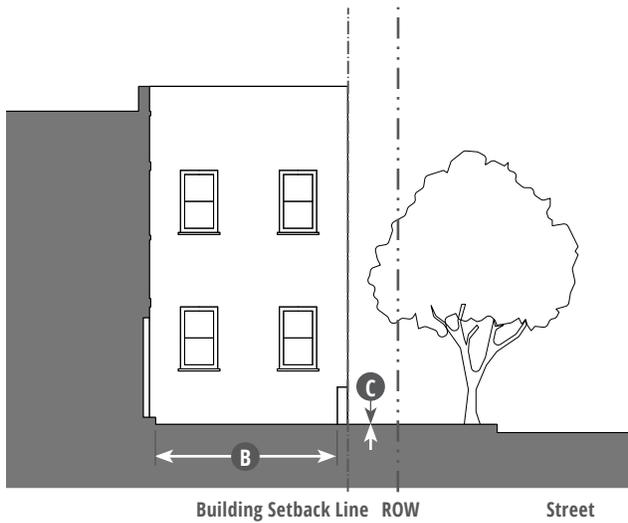
Stoops define the entries to this Rowhouse building while elevating the ground floor from the street level.



Stoop with paired entries to dwelling portion of Live/Work units.

General Note: Photos on this page are illustrative, not regulatory.

3.4.080 Forecourt



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court, extending the public realm into the lot. The space may be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within retail and service areas.

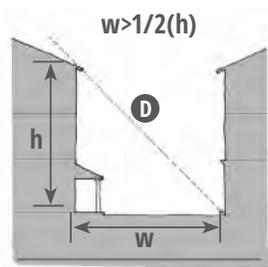
NE	NG	UN	DT-MS	UC
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B. Size

Width, Clear	12' min. ¹	A
Depth, Clear	12' min.	B
Height from Sidewalk	4' max.	C
Ratio, Height to Width	2:1	D

C. Miscellaneous

The proportions and orientation of these spaces must comply with the diagram below for solar orientation and user comfort.



Equation



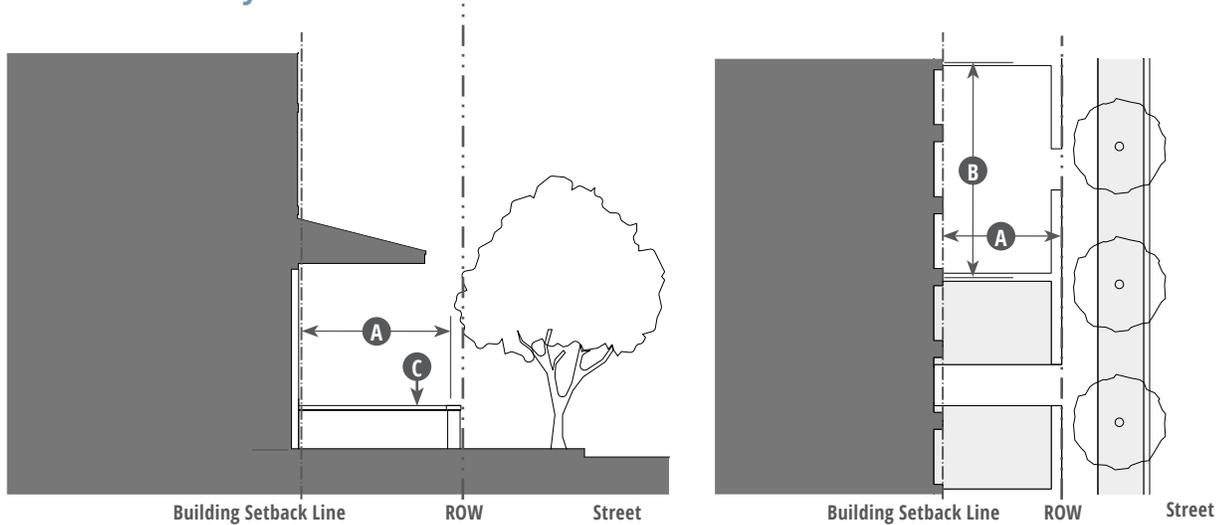
Forecourt visually extends the public realm into this retail and office lot.



Forecourt provides unique entries to dwellings and breaks down the overall massing of the buildings shaping the space.

General Note: Photos on this page are illustrative, not regulatory.

3.4.090 Dooryard



Key

----- ROW / Lot Line - - - - - Building Setback Line

A. Description

The main facade of the building is set back a small distance and the frontage line is defined by a low wall or hedge, creating a small dooryard. The dooryard may not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and may be used for ground-floor residential or non-residential uses.

NE	NG	UN	DT-MS	UC
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Only on street side facades in DT-MS and UC Zones.

B. Size

Depth, Clear	8' min.	A
Width	50' max.	B
Ground Floor Transparency	50% min. ¹	
Height of Dooryard Fence/Wall	36" max.	C

¹ For live/work, retail and service uses only.

C. Miscellaneous

For live/work, retail and service uses, these standards are to be used in conjunction with those for the Shopfront frontage type. If there is a conflict between them, the Dooryard Frontage Type standards will control.

Each Dooryard must provide access to only one ground floor entry.



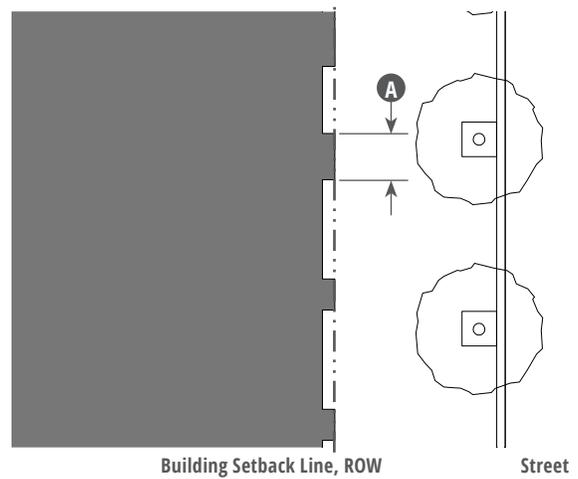
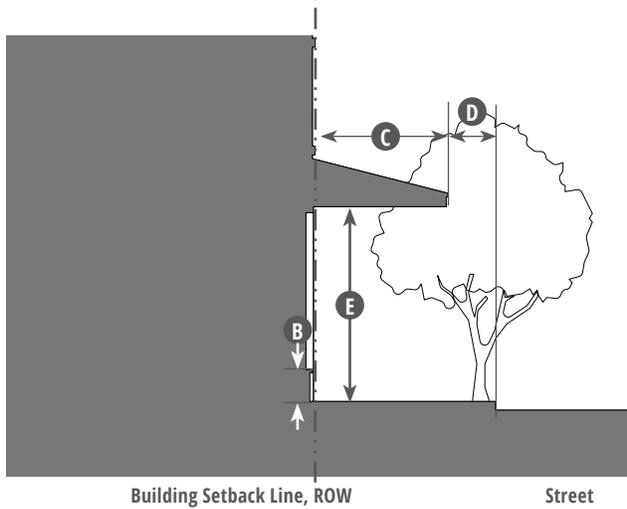
Small dooryards include low fences to provide a visual transition from the public sidewalk.



A series of small dooryards give small outdoor gardens along the front of each ground floor unit.

General Note: Photos on this page are illustrative, not regulatory.

3.4.100 Maker Shopfront



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building is at or near the frontage line with an at-grade or elevated entrance from the sidewalk. The type is intended for industrial artisan businesses to show their activity to people passing by on the sidewalk as well as for retail sales of products made on-site. The type includes a decorative roll-down or sliding door, may include glazing and an awning that overlaps the sidewalk and may be used in conjunction with other frontage types allowed in the zone.

NE	NG	UN	DT-MS	UC
----	----	----	--------------	----

Only on street side facades.

B. Size

Distance between Glazing	6' max.	A
Ground Floor Transparency	50% min.	
Depth of Recessed Entries	5' max.	
Shopfront base (if used)	8" min.; 30" max.	B

C. Awning

Depth	4' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E

D. Miscellaneous

Residential windows, rounded and hooped awnings, and decorative accordion-style doors/windows are not allowed.

Doors may be recessed when main facade is at the building setback line.



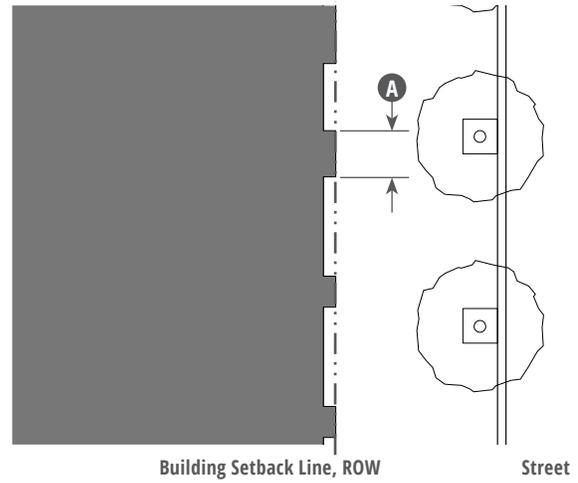
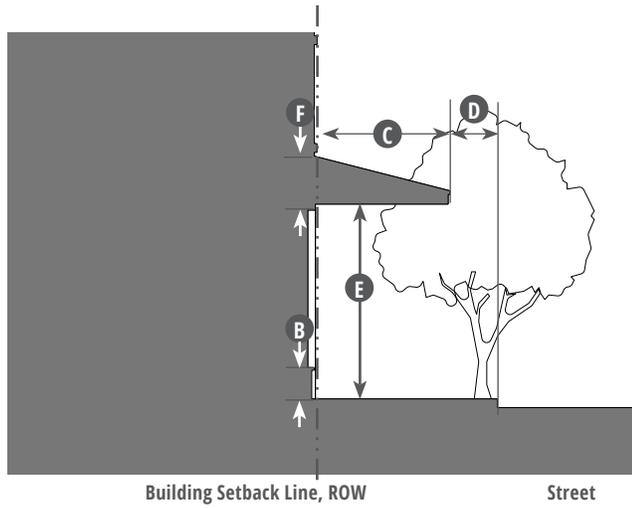
Maker Shopfront with large windows and pedestrian scale entrances.



Maker Shopfront with double doors for each entry.

General Note: Photos on this page are illustrative, not regulatory.

3.4.110 Shopfront



Key

--- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building is at or near the frontage line with at-grade entrance along the sidewalk. This type is intended for retail use, has substantial glazing between the shopfront base and the ground floor ceiling, and may include an awning that overlaps the sidewalk. This type may be used in conjunction with other frontage types allowed in the zone.

NE	NG	UN	DT-MS	UC
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In NE and UC, only allowed at corners.

B. Size

Distance between Glazing	2' max.	A
Ground Floor Transparency	75% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	6" min.; 30" max.	B

C. Awning

Depth	4' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E
Signage area height (w/ or w/o Awning)	3' min	F

D. Miscellaneous

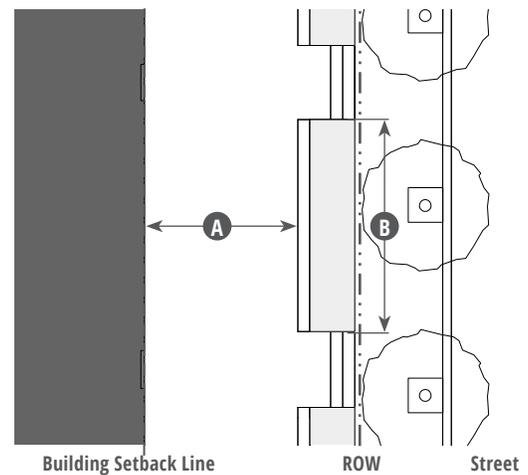
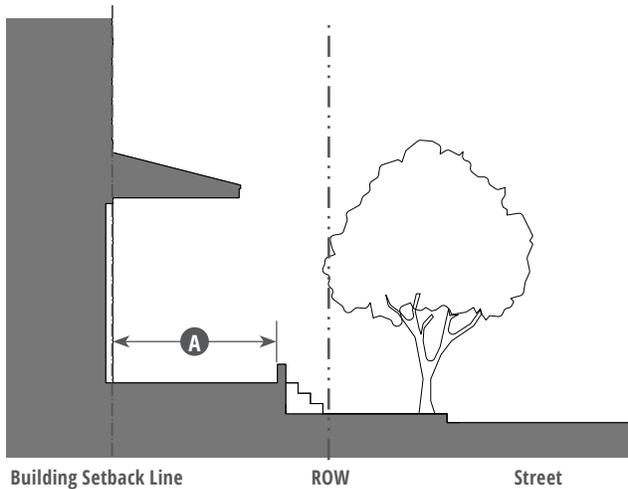
- Residential windows are not allowed.
- Doors may be recessed when main facade is at the building setback line.
- Operable and open-ended awnings are allowed.
- Rounded and hooped awnings are not allowed unless part of a historically designated building.
- Decorative accordion-style doors/windows or other operable windows that allow the space to open to the street are subject to Director approval.



Shopfront with recessed entry and simple large windows.

General Note: Photos on this page are illustrative, not regulatory.

3.4.120 Terrace



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid blank sections of walls and to maximize access. This type may also be used in historic industrial areas to mimic historic loading docks.

NE	NG	UN	DT-MS	UC
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B. Size

Depth of Terrace	8' min.	A
Length of Terrace	150' max.	
Distance between Stairs	50' max.	B

C. Miscellaneous

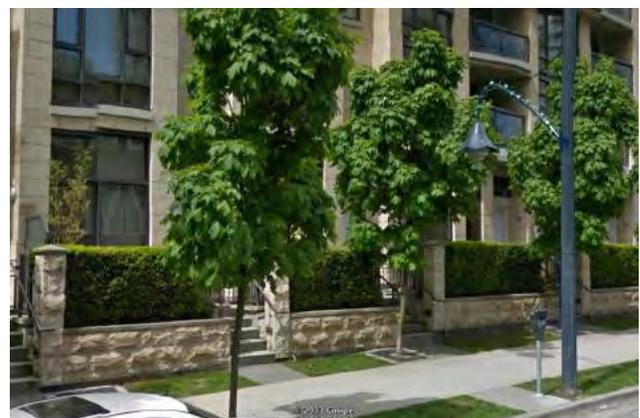
These standards are to be used in conjunction with those for the Shopfront frontage type where the zone requires the Shopfront frontage type.

Low walls used as seating are allowed.

Where the zone requires the ground floor to be flush with the sidewalk, the terrace is considered to be the sidewalk.



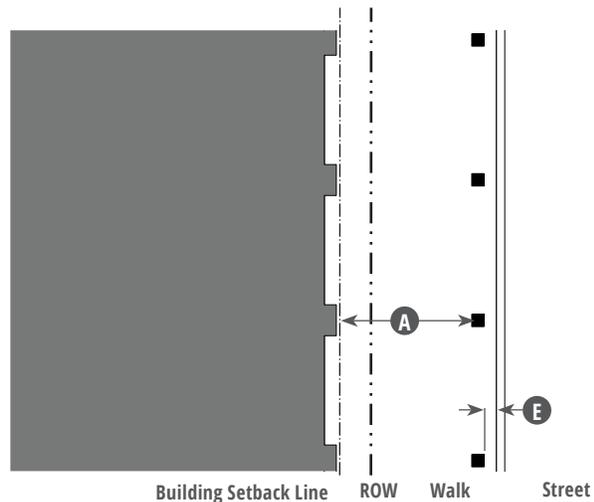
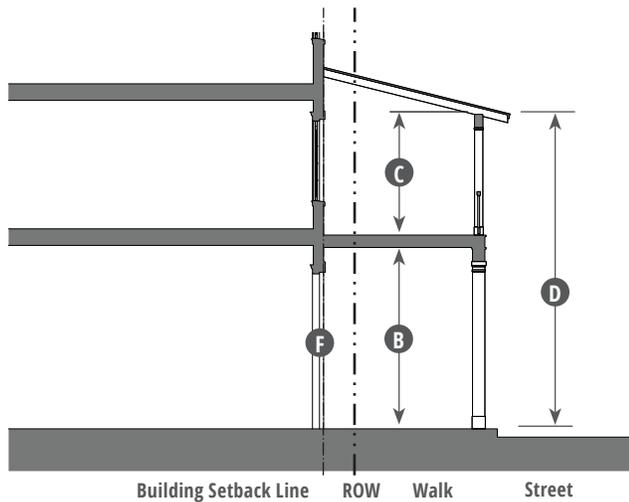
Terrace accommodates a change in grade with low walls for seating while keeping visual connection with sidewalk.



One terrace spans across several ground floor townhouses with individual entries separated by landscaping.

General Note: Photos on this page are illustrative, not regulatory.

3.4.130 Gallery



Key

---- ROW / Lot Line - · - · - Building Setback Line

A. Description

The main facade of the building is at or near the frontage line and the gallery element overlaps the sidewalk in the right-of-way. This type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories. Due to the overlap of the right-of-way, an easement is required. Alternatively the lot line may be aligned with the edge of the gallery and curb, and a sidewalk is established within an easement under the gallery.

NE	NG	UN	DT-MS	UC
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B. Size

Depth, Clear	8' min.	A
Ground Floor Height, Clear	11' min.	B
Upper Floor Height, Clear	9' min.	C
Height	2 stories max.	D
Setback from Curb	2' min.; 3' max.	E

C. Miscellaneous

Galleries must also follow the regulations for the Shopfront Frontage Type (See Section 3.4.110). **F**

Upper-story galleries facing the street may not be used to meet primary circulation requirements.

Galleries must have a consistent depth.

Galleries must project over the sidewalk.



A two-story gallery fronting a passage.



A two-story gallery fronting a plaza.

General Note: Photos on this page are illustrative, not regulatory.

Division 3.5: Specific to Use

Sections

3.5.010	Purpose.....	3-61
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3.5.010 Purpose

- A. The purpose of this Division is to provide additional standards and requirements for certain land uses specified in Division 2.3 (Use Table) and for activities that require special standards to ensure compatibility with site features and existing uses.
- B. The specific to use standards included in this Division are in addition to those included in the Hayward Code.
- C. If there is a conflict between the standards of this Division and the standards in another Division of this Article, Article of this Chapter, or the Hayward Code, the standards in this Division controls unless stated otherwise.

3.5.020 Accessory Dwelling Units

- A. **Purpose.** This Section establishes the requirements for accessory dwelling units (ADUs).
- B. **Applicability.** The provisions of this Section apply to ADUs located in a Downtown Zone.
- C. **General Requirements for ADUs.** The requirements Section 10-1.2741 (Purpose) through Section 10-1.2747 (Permit Required) of Hayward Code apply to Downtown Zones, and supersede the requirements of this Article, except as provided in Subsection D.
- D. **Exceptions**
 1. Detached ADUs are only allowed in Downtown Zones that allow the Carriage Building and must also comply with the requirements of Section 3.3.040 (Carriage Building).
 2. Detached, attached, or interior ADUs are allowed in combination with any residential primary use located within an allowed building type per Subsection C of the applicable zone.

3.5.030 Accessory Uses

- A. **Community Gardens.** Community gardens are allowed as accessory uses on vacant lands, rooftops, or any other acceptable location for the cultivation of fruits, vegetables, plants, flowers, or herbs by multiple users. Community gardens are subject to the following standards and any other applicable City standards:
1. The site must be designed and maintained so that water and fertilizer will not drain onto an adjacent property.
 2. Retail on-site is not allowed, except for produce grown on-site.
 3. Buildings or structures are not allowed on-site, except for the following:
 - a. Sheds for storage of tools are limited in size to 120 square feet;
 - (1) Greenhouses, consisting of buildings made of glass, plastic, or fiberglass in which plants are cultivated, limited in size to 120 square feet and designed in compliance with setbacks for accessory structures; and
 - (2) Other small hardscape areas and amenities including, but not limited to, benches, bike racks, raised/accessible planting beds, compost or waste bins, picnic tables, seasonal farm stands, fences, garden art, rain barrels, and children's play areas.
 - (3) The combined area of all structures must not exceed 15 percent of the community garden site area.
 - b. Fences must comply with Section 3.2.010 (Screening, Fences, and Walls).
 - c. On-site stormwater, rainwater, or graywater systems and irrigation must be consistent with applicable Public Works standards.
 4. **Composting.** Composting may be performed onsite within a composting container subject to the following:
 - a. Composted materials must be materials generated onsite or contributed by active members of the community garden;
 - b. Composting containers must be located a minimum of three feet from property lines; and
 - c. Odors and/or fly-breeding must not be greater than customarily found at a well-maintained residence in compliance with Section 10-1.150 (Nuisance) of the Hayward Code.
 5. **Maintenance Required.** Community gardens must be maintained to ensure that no nuisance conditions are created in compliance with Section 10-1.150 (Nuisance) of the Hayward Code.
 6. **Abandoned or Unproductive Community Gardens.** If a community garden is left in an unproductive state for longer than a period of 12 months, the garden coordinator or other individual(s) responsible for the community garden shall ensure that it is replaced with landscaping in compliance with the City's landscaping standards and subject to the City's Landscape Architect review.
- B. Livestock, Apiaries, and Household Pets must comply with Subsection 10-1.2735.e (Livestock, Apiaries, and Household Pets) of the Hayward Code.

3.5.040 Home Occupation

- A. **Purpose.** This Section establishes standards for home occupations and provides criteria and procedures for the consideration and approval of home occupations.
- B. **Applicability.** The requirements of this Section apply to all home occupations, except for the following:
1. Small family day cares licensed by the California State Department of Social Services;
 2. Home occupations that do not see clients or students on-site, such as home offices; and
 3. At the discretion of the Director, home occupations that include, but are not limited to, the instruction of students in a one-on-one setting such as music lessons or tutoring.
- C. **Business License Required.** A home occupation requires the approval of a business license consistent with Chapter 8-1 (Business Licenses) of the Hayward Code.
- D. **Uses Allowed.** Any use, except those listed in Subsection E, below, may be a home occupation if the Director determines that it complies with the standards of this Section.
- E. **Uses Not Allowed as a Home Occupation.** The following uses are not allowed as a home occupation:
1. Adult entertainment activities;
 2. Banks and financial institutions, including but not limited to, non-traditional financial institutions;
 3. Teaching of organized classes totaling more than six persons at one time;
 4. Businesses involving hazardous materials including, but not limited to, waste facilities, transfer, storage and treatment, unless approved by the Fire Chief;
 5. Communication facilities, including but not limited to, transmission towers;
 6. Eating and drinking places, including but not limited to, bars, nightclubs, and restaurants;
 7. Funeral and interment services, including but not limited to, crematories, mortuaries, mausoleums, and undertaking;
 8. Laundry and dry-cleaning services;
 9. On-site vehicle-related uses, including but not limited to, cleaning, dismantling, embellishing, installing, manufacturing, repairing or servicing, selling, leasing or renting, towing, driving schools, dispatching vehicles, scrap yards, parts sales, or any storage of vehicles;
 10. Pet day care for more than four household pets;
 11. Repair work of any kind;
 12. Treatment or boarding of animals for profit;
 13. Transient habitation, except for bed and breakfasts where allowed by Division 2.3 (Use Table); and
 14. Any use not allowed in the applicable zone.

F. **General Standards.** Home occupations must comply with the following:

1. **Employees**

- a. In NE and NG Zones, employees of the home occupation are limited to residents of the dwelling.
- b. In UN, DT-MS, and UC Zones, up to two employees of the home occupation other than the residents of the dwelling are allowed to work within the dwelling.

2. **Hazard or Nuisance.** A home occupation must not create noise, dust, vibration, smell, smoke, glare, electrical interference, fire hazard, or any other hazard or nuisance to any greater or more frequent extent than that usually experienced in an average residential occupancy, where no home occupation exists in the zone in question.

3. **Customer/Client Hours.** Customers/clients are only allowed to patron the home occupation between 8:00 a.m. and 6:00 p.m. daily. Outdoor customer or client activity must cease at sunset.

4. **Location.** The home occupation must be located entirely within the primary residence, the garage, or an accessory structure.

5. The owner or occupant must maintain the residential character of the lot and dwelling. Unless a modification is required to comply with accessibility requirements, a home occupation that requires a structural alteration of the dwelling to comply with a nonresidential construction code is not allowed.

6. **Parking and Traffic**

- a. Required parking must be maintained. Vehicles connected to the home occupation may not be parked in required front or side setbacks.
- b. Pedestrian and/or vehicular traffic may not be more than the normal amount in the zone in which the home occupation is located.
- c. The home occupation may not generate traffic or business which would necessitate the increase in the amount of required off-street parking for the principal residential use.

7. **Sales and Display.** The home occupation may not display or sell any commodities except those produced on the premise.

8. **Storage.** Storage of materials and/or supplies related to the business, outside the residence, is not allowed.

9. **Signage.** No signs may be displayed on the site in connection with the home occupation.

10. **Vehicle Storage**

- a. Parking a commercial vehicle on the street adjacent to the property is prohibited.
- b. A commercial vehicle associated with the home occupation may only be stored on the premises if it is screened from the street or housed in an accessory structure that conforms with applicable zone standards.

- G. **Cottage Food Operation.** Consistent with the operational requirements of California Health and Safety Code Section 114365 et seq., a cottage food operation (CFO) must comply with the following standards, in addition to those listed in Subsection F. If there is a conflict with the standards listed in Subsection F, the following standards control.
1. All applicable provisions of the Hayward Code are made a part of the conditions of approval in their entirety;
 2. The CFO must be registered with the Alameda County Office of Environmental Health and conform with all regulations of AB 1616;
 3. Food preparation must take place entirely within the permitted area of the residence which is the private kitchen area with storage located in the same structure in residentially zone property.
 4. Only foods defined as “non-potentially hazardous” are approved for preparation by CFOs. The California Department of Public Health will establish and maintain a list of approved cottage food categories on their website, which will be subject to change;
 5. There may be one employee onsite, excluding residents of the dwelling;
 6. Class A CFOs are allowed to engage in direct sale, including up to two customers on-site at one time;
 7. Class B CFOs may engage in both direct sale and indirect sale of cottage food products;
 8. No cottage food product preparation, packaging, or handling may occur concurrent with any other domestic activities, including, but not limited to, family meal preparation, guest entertaining, or dishwashing;
 9. Infants, small children, or pets may not be in the registered or allowed production area during the preparation, packaging, or handling of any cottage food products;
 10. Equipment and utensils used to produce cottage food products must be clean and maintained in a good state of repair;
 11. All food contact surfaces, equipment, and utensils, used for the preparation, packaging, or handling of any cottage food products must be washed, and sanitized before each use;
 12. All food preparation and food and equipment storage areas must be maintained free of rodents and insects;
 13. No preparation, packaging, storage, or handling of cottage food products and related ingredients and/or equipment may occur outside of the registered or allowed production area;
 14. Smoking is not allowed in the registered or allowed production area during the preparation, packaging, storing, or handling of cottage food products and related ingredients and equipment;
 15. A person with a contagious illness shall refrain from work in the registered or allowed production area of the CFO;
 16. A person involved in the preparation of packaging of cottage food products must keep their hands clean and exposed portions of their arms clean and must wash their hands before any food preparation of packaging activity;

17. Water used during the preparation of cottage food products must meet potable drinking water standards;
18. A person who prepares or packages cottage food products must complete a food processor course instructed by the California Department of Public Health within three months of becoming registered or permitted; and
19. CFO products must be properly packaged and labeled in compliance with the Federal Food, Drug and Cosmetic Act (21 U.S.C. Section 343 et seq.), and the Department's additional labeling requirements.

3.5.050 Live/Work

- A. **Purpose.** This Section provides standards for live/work units and for the reuse of existing commercial and industrial buildings to accommodate live/work opportunities where allowed in the applicable zone.
- B. **Applicability.** Live/work units are allowed in compliance with Division 2.3 (Use Table).
- C. **Use and Occupancy Requirements**
 1. The "live" component of a live/work unit must be a residential use allowed in the applicable zone and the principal residence of at least one individual employed in the business conducted within the live/work unit.
 2. The "work" component of a live/work must be a use allowed in the applicable zone.
 3. **Changes in Use.** After approval, a live/work unit may not be converted to either an entirely residential or entirely commercial use unless approved by the Planning Commission with a Conditional Use Permit. No live/work unit may be changed to an entirely residential use in any structure where residential uses are not allowed.
- D. **Uses Not Allowed as Live/Work.** The following uses are not allowed as a live/work use:
 1. Adult entertainment activities;
 2. Vehicle maintenance or repair (e.g., body or mechanical work, including boats and recreational vehicles), vehicle detailing and painting, upholstery, etc.);
 3. Storage of flammable liquids or hazardous materials beyond what are normally associated with a residential use;
 4. Welding, machining, or any open flame work; and
 5. Any other activity or use, as determined by the Director to not be compatible with residential activities and/or to have the possibility of affecting the health or safety of live/work unit residents, because of the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration or other impacts, or would be hazardous because of materials, processes, products, or wastes.

E. Operating Requirements

1. **Sale or Rental of Portions of the Unit.** No portion of a live/work unit may be rented or sold separately as a commercial or industrial space for any person not living in the premises or as a residential space for any person not working in the same unit.
2. **On-premises Sales.** On-premises sales of goods are limited to those produced within the live/work unit. The retail sales activity must be incidental to the primary production work within the unit. Open studio programs and gallery shows are allowed.
3. **Nonresident Employees.** Up to two persons who do not reside in the live/work unit may work in the unit, unless this employment is otherwise prohibited or limited by the applicable permit. The employment of three or more persons who do not reside in the live/work unit may be allowed subject to a Conditional Use Permit.
4. **Client and Customer Visits.** Client and customer visits to live/work units are allowed between 8:00 a.m. and 6:00 p.m. daily. Outdoor customer or client activity must cease at sunset.

F. Floor Area Requirements. The floor area of the work space must be at least 30 percent of the total floor area of each live/work unit. All floor area other than that reserved for living space must be reserved and regularly used for working space.

G. Integration of Living and Working Space. Areas within a live/work unit that are designated as living space must be an integral part of the live/work unit. The living space of a live/work unit must be accessed only by means of an interior connection from the work space, and must have no exterior access, except as required by the Building Code.

3.5.060 Temporary Uses

A. Purpose. The purpose of this Section is to establish standards for short term activities that would be compatible with adjacent and surrounding uses when conducted in compliance with this Section.

B. Applicability. A Temporary Use allows short term activities that might not meet the normal development or use of standards of the applicable zone, but may otherwise be acceptable because of their temporary nature, when reviewed and appropriately conditioned in compliance with this Section and Division 5.5 (Temporary Use Permit).

C. Exempt Temporary Uses. The following minor or limited duration temporary uses are exempt from the requirement for a Temporary Use Permit in Division 5.5 (Temporary Use Permit). Uses that do not fall within the categories defined below must comply with Subsection E.

1. Contractors' Construction Yards On-site

- a. On-site contractors' construction/storage yard(s), in conjunction with an approved construction project on the same parcel, including, but not limited to, storage or cargo containers.
- b. The construction yard must be removed immediately upon completion of the construction project, or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.

2. **Emergency Facilities.** Emergency public health and safety needs/land use activities, as determined by the Director.
 3. **Fundraising Events**
 - a. Fundraising events (e.g., bake sales, yard sales, car washes, etc.) are limited to a maximum of two days per month for each sponsoring organization.
 - b. Sponsorship is limited to educational, fraternal, religious, or service organizations directly engaged in civic or charitable efforts, or to tax exempt organizations in compliance with 501(c) of the Federal Revenue and Taxation Code.
 4. **Garage and Yard Sales.** Garage and yard sales (e.g., personal property sales) are allowed as Temporary Uses when conducted within a NE or NG zoned property and are subject to the standards in Subsection 10-1.2735 (Garage Sales) of the Hayward Code.
 5. **Sidewalk Dining.** Sidewalk dining, in compliance with Sec 3-5.13 of the Hayward Code.
- D. **Allowed Temporary Uses.** The following temporary uses and events require a Temporary Use Permit in compliance with Division 5.5 (Temporary Use Permits), and must comply with the following standards:
1. **Events.** In addition to the following standards, temporary events must comply with Section 10-1.2735 (Outdoor Gatherings) of the Hayward Code. If there is a conflict between this Section and the Hayward Code, this Section controls.
 - a. Circuses, carnivals, and similar transient amusement enterprises in a UN, DT-MS, or UC Zone subject to no more than 30 days of site occupation and operation in any calendar year.
 - b. Music festivals, movie nights, outdoor art and craft shows and exhibits, and similar outdoor entertainment activities in any zone except the NE and NG Zones, subject to a limitation on the number of days of operation as determined by the Director.
 - c. Farmers Markets are allowed as follows:
 - (i) Markets are allowed on sites in the UN, DT-MS, and UC Zones;
 - (ii) The market may be open up to 70 days per calendar year.
 - (iii) The market cannot obstruct a path that is part of a required pedestrian circulation system.
 2. **Seasonal Sale Events.** Seasonal sale events (e.g., Halloween, Thanksgiving, Christmas, etc.) must comply with Subsection 10-1.2735.c (Seasonal sales activities for holidays) of the Hayward Code. Accessory uses, including temporary residence/security trailers, are only allowed on non-residential properties. Businesses holding valid a Business Permit, in compliance with Chapter 8-1 (Business Licenses) of the Hayward Code must not exceed 45 days for pumpkin and tree sales. Seasonal sales events may not occur more than four times per calendar year with a maximum of five days for each event.

3. **Storage Containers.** Storage containers, including cargo containers or semitrailers, used for storage purposes.
 - a. No storage container may exceed a storage period of 15 days in any calendar year, except Subsection, below.
 - b. A storage container located on an active construction site may be retained longer than 15 days, but must be removed immediately following the issuance of a certificate of conformance or final inspection.
 - c. Storage containers are not allowed within the public ROW and must be placed to prevent public health or safety issues.
4. **Tract Homes or Lot Sales Offices**
5. **Mobile Homes.** A mobile home to be utilized as a temporary dwelling in a residential zone while a single family dwelling is under construction and subject to the following provisions:
 - a. The mobile home may only be located on the same parcel under construction and occupied while actual construction activities are taking place upon the parcel. The period of placement and use may not exceed 12 months.
 - b. The mobile home may only be occupied by the property owner, the builder designated on the Building Permit, and the owner's/ builder's family.
 - c. The timely removal and compliance with all conditions of approval may be required.
 - d. The minimum setbacks for the zone must be maintained.
 - e. Additional conditions necessary and appropriate to ensure compatibility with surrounding development, existing and contemplated, may be imposed on the approved permit.
6. **Mobile Outdoor Business.** A mobile outdoor business compatible with the applicable zone and surrounding land uses must operate in compliance with the following standards:
 - a. Mobile outdoor businesses must obtain and display a valid health certificate from the County Health Department on equipment at all times.
 - b. Mobile outdoor businesses shall not operate between the hours of 12:00 a.m. and 6:00 a.m. in the UN, DT-MS, and UC Zones or between the hours of 10:00 p.m. and 8:00 a.m. in the NE and NG Zones.
 - c. Exterior lighting must be hooded or shielded so that the light source is not directly visible to neighboring uses.
 - d. The mobile outdoor businesses may not erect any permanent structure on the site where the temporary mobile outdoor business fair is located.
 - e. During business hours, the permit holder shall provide a trash receptacle and seating area for use by customers.
 - f. A permanent water or wastewater connection is prohibited.
 - g. Disposal of cooking waste may only occur at County Health Department approved facilities.
 - h. The mobile outdoor business may not be located in a public right-of-way.

7. **Temporary Vegetable and Fruit Stands.** A temporary vegetable and/or fruit stand is allowed in compliance with the following standards:
 - a. Vegetable and fruit stands must be operated by the producer;
 - b. The stand may not operate more than 90 days a year;
 - c. The producer shall obtain written consent from the land owner to operate a temporary vegetable and/or fruit stand on the property;
 - d. More than one stand per lot is prohibited;
 - e. Stands may encroach into required setbacks, but may not encroach into the public right-of-way.

- E. **General Requirements for All Temporary Uses.** The Review Authority (See Division 5.5 (Temporary Use Permit)) may impose requirements for any of the following conditions:
 1. Compliance with all applicable Federal, State, or County, and local regulations and ordinances;
 2. Compliance with any other permit requirements (i.e., Building and/or Electric);
 3. Applicant availability during temporary use activity;
 4. Agreement that the temporary use will cease on the date printed on the permit, and all related equipment, supplies, product and personnel must be removed from the site; or
 5. Any other condition which will ensure the operation of the proposed temporary use or event in an orderly and efficient manner and in full compliance with the purpose of this Chapter, including those related to the following:
 - a. Cumulative time limits;
 - b. Parking;
 - c. Operating hours;
 - d. Screening;
 - e. Storm water;
 - f. Waste collection and disposal;
 - g. Pedestrian and vehicular access/circulation; and
 - h. Signs, in compliance with Section 10-7.600 (Temporary Sign Regulations) of the Hayward Code.

- F. **Temporary Structures.** Temporary structures are allowed on vacant lots for a period not to exceed six months, provided the area is left unchanged and in its original condition after the removal of the temporary structure.

- G. **Temporary Use of Existing Structures.** Temporary, short-term, use of an existing structure is allowed in all zones, provided:
 1. The short-term use, if a permanent use, would otherwise be a permitted use in the zone;
 2. The short-term tenant has signed a lease with the property owner for a time period of no more than six months.

- H. **Similar Temporary Uses.** Similar temporary uses, which are compatible with the zone and surrounding land uses, may require a Temporary Use Permit in compliance with Division 5.5 (Temporary Use Permit) and be subject to the standards in this Section, as determined by the Director.
- I. **Condition of the Site Following Temporary Use.** Each site occupied by a temporary use must be cleaned of debris, litter, or any other evidence of the temporary use upon completion or removal of the use.

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Article 4: Standards for Large Sites

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Division 4.1: Standards for Large Sites

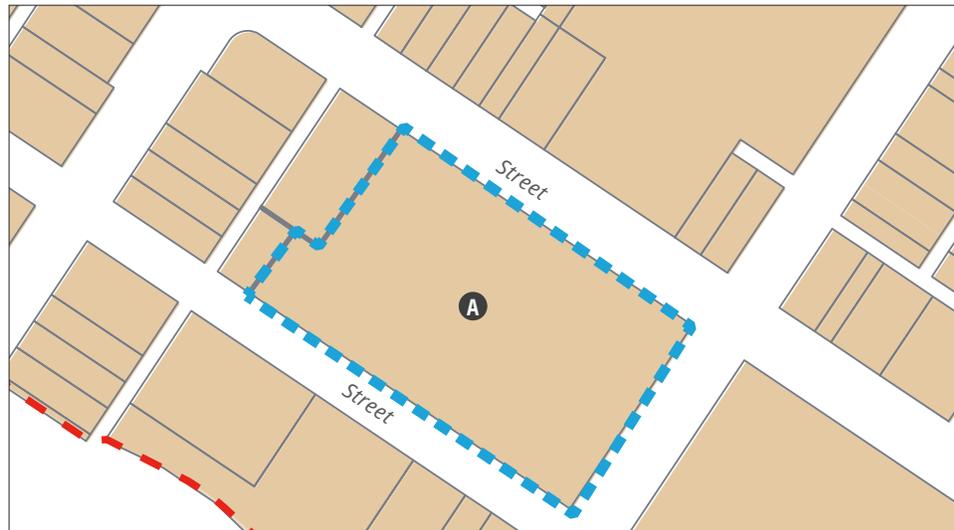
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4.1.010 Purpose

- A. This Division sets forth standards for sites larger than three acres in size to create new, walkable neighborhoods and reinforce walkable urban environments with a mix of residential, civic, retail, and service uses within a compact, walkable, and transit-supportive environment.
- B. The intent of this Division is to:
1. Promote development patterns that support safe, effective, and multi-modal transportation options, including pedestrian, bicycle, auto, and public transit;
 2. Reduce vehicle traffic volumes by providing for a mixture of land uses, walkability, and compact community form;
 3. Generate neighborhoods with a variety of housing types to serve the needs of a diverse population;
 4. Promote the greater health benefits of walkable urban environments;
 5. Improve the physical character and quality of the general neighborhood and adjacent neighborhoods;
 6. Protect and enhance real property values;
 7. Reinforce the unique identity of Hayward building upon the local context, climate, and history; and
 8. Provide opportunities for auto-oriented suburban contexts to transform into walkable urban development.

- C. The standards of this Division apply to development sites three acres or larger in size when any of the following occur:
1. New or modified vehicular access to site;
 2. New building; or
 3. Renovation or addition to existing building greater than 15 percent of existing square footage.



A Site with area greater than 3 acres

4.1.020 Major Site Plan Required

- A. Sites subject to this Division must obtain Major Site Plan Review in compliance with Section 10-1.3000 (Site Plan Review) of the Hayward Code and the requirements of this Division.
- B. **Submittal Requirements.** In addition to the requirements of Section 10-1.3000 (Site Plan Review) of the Hayward Code, applicants must:
1. Layout a block and thoroughfare network in compliance with the standards in Subsections C and D;
 2. Provide a mix of building types by using at least two types allowed by the zone, in compliance with Division 3.3 (Specific to Building Type).
 3. Allocate and design civic spaces and civic buildings in compliance with the standards in Division 4.2 (Specific to Civic Spaces);
 4. Provide appropriate physical transitions to the intended physical scale and character of the surrounding area;
 5. Design the site to suit specific environmental, site layout, and design constraints unique to the site or its location;
 6. Identify the proposed blocks and thoroughfares, Downtown Zones, civic space types, and building types on a project regulating plan in compliance with Subsection E; and
 7. Identify the proposed physical character of the site on a project illustrative plan by showing the proposed buildings and roofs on each block in plan view.

1 Blocks

Step 1: For lots larger than 3 acres, subdivide lot to create smaller blocks and a network of interconnected streets.



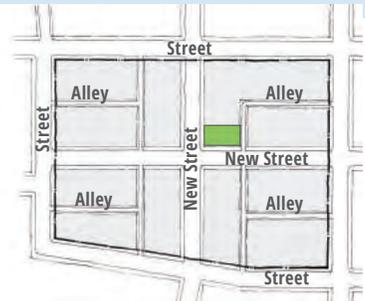
2 Streets/Civic Space

Step 2: Introduce new streets in compliance with Subsection C (Thoroughfares). Introduce new civic space(s) from the allowable civic space types listed in Subsection 4.3.030.A (Civic Spaces).



3 Alleys

Step 3: Introduce alleys in order to provide access to lots and maintain a continuous streetscape without the interruption of driveways.



4 Zones

Step 4: Apply Downtown zones to implement the intended physical character, in compliance with Subsection E (Project Regulating Plan).



- NG Neighborhood General
- UN Urban Neighborhood
- DT-MS Downtown Main Street

5 Lot Lines

Step 5: Introduce lots based on the allowable building types in Subsection C of each zone.



6 Buildings

Step 6: Introduce at least 2 different building types based on the allowable building types in Subsection C of each zone. Apply frontages from the allowable frontage types in Subsection H of each zone.



- A Detached House
- B Duplex
- C Multiplex: Small
- D Multiplex: Large
- E Rowhouse Building
- F Main Street Building

Figure 4.1.020.1 Walkable Urban Site Transformation Process

C. **Thoroughfares.** Thoroughfares, public or private, define the public streets that refine large sites into walkable urban environments that also provide multiple routes for vehicular circulation.

1. **Design**

- a. Thoroughfares must comply with City standards.
- b. Thoroughfares that pass through multiple zones must transition to align with the character of the zone. For example, while a thoroughfare within a Downtown Main Street (DT-MS) Zone with retail shops may have wide sidewalks with trees in tree grates, it may transition to a narrower sidewalk with a planting strip within a less urban zone with lower intensity residential building types (e.g., Neighborhood Edge (NE) Zone).
- c. The thoroughfare network must be mapped on the project regulating plan and must indicate the layout of thoroughfares and the block network in compliance with standards in this Subsection, Subsection D, and Table A (Block Size).
- d. The location of new streets may be adjusted from the location identified in Figure 2.1.020.1 (Regulating Plan) subject to City review and approval. 2.1.020.1 (Regulating Plan) shall be revised to reflect the final street locations and alignments as approved by the City.

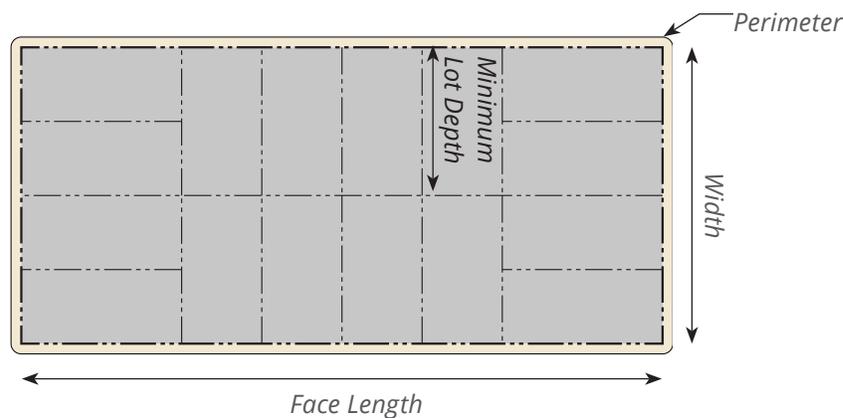
2. **External Connectivity**

- a. Thoroughfares must be arranged to connect to existing or proposed thoroughfares into adjoining lands whether the adjoining lands are undeveloped and intended for future development, or if the adjoining lands are developed and include opportunities for such connections.
- b. Thoroughfare rights-of-way must be extended to or along adjoining property boundaries to provide a roadway connection or thoroughfare stub for development in compliance with the standards in Subsection D (Block Size).
- c. The project regulating plan must identify all stubs for thoroughfares and include a notation that all stubs must connect with future thoroughfares on adjoining undeveloped property.
- d. Dead-end streets and cul-de-sacs are not allowed.

D. **Block Size**

1. Individual block faces and the total block perimeter must comply with the standards established in Table A (Block Size).
2. If a block contains multiple zones, the most intense zone must be used to establish the requirements for block size.
3. Minimum block width is two times the minimum lot depth for the zone.

Table 4.1.020.A Block Size		
Zone	New Block	
	Face Length	Perimeter Length
NE	400 ft. max.	1,400 ft. max.
UN	450 ft. max.	1,400 ft. max.
NG	450 ft. max.	1,600 ft. max.
DT-MS	500 ft. max.	2,400 ft. max.
UC	500 ft. max.	2,400 ft. max.



E. Project Regulating Plan

1. The project regulating plan must include the following information:
 - a. Site boundaries;
 - b. Existing and proposed blocks;
 - c. Existing and proposed thoroughfares, including alleys;
 - d. Existing and proposed civic space type(s) and open space(s);
 - e. Existing and proposed zone(s).
2. If rezoning is proposed, only zones established in Division 2.2 (Downtown Zones) may be used.
3. The project regulating plan is subject to the review and approval of the Planning Commission. If a project regulating plan is approved with Major Site Plan Review, the information on the diagram must be transferred to the Hayward Zoning Map.

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Division 4.2 Specific to Civic Spaces

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4.2.010 Purpose

This Article sets forth the standards for new civic spaces and buildings and modifications to existing civic spaces to provide integral and pleasant gathering spaces throughout Downtown. These standards supplement the standards for each Downtown Zone in which the civic spaces are allowed and are intended to complement development and reinforce the highly-valued character and scale of Downtown’s centers and neighborhoods.

4.2.020 Applicability

A. This Division applies to any project that requires Major Site Plan Review in compliance with Division 4.1 (Standards for Large Sites).

B. Civic Space Allocation

1. As required in Division 4.1 (Standards for Large Sites), projects that require Major Site Plan Review must set aside a minimum of 10 percent of the net project area as civic space. Net project area is the area after subtracting streets right-of-way from the project area.
2. Required civic space may be met by providing one or more of the civic space types that are allowed in the zone. The following are exceptions:
 - a. All sites must include one playground. See Subsection 4.3.030.C.

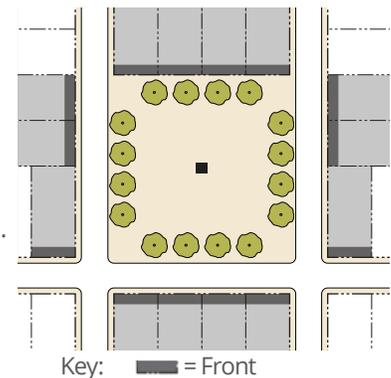


Figure 4.2.020.1

C. Civic Buildings

1. Civic buildings must have direct pedestrian access to the majority of buildings within a 1,500 foot radius.
2. Civic buildings are exempt from the building form standards, but must comply with the frontage standards in Subsection H of the zone standards.
3. **Allocation.** If an existing public meeting space is not located within 1,000 feet from the edge of the site, the site must provide an indoor community space, available for public use. This may be a freestanding building or integrated within another building.

D. Building Frontage. The facades on lots adjacent to or across a thoroughfare from a civic space must be oriented to have the building front on to the civic space for a minimum of three quarters of the civic space perimeter, in compliance with the allowed frontages.

E. Public Access. Public access and visibility along public parks, civic uses, and natural open spaces, including creeks and drainages, must be maintained through the use of:

1. Single-loaded frontage streets (those with development on one side and open space on the other);
2. Bike and pedestrian paths; or
3. Other methods of frontage that provide similar access and visibility to the open space appropriate in the Downtown Zone.

F. Accessory Structure Standards. Accessory structures within civic spaces, including, but not limited to, restrooms, open-air pavilions, gazebos, picnic shelters, and outdoor theaters, are subject to the standards of the applicable zone in Division 2.2 (Downtown Zones).

4.2.030 Overview

- A. This Section identifies the allowed civic space types in the Downtown Zones. The following standards support the intention for large sites with a diverse palette of parks and other publicly accessible civic spaces that are publicly or privately owned.
- B. Multiple civic space types are defined in Table A (Civic Space Type Overview). Two of the civic space types, playgrounds and community gardens, may be incorporated into any of the other types or may stand alone.
- C. Civic and open spaces must be designed and furnished to be consistent with the character of the zone in which they are located. Such consistency may require accessory structures to maintain building setbacks, frontage, massing, disposition and character similar to adjacent development as determined by the Director.
- D. In Table A (Civic Space Type Overview), the illustration and description of each civic space type are illustrative and not regulatory.
- E. The service area, size, frontage and disposition of elements standards of each civic space type are regulatory.
 1. **Service Area.** Describes how the civic space relates to the city as a whole and the intended area to be served by the civic space.
 2. **Size.** The overall range of allowed sizes of the civic space.

- F. **General Characteristics.** The placement of objects within the civic space.
1. **Natural.** Civic spaces with natural character must be designed in a natural manner with no formal arrangement of elements.
 2. **Formal.** Civic spaces with a formal character must be designed in a more rigid layout that follows geometric forms and has trees and other elements arranged in formal patterns.
 3. **Informal.** Civic spaces with an informal character must be designed to have a mix of formal and natural characteristics.
- G. **Typical Facilities.** A list of the typical facilities provided within the civic space. This list is neither intended to be a complete list of facilities allowed nor is it intended that every civic space contain each of the facilities listed. Proposed facilities larger than the indicated gross square footage (GSF) require review and approval by the Director.
- H. The civic spaces specified in Table A (Civic Space Type Overview) are allowed as follows:
1. **By Review Approval.** Allowed if in compliance with the standards and if approved by the Director as part of Site Plan Review or with an Administrative Use Permit.
 2. **Not Allowed.** Civic Space Types not allowed in the zone.

Table 4.2.030.A Civic Space Type Overview

Zone	NE	UN		NE	UN		NE	UN	
	NG	DT-MS	UC	NG	DT-MS	UC	NG	DT-MS	UC
Civic Space Type	Greenway			Green			Square		
Illustration									
Description	<p>Linear space for community gathering and strolling for residents and employees, serving multiple neighborhoods. Greenways can serve an important role as a green connector between destinations. Appropriate civic elements, community facility < 5,000 gsf., fountains, benches.</p>			<p>Open space available for unstructured and limited amounts of structured recreation, serving the immediate neighborhood. Appropriate civic elements: community facility < 5,000 gsf., fountains, benches.</p>			<p>Neighborhood focal point available for civic purposes, commercial activity, and passive uses. Appropriate civic elements, kiosk, pergola, community facility < 5,000 gsf, fountains, benches.</p>		
Service Area	Multiple Neighborhoods			Neighborhood			Neighborhood		
Reference to Specific Standards	Section 4.2.040			Section 4.2.050			Section 4.2.060		

Key Z By Review Z Not Allowed

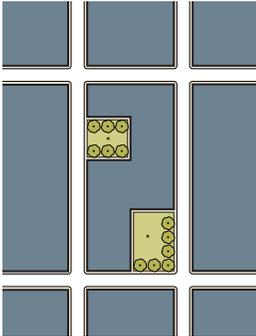
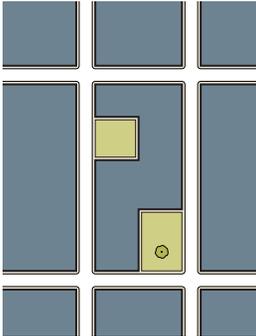
Table 4.2.040.A Civic Space Type Overview (continued)

Zone	NE	UN		NE	UN		NE	UN	
	NG	DT-MS	UC	NG	DT-MS	UC	NG	DT-MS	UC
Civic Space Type	Plaza			Pocket Plaza			Pocket Park		
Illustration									
Description	Community-wide focal point primarily for civic purposes and commercial activities, serving multiple neighborhoods. Plazas are typically hardscaped with planting as accents. Commercial activities are subordinate to Civic activity. Appropriate civic elements: community facility < 5,000 gsf. fountains, benches.			Small-scale, open space available for civic purposes and commercial activity serving the immediate neighborhood, intended as intimate spaces for seating or dining into which commercial and neighborhood activity may spill. Pocket plazas can also be used to create a formal space in front of a prominent building entrance. Appropriate civic elements: community facility < 1,000 gsf., fountains, benches.			Small-scale open space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences. Appropriate civic elements: community facility < 200 sq. ft.		
Service Area	Multiple Neighborhoods			Neighborhood			Neighborhood		
Reference to Specific Standards	Section 4.2.070			Section 4.2.080			Section 4.2.090		

Key Z By Review

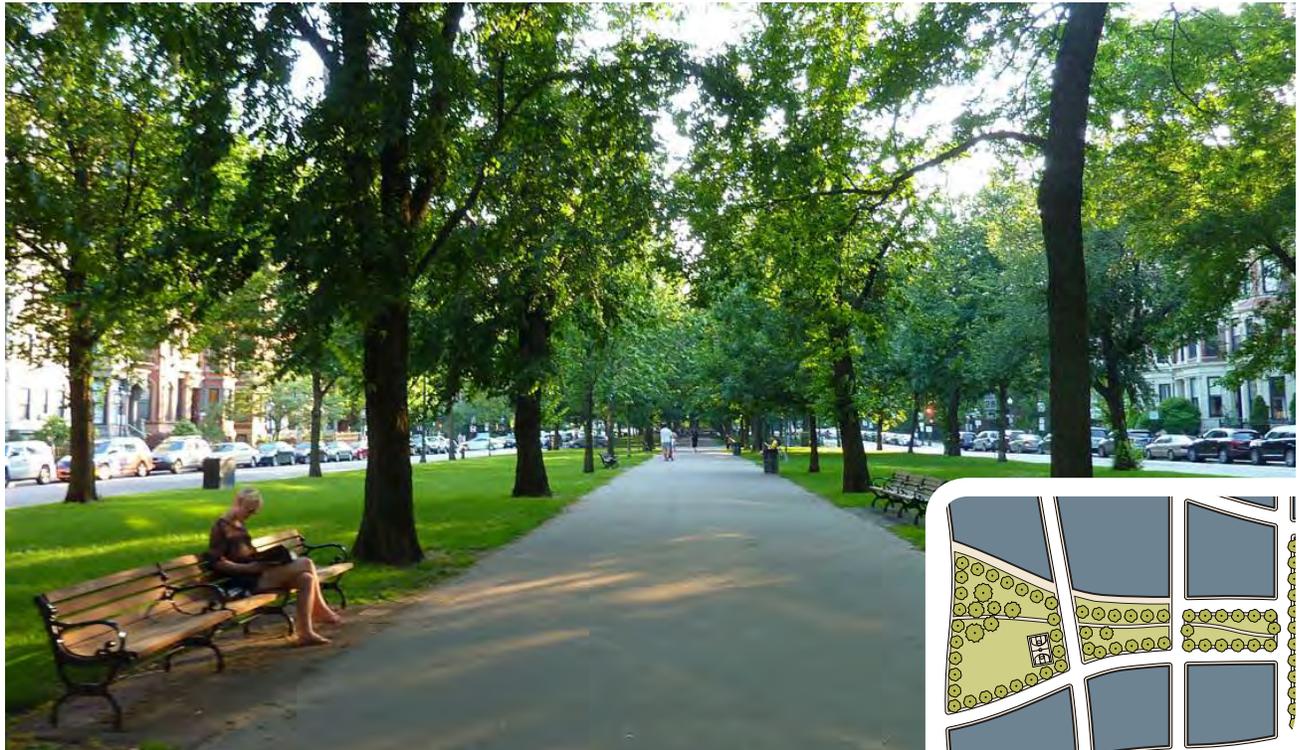
Z Not Allowed

Table 4.2.040.A Civic Space Type Overview (continued)

Zone	NE	UN		NE	UN	
	NG	DT-MS	UC	NG	DT-MS	UC
Civic Space Type	Playground			Community Garden		
Illustration						
Description	<p>Small-scale open space designed and equipped for the recreation of children, serving the immediate neighborhood. These spaces should serve as quiet, safe places protected from the street and typically in locations where children do not have to cross any major streets. An open shelter, play structures or interactive art and fountains may be included with landscaping between. Playgrounds may be included within all other civic space types.</p>			<p>Small-scale open space designed as a grouping of garden plots available to nearby residents for small-scale cultivation. Community gardens should be fenced to protect edible plants from wildlife and may include a small accessory structure for storage. Community gardens may be included within all other civic space types.</p>		
Service Area	Neighborhood			Neighborhood		
Reference to Specific Standards	Section 4.2.100			Section 4.2.110		

Key Z By Review Z Not Allowed

4.2.040 Greenway



- NE
- UN
- NG
- DT-MS
- UC

A. Description

Linear space for community gathering and strolling for nearby residents and employees, defined by tree-lined streets forming a one-way couplet on its flanks and by the fronting buildings across the street. Greenways can serve an important role as a green connector between destinations. Appropriate civic elements, community facility < 5,000 gsf., fountains, benches. Service area: Multiple Neighborhoods

B. General Character

- Formal or informal

- Hardscape path

- Spatially defined by tree-lined streets and adjacent buildings

C. Size and Location

- Width: 30 ft. min.

- Must front at least one street

D. Typical Uses

- Passive recreation
- Walking/Running

- Formal or informal seating

General Note: Images on this page are illustrative, not regulatory.

4.2.050 Green



General Note: Images on this page are illustrative, not regulatory.

- NE
- UN
- NG
- DT-MS
- UC

A. Description

Open space available for unstructured and limited amounts of structured recreation. Appropriate civic elements, community facility < 5,000 gsf., fountains, benches. Service area: Neighborhood

B. General Character

Informal or formal

Primarily planted areas with paths to and between recreation areas and civic buildings

Spatially defined by tree-lined streets and adjacent buildings

C. Size and Location

Depth: 100 ft. min. Width: 100 ft. min.

D. Typical Uses

- Unstructured passive and active recreation
- Civic uses
- Temporary commercial uses

4.2.060 Square



General Note: Images on this page are illustrative, not regulatory.

NE UN NG DT-MS UC

A. Description

Neighborhood focal point available for civic purposes, commercial activity, and passive uses. Appropriate civic elements, kiosk, pergola, community facility <5,000 gsf., fountains, benches. Service area: Neighborhood

B. General Character

Formal, Urban
 Combination of hardscape and planted areas in formal patterns

Spatially defined by tree-lined streets and adjacent buildings

Walkways and plantings at all edges, shaded seating areas

Civic element provided

C. Size and Location

Depth: 80 ft. min. Width: 125 ft. min.

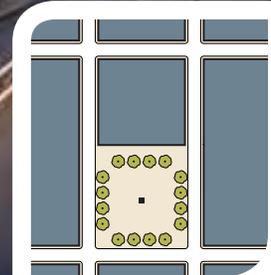
D. Typical Uses

Unstructured or structured recreation

Commercial and civic uses

Casual seating and/or outdoor dining

4.2.070 Plaza



- NE
- UN
- NG
- DT-MS
- UC

A. Description

Community-wide focal point primarily for civic purposes and commercial activities. Plazas are typically hardscaped with planting as accents. Commercial activities are subordinate to civic activity. Appropriate civic elements, community facility < 5,000 gsf., fountains, benches. Service area: Multiple Neighborhoods

B. General Character

- Formal, Urban
- Combination of hardscaped and planted areas in formal patterns
- Spatially defined by buildings and tree-lined streets
- Civic element provided

C. Size and Location

Depth: 80 ft. min. Width: 150 ft. min.

D. Typical Uses

- Civic uses
- Commercial uses in support of civic uses
- Passive recreation

General Note: Images on this page are illustrative, not regulatory.

4.2.080 Pocket Plaza



- NE
- UN
- NG
- DT-MS
- UC

A. Description

Small-scale, open space available for civic purposes and commercial activity, intended as intimate spaces for seating or dining into which commercial and neighborhood activity may spill. Pocket plazas can also be used to create a formal space in front of a prominent building entrance. Appropriate civic elements, community facility < 1,000 gsf., fountains, benches. Service area: Neighborhood

B. General Character

- Formal, Urban

- Primarily hardscape with landscape accents

- Spatially defined by building frontages and upper story facades

- Trees and shrubs optional

C. Size and Location

Depth: 50 ft. min. Width: 50 ft. min.

D. Typical Uses

- Civic activity

- Commercial in support of civic activity

- Casual seating and/or outdoor dining

General Note: Images on this page are illustrative, not regulatory.

4.2.090 Pocket Park



- NE
- UN
- NG
- DT-MS
- UC

A. Description

Small-scale open space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences. Appropriate civic elements, community facility < 200 sq. ft. Service area: Neighborhood

B. General Character

- Formal or informal, Urban
- Combination of planted areas and hardscape
- Spatially defined by building frontages and adjacent street trees
- Walkways along edges or across space
- Civic element provided

C. Size and Location

Depth: 40 ft. min. Width: 40 ft. min.

D. Typical Uses

- Civic activity
- Passive recreation, casual seating and/or outdoor seating
- Commercial uses in support of civic activity

General Note: Images on this page are illustrative, not regulatory.

4.2.100 Playground



- NE
- UN
- NG
- DT-MS
- UC

A. Description

Small-scale open space designed and equipped for the recreation of children. These spaces should serve as quiet, safe places protected from the street and typically in locations where children do not have to cross any major streets. An open shelter, play structures or interactive art and fountains may be included with landscaping between. Playgrounds may be included within all other civic space types. Service area: Neighborhood

B. General Character

- Focused toward children
- Play structure, interactive art, and/or fountains
- Shade and seating provided
- Protected from traffic; fenced with minimal exits
- Spatially defined by decorative fencing and trees

C. Size and Location

Depth: No min. Width: No min.

D. Typical Uses

- Active and passive recreation
- Casual seating

General Note: Images on this page are illustrative, not regulatory.

4.2.110 Community Garden



General Note: Images on this page are illustrative, not regulatory.

- NE
- UN
- NG
- DT-MS
- UC

A. Description

Small-scale open space designed as a grouping of garden plots available to nearby residents for small-scale cultivation. Community gardens may be fenced to protect edible plants from wildlife and may include a small accessory structure for storage. Community gardens may be included within all other civic space types. Service area: Neighborhood

B. General Character

- Plant beds (in-ground or raised)

- Accessory structure < 2,500 sf.

- Decorative fencing, when fencing present

- Spatially defined by adjacent buildings and street trees

C. Size and Location

Depth: No min. Width: No min.

D. Typical Uses

- Food production

- Passive recreation

Article 5: Permits and Procedures

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Division 5.1: Purpose and Applicability

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5.1.010 Purpose

This Article establishes procedures for the preparation, filing, and processing of applications for development permits and other entitlements required by this Code that are in addition to those established in Article 10-1 (Zoning Ordinance) of the Hayward Code.

5.1.020 Applicability

- A. This Chapter serves as the zoning regulations for the Plan Area. Unless otherwise specified, the Code will be administered in compliance with Chapter 10 (Planning, Zoning and Subdivisions) of the Hayward Code and enforced by the Planning Department, Planning Commission, and City Council, as applicable.
- B. These procedures reference other chapters and sections of the Code as applicable. All other provisions and applicable standards contained within the Code continues to apply unless specifically replaced or otherwise identified as not applicable in this Chapter.
- C. The provisions of this Chapter are minimum requirements for the protection and promotion of the public health, safety, and general welfare. When this Code provides for discretion on the part of a Review Authority, that discretion may be exercised to impose conditions on the approval of any project proposed within the Downtown Specific Plan area.
- D. **Non-Conforming Uses or Structures.** All applications for new structures or modifications to existing structures under the provisions of this Chapter must comply with the non-conforming standards established in Section 10-1.2915 (Nonconforming Uses) of the Hayward Code.

5.1.030 Review Authority and Planning Approvals

- A. Table A (Review Authority) identifies the City official or body responsible for reviewing and making decisions on each type of application required by this Code.
- B. All applications for property located within the Plan Area are subject to the review and approval of the review authority(s) identified in Table A (Review Authority).

Table 5.1.030.A Review Authority				
Type of Action	Applicable Code Section	Planning Director	Planning Commission	City Council
Administrative and Legislative Actions				
Amendments	Section 10-1.3400 of the Hayward Code	Recommend	Recommend	Decision
Planning Permits and Approvals				
Administrative Use Permit	Section 10-1.3100 of the Hayward Code	Decision	Appeal	Appeal
Conditional Use Permit	Section 10-1.3200 of the Hayward Code	Recommend	Decision	Appeal
Minor Modification	Division 5.2	Decision	Appeal	Appeal
Site Plan Review	Division 5.3	Decision	Appeal	Appeal
Site Plan Review, Major	Division 5.3	Decision	Appeal	Appeal
Temporary Use Permit	Division 5.4	Decision	Appeal	Appeal
Variance	Section 10-1.3300 of the Hayward Code	Recommend	Decision	Appeal
Zoning Conformance Permit	Section 10-1.2950 of the Hayward Code	Decision	Appeal	Appeal
Action Definitions				
"Recommend" means that the review authority makes a recommendation to a higher decision-making body.				
"Decision" means that the review authority makes a final decision on the application.				
"Appeal" means that the review authority may consider and decide upon appeals to the decision of a previous decision-making body.				

- C. When not in conflict with the provisions of this Code, a development application within the Plan Area has available all the legislative, administrative, and permit procedures, including administrative relief, as provided in Article 10-1 (Zoning Ordinance) of the Hayward Code and as listed in Table A (Review Authority).

5.1.040 Enforcement and Concurrent Processing

- A. This Code will be enforced in compliance with Section 10-1.2800 (Administration and Enforcement) of the Hayward Code and any violations will be addressed in compliance with Section 10-1.2850 (Violations and Penalties) of the Hayward Code.
- B. Multiple applications for the same project will be processed concurrently, and reviewed, and approved or denied by the highest review authority designated by this Code for any of the permits or approvals (i.e., a project for which applications for a General Plan Amendment and a Conditional Use Permit are filed must have both applications decided by the Council, instead of the Planning Commission first deciding on the Conditional Use Permit as otherwise required by Table 5.1.030.A (Review Authority)).

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Division 5.2: Minor Modifications

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5.2.010 Purpose and Applicability

- A. The purpose of a Minor Modification is to streamline and expedite the permitting process by authorizing the Planning Director (Director) to allow minor deviations from certain code standards when such requests constitute a reasonable use of the property but are not otherwise permissible under a strict application of this Chapter.
- B. The provisions of this Division are intended to ensure that development of property within Downtown Zones:
 - 1. Makes a positive contribution to existing development on neighboring properties;
 - 2. Ensures that new or altered structures are compatible and harmonious with the design and use of existing structures on neighboring properties;
 - 3. Respects the existing views, privacy, and access to light and safety of neighboring properties; and
 - 4. Does not adversely affect neighboring properties, with “adversely affect” to mean to impact in a substantial, negative manner the economic value, habitability, or enjoyability of these properties.

5.2.020 Review Procedure

- A. **Application Filing and Processing.** The application must be filed with the Director and include the information and materials in the most current Department publication for applications together with the required fee as specified in Section 10-1.2815 (Application) of the Hayward Code. It is the responsibility of the applicant to provide evidence in support of the findings required by Subsection 5.2.040 (Findings for a Decision on a Minor Modification).
- B. The Director may approve a Minor Modification as specified in Table 5.2.030.A (Minor Modifications Allowed), only after first determining that the requested modification complies with the findings specified in Subsection 5.2.040 (Findings for a Decision on a Minor Modification).

5.2.030 Modification Allowed

- A. **General Modification.** The Director may approve a Minor Modification in any Downtown Zone for a modification of up to 20 percent of any measurable standard prescribed in this Code, only after first determining that the requested modification complies with the findings specified in Section 5.2.040 (Findings for a Decision on a Minor Modification).
- B. **Additional Modification.** In addition to the modification allowed under Subsection A, the Director may approve a modification as provided in Table A (Minor Modifications Allowed).

Table 5.2.030.A Minor Modifications Allowed

Type of Minor Modification Allowed	Maximum Modification
Reduced front or street-side setbacks, provided at least 25% of the lots on the block contain primary buildings, the subject lot is vacant, and there would be no conflict with the ultimate right-of-way	To the minimum front or street-side yard setback of any primary building along the same block face
Reduced front setbacks for porches, balconies, and stairways	6 feet into the required front setback
Reduced side or rear setbacks for detached private garages and accessory structures, provided the garage or structure is at least 5 feet from a main building or alley right-of-way, at least 50 feet from a front property line, does not exceed 10 feet in height within the required setback, and does not create a condition causing water to drain onto an adjacent site	3 feet into the required side or rear setback
Reduced side setbacks for porches, balconies, and stairways	2 feet into the required setback

5.2.040 Findings for a Decision on a Minor Modification

The Director shall review and approve or disapprove an application for a Minor Modification, with or without conditions, only after the following findings are made:

- There are special circumstances applicable to the property (e.g., size, shape, topography, location, surroundings, etc.) that the strict application of the Code could deprive the property of privileges enjoyed by other property in the vicinity and under identical zoning classification;
- The special circumstances applicable to the property are not self-imposed by any person presently having and interest in the property;
- Granting the Minor Modification will not be materially detrimental to the public health, safety, or welfare and will not impair an adequate supply of light and air to adjacent property;
- The requested Minor Modification will not allow the establishment of a use that is not allowed in the zone;
- The proposed project is consistent with the Downtown Hayward Specific Plan; and
- The proposed project will comply with all applicable standards in this Code.

5.2.050 Review and Decision

- A. Each Minor Modification application must be reviewed on an individual case-by-case basis. The approval of a previous Minor Modification is not admissible evidence for the approval of a new Minor Modification.
- B. A request for modification that exceeds 10 percent of the required standard is subject to notice in compliance with Section 10-1.2820 (Notice) of the Hayward Code.
- C. A decision on a Minor Modification may be appealed in compliance with Section 10-1.2848 (Appeal and Review Process) of the Hayward Code.

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Division 5.3: Site Plan Review

Sections

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5.3.010 Purpose

- A. The purpose of this Section is to provide a process for the appropriate review of new development applications and to ensure that all approved projects:
1. Promote the orderly development within the Plan Area consistent with the goals, objectives, and policies of the General Plan and the Downtown Specific Plan;
 2. Protect and enhances property values by encouraging high quality design;
 3. Respect the physical and environmental features and characteristics of the property and surrounding areas;
 4. Ensures safe and convenient access and circulation for pedestrians, bicycles, and motor vehicles;
 5. Ensures that new development is appropriate in terms of site design, building scale and form, and the use of the site within the context of surrounding properties; and
 6. Allows for and encourages individual identity for specific structures and uses.

5.3.020 Site Plan Review Required

- A. Site Plan Review, in compliance with Section 10-1.300 (Site Plan Review) of the Hayward Code, is required for all new development and site improvements proposed within the Plan Area for which a Building Permit or Grading Permit are required, unless specifically exempted in Subsection B.
- B. **Exemptions.** The following are exempt from the requirements for Site Plan Review but must comply with all other applicable requirements of the Hayward Code and this Code:
1. New/additions/remodeling of existing commercial structures, provided that new construction, additions or remodeling of existing commercial structures does not exceed 1,000 square feet;
 2. Additions of floor area within the existing building envelope;
 3. Accessory structures not exceeding 120 square feet;
 4. Fences or walls;

5. Minor facade and site plan modifications, including for example: replacement of windows and doors where the work does not require a Building Permit; alterations and improvements required to meet federal or State requirements to accommodate persons with disabilities; installation of bicycle lockers, landscaping, and utilities with minimal above-ground structures; and minor architectural enhancements to commercial or institutional structures; and
6. Satellite dish antennae (mounted on a roof, a building, or the ground) used for personal use.

5.3.030 Major Site Plan Review

Major Site Plan Review, in compliance with Sec. 10-1.3000 (Site Plan Review), is required for the following development projects and uses:

- A. A project involving an addition of more than 30 percent of the gross floor area of a structure or more than 5,000 square feet of impervious surface;
- B. A project impacting or adjacent to a historic, archaeological, or environmentally sensitive feature (e.g., creek);
- C. A project on a site three acres or larger as required by Division 4.1 (Standards for Large Sites); or
- D. Other unusual or unique impacts which, in the opinion of the Director, warrant a public hearing with the Planning Commission.

Division 5.4: Temporary Use Permits

Sections

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5.4.010 Purpose and Applicability

- A. This Division establishes the procedures for the review of Temporary Use Permits required by this Code for temporary uses and/or activities that have a short duration, are compatible with adjacent and surrounding uses when conducted in compliance with this Code, and contribute to the objectives of the Downtown Specific Plan, when reviewed and appropriately conditioned in compliance with this Division. Standards for specific temporary uses are identified in Section 3.5.060 (Temporary Uses).
- B. A Temporary Use Permit is required to allow the temporary uses and/or short-term activities specified in Section 3.5.060 (Temporary Uses), unless exempted by Subsection 3.5.060.D.

5.4.020 Review Procedure

- A. **Application Filing and Processing.** The application must be filed with the Director and include the information and materials in the most current Department publication for applications together with the required fee as specified in Section 10-1.2815 (Application) of the Hayward Code. It is the responsibility of the applicant to provide evidence in support of the findings required by Subsection 5.4.030 (Findings).
- B. **Administrative Options.** The Director may approve, conditionally approve, or disapprove a Temporary Use Permit application. The Director's decision must be based on the findings listed in Section 5.4.030 (Findings). For uses not listed in Section 3.5.060 (Temporary Uses), the Director may determine if the use is allowed with a Temporary Use Permit or requires an Administrative Use Permit in compliance with Section 10-1.2715 (Certain Uses Permitted) the Hayward Code.
- C. **Conditions of Approval.** In approving a Temporary Use Permit application, the Director may impose conditions of approval that are considered reasonable and necessary to ensure that the permit would be in full compliance with the findings required by Section 5.4.030 (Findings). This may include conditions from other City departments (e.g., Public Works) that may have a direct effect on the operation of the temporary use. Conditions may address any pertinent factors affecting the operation of the temporary event or use to ensure the operation of the proposed event or use is temporary in nature.

5.4.030 Findings

The Director may approve a Temporary Use Permit subject to making all the following findings:

- A. The location, operation, and time period of the temporary use will not constitute a hazard to the public interest, health, safety, or general welfare.
- B. The operation of the temporary use will not be detrimental to adjoining properties through the creation of excessive dust, light, noise, odor, or other undesirable characteristics.
- C. The site on which the temporary use is proposed is adequate in size and shape to accommodate the temporary use without detriment to the enjoyment of other properties located adjacent to and near the subject property.
- D. Adequate temporary parking to accommodate vehicular traffic to be generated by the use will be available either on-site or at an acceptable off-site location.
- E. The location of the temporary use is within private property as authorized by the property owner and will not occur within public right-of-way.

5.4.040 Lapse of Approval

- A. A Temporary Use Permit becomes void if not used within six months following its effective date, or within a shorter time specifically prescribed as a condition of the Temporary Use Permit, or at the expiration of an associated development permit if that occurs at a later time. The Director may extend the time for a maximum period of one additional six-month period only, if an application is filed before the expiration of the six month or shorter time period.
- B. Where the conditions of a Temporary Use Permit have not been or are not being complied with, the Director shall give written notice to the permittee of intention to revoke or modify the Temporary Use Permit and shall set a date for a public hearing with the Planning Commission in compliance with Section 10-1.2820 (Notice) of the Hayward Code upon the proposed revocation or modification. The notice must be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the Director finds that there is good cause the Temporary Use Permit may be modified or revoked.
- C. If a structure or use granted under a Temporary Use Permit is abandoned for a period of 30 days, the Temporary Use Permit expires.

5.4.050 Time Limits

- A. A Temporary Use Permit is valid for up to 180 days in any given calendar year, unless otherwise stipulated in Section 3.5.060 (Temporary Uses) or the Director determines that another time limit is necessary to comply with the findings in Section 5.4.030 (Findings).
- B. The Director may limit the number of Temporary Use Permits approved for each lot in a calendar year to avoid temporary uses becoming effectively permanent uses consistent with the intent of this Division.

5.4.060 Appeals

A decision for a Temporary Use Permit can be appealed in compliance with Section 10-1.2845 (Appeal and Review Process) of the Hayward Code.

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Article 6: Definitions

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Division 6.1: Purpose and Intent

Sections:

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6.1.010 Purpose and Intent

This Division describes and classifies land uses and terms that apply to the Downtown Specific Plan and Code. This Division supplements, and supersedes, if in conflict with, the terms defined in Section 10-1.3500 (Definitions) in the Hayward Code.

6.1.020 Land Uses

A. A-Definitions

Accessory Dwelling Unit (ADU). An attached, detached, or internal residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation and is located on the same lot as the primary building.

Accessory Use. A use which is subordinate and incidental in height, bulk, volume and/or use to the lawfully permitted principal use on the same lot, and which does not alter the essential characteristics of said principal use and is in keeping with other uses permitted in the same district. Examples include, but are not limited to:

- a. A garage, carport, shed, or building for domestic storage;
- b. A children's playhouse, gazebo, greenhouse, pool, or recreation building;
- c. Storage of merchandise normally carried in stock on the same lot with any retail service or business use;
- d. Storage of goods used in or produced by manufacturing activities, on the same lot or parcel of ground with such activities; and
- e. Off-street parking.

Animal Hospital. Any buildings or portion of a building designed or used for the care, observation or treatment of cats, dogs, or other household pets, with incidental boarding. Also referred to as a veterinary hospital. This use does not include animal boarding.

Artisan/Craft Production. An establishment manufacturing and/or assembling small products primarily by hand or using low power machinery, including but not limited to clothing, furniture, jewelry, pottery and other ceramics, as well as small glass and metal art and craft products.

Automobile Sales and Rental. An establishment engaged in the retail sales, service, rental, and/or leasing of new and used automobiles, trucks, trailers, motorcycles, mopeds, and supplies.

Automobile Repair and Service Station. The use of a site for the service, tune-up, and repair of automobiles, noncommercial trucks, or motorcycles, including the sale, installation, and servicing of equipment and parts. This use includes, but is not limited to, muffler shops, auto repair garages, tire sales and installation, wheel and brake shops, body and fender shops, and similar repair and service activities, but excludes dismantling or salvage.

B. B-Definitions

Bar/Cocktail Lounge/Nightclub. Any on-sale alcohol-related establishment that engages primarily in the sale, or sale and production of alcoholic beverages and where food service, if any, is subordinate or incidental to the sale of alcoholic beverages. Bars include but are not limited to night clubs, taverns, pubs, cocktail lounges, micro breweries, brew pubs, and similar establishments.

Bed and Breakfast. The use of an owner-occupied single-family residence for commercial lodging purposes.

Business/Commercial/Financial Services. An establishment that provides business, commercial, or financial services including but not limited to banks and other financial institutions, ATMs, computer-related services (rental); office equipment sales and service, photo copying and printing, land mailing and mail box services (not operated by the USPS), janitorial services, window cleaning, landscaping, linen supply, appliance repair, exterminators, and personal storage.

C. C-Definitions

Cultural or Meeting Facility. Facilities maintained to develop, promote, or foster the arts or literature, as well as a clubhouse, lodge hall, and religious meeting places, and ancillary activities as determined by the Director. Includes, but is not limited to, public, quasi-public, or private facilities, for example: aquariums, art galleries and exhibitions, historic sites and exhibits, libraries, and museums. May include but is not limited to accessory retail uses such as a gift/book shop, restaurant, etc.

D. D-Definitions

Day Care

1. **Day Care Center.** A facility which provides non-medical care to 15 or more children and/or adults in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis. May include pre-schools, infant centers, and extended day care facilities.
2. **Day Care Home.** The use of a single-family residence to provide day care to 14 or fewer persons, including any children under the age of 10 years who reside at the home.

Drive-in, Retail, or Service. An establishment which accommodates the patrons and their motor vehicles from which the occupants may watch, purchase, or receive goods or services (Includes a drive in bank or pharmacy, drive-up photo finishing, car wash, gas station, mini-mart with gas, automobile lubrication facility, etc.). Does not include drive through restaurant.

E. E-Definitions

Educational Facility. Facilities maintained to provide instruction to students for the purpose of developing their faculties and powers, and ancillary activities as determined by the Director. May include, but is not limited to, trade schools, a beauty college, or business college.

Entertainment Facility. A facility offering entertainment open to the public for a fee or by membership subscription including, but not limited to, theaters, live performance venues, and music venues.

F. F-Definitions

No specialized land uses beginning with the letter F are defined at this time.

G. G-Definitions

Group Home. The use of any residence or other dwelling unit for a group residence where residents pay a fee or other consideration to the Group Home operator in return for residential accommodations. A Group Home includes a boarding home, a rooming house, as well as a group residence for the elderly, or mentally or physically disabled or handicapped persons, or other persons in need of care and supervision. Each dwelling unit so used is considered a single Group Home. The term Group Home includes both licensed and unlicensed Group Homes.

1. **Licensed Group Home.** A licensed Group Home is any residential facility subject to State licensing requirements pursuant to the California Health and Safety Code (HSC), implementing State regulations, and amendments thereto. Any Group Home which is subject to State licensing requirements and will be treated as an unlicensed Group Home if the facility's license has expired or such license has been suspended, revoked or terminated. Group Homes subject to State licensing requirements include the following:
 - a. Residential facilities providing non-medical residential care, specifically, any residential Community Care Facility (HSC Section 1502), a Residential Care Facility for the Elderly (HSC Section 1569.2) and a alcoholism or drug abuse recovery or treatment facility (HSC Section 11834.02).
 - b. The following types of Health Facilities (HSC Section 1250, specifically, a Congregate Living Health Facility (HSC Section 1250 (i)), an Intermediate Care Facility/Developmentally Disabled Habilitative (HSC Section 1250 (e)), an Intermediate Care Facility/Developmentally Disabled (HSC Section 1250(g)), and an Intermediate Care Facility/Developmentally Disabled-Nursing (HSC Section 1250(h)).
2. **Unlicensed Group Home.** An unlicensed Group Home is the use of a dwelling unit by an owner or operator as a dormitory, boarding house, rooming house, or similar use, where such residential facility is not subject to State licensing requirements or whose state license has expired or has been suspended or revoked.

H. H-Definitions

Home Occupation. Any occupation conducted within the living area of a dwelling unit, by persons living there, which the use is clearly incidental and secondary to the use of the dwelling for dwelling purposes and does not change the residential character of the property. Also referred to as a "Mail and Telephone Business Listing."

Hotel/Motel. A building or group of attached or detached buildings where lodging with or without meals is provided to the general public for compensation typically on a nightly basis in individual sleeping or living units and where a maximum continuous length of stay is no longer than that established for transiency pursuant to Article 8-4 (Transient Occupancy Tax) of the Hayward Code. Does not include institutions where any human being is detained under legal restraint.

I. **I-Definitions**

No specialized land uses beginning with the letter I are defined at this time.

J. **J-Definitions**

No specialized land uses beginning with the letter J are defined at this time.

K. **K-Definitions**

No specialized land uses beginning with the letter K are defined at this time.

L. **L-Definitions**

Liquor Store. An alcoholic beverage sales establishment primarily involving the sale of alcohol where beer, wine or distilled spirits are sold for off-sale consumption.

Live/Work. An integrated housing unit and working space occupied and used by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes complete kitchen space and sanitary facilities in compliance with the Building Code; and working space reserved for and regularly used by one or more occupants of the unit.

M. **M-Definitions**

No specialized land uses beginning with the letter M are defined at this time.

N. **N-Definitions**

No specialized land uses beginning with the letter N are defined at this time.

O. **O-Definitions**

Office. An establishment which provides administrative or professional services (i.e., law firm, stock broker, insurance, or real estate office), or medical or travel agency services, as well as consulting service offices including architects and accountants. This use excludes business/commercial/financial services.

P. **P-Definitions**

Parking Structure. Facilities for the temporary parking of motor vehicles within a privately or publicly owned off-street parking facility. This use includes commercial parking lots and garages.

Passenger Transportation. A service or system which provides transportation between stations or passenger-identified pick-up and drop-off locations (i.e., AC Transit, Amtrak, BART, Greyhound, airport, taxis, pedicabs, and rideshare).

Personal Services. An establishment that provides non-medical services to an individual as a primary use. Examples of these use include but is not limited to barber shops and beauty salons; nail salons, clothing rental; dry cleaning pick up stores with limited equipment; locksmiths; massage; shoe repair shops; and tailors. These uses may also include, but are not limited to, accessory retail sales of products related to the services provided.

- 1. Restricted.** Personal services that may not be desirable or compatible with certain areas. Dispersal of these uses may reduce any adverse impacts of their placement in these areas, including, but not limited to, payday loan facilities, tattoo parlors, pawn shops, and check cashing facilities.

Public Agency Facility. Facilities, structures and accessory uses which house public agencies including federal, state, or local government, and other agencies such as utility and telephone companies governed by the Public Utilities Commission.

Public Park/Public Gathering. A park, playground, swimming pool, reservoir, golf course, or athletic field within the City which is under the control, operation, or management of the City of Hayward, Hayward Area Recreation District, Alameda County, the East Bay Regional Park District, or the State of California or Federal Government.

Q. Q-Definitions

No specialized land uses beginning with the letter Q are defined at this time.

R. R-Definitions

Recreational Facility. A private facility maintained to provide a pastime, sport, or exercise and ancillary activities as determined by the Director. The use may be a commercial or non-commercial facility. Under no circumstance, as a primary, permitted or accessory use, may any Recreational Facility be allowed to operate simulated gambling devices as defined in Article 4-16 (Prohibition of Simulated Gambling Devices) of the Hayward Code.

- 1. Indoor.** Includes, but is not limited to, athletic health clubs, gymnasiums, bowling alleys, ice and roller-skating rinks, pool/billiard parlors, and electronic video arcades.
- 2. Outdoor.** Includes, but is not limited to, sport fields or courts, driving ranges, batting cages, skate parks, and golf courses.

Residential. Buildings used a residence. Includes, but is not limited to, single-family, duplex, triplex, and multi-family housing.

Restaurant.

- 1. General.** Any establishment, other than a boarding house or dormitory, where food and beverages are provided for consumption on-premises or off-premises, and where typically, but not necessarily, there are tables, counters, benches, or other public seating facilities provided, or where food is taken off-premises, disposal containers are provided. Includes, but is not limited to, a sit-down dining facility, fast-food restaurant (no drive-through window), donut shop, pizza shop, cafe, bakery, cafeteria, coffee shop, lunchroom, delicatessen, and ice cream parlor. Does not include alcohol sales.
- 2. Full Service.** A restaurant with incidental bar, cocktail lounge, or other area designated primarily for the service of alcohol on the premises, which operates as part of the restaurant and is subservient to the primary function of the restaurant. Does not include fast food restaurant.

3. Drive-Through. Any high-volume establishment serving food or beverages which utilizes a building design, site layout, or operating procedure whereby customers can drive onto the premises and remain in their vehicles while food or beverages are sold or dispensed.

Retail, General. Stores and shops selling many lines of merchandise for personal or household consumption. Typical uses may include, but are not limited to, sales of apparel and accessories, antiques, appliances, art and fabric supplies, books, electronics, furniture, jewelry, luggage, office supplies, sporting equipment, as well as department stores, drugstores, flower shops, hardware stores, specialty stores, convenience stores, grocery stores, and variety stores. Does not include the sale of automotive parts or on-site production.

S. S-Definitions

Studio: fitness, art, dance, music, etc. Small-scale facilities focused on the instruction of students of any age group. Does not include activities listed in "Entertainment Facility" or "Recreation Facility." Studio facilities includes, but is not limited to, individual and group instruction and training in the arts; production rehearsal; photography, physical fitness, and martial arts training studios; and gymnastics instruction, aerobics, and gymnastics studios with no other fitness facilities or equipment.

T. T-Definitions

Temporary Use. Short-term activities that are not allowed on a permanent basis but because of their temporary non-permanent intermittent or seasonal nature are acceptable. Includes, but is not limited to, mobile businesses, Christmas tree or pumpkin patch lot, farmer's market, fruit stands, garage sales, and auctions.

U. U-Definitions

No specialized land uses beginning with the letter U are defined at this time.

V. V-Definitions

No specialized land uses beginning with the letter V are defined at this time.

W. W-Definitions

No specialized land uses beginning with the letter W are defined at this time.

X. X-Definitions

No specialized land uses beginning with the letter X are defined at this time.

Y. Y-Definitions

No specialized land uses beginning with the letter Y are defined at this time.

Z. Z-Definitions

No specialized land uses beginning with the letter Z are defined at this time.

6.1.030 General Terms

A. A-Definitions

Adjacent. Sharing a common property line, or with property lines separated only by an alley.

Adjacent Buildings. Two or more buildings located upon adjacent lots.

Allowed Use. Uses that are allowed by right and are not subject to the conditions of approval, mandatory review periods, or expiration periods as required for Conditional Use Permits or Administrative Use Permits.

Applicant. Any person who is filing an application requesting an action who is:

- a. The owner or lessee of property;
- b. A party who has contracted to purchase property contingent upon that party's ability to acquire the necessary approvals required for that action in compliance with this Code, and who presents written authorization from the property owner to file an application with the City; or
- c. The agent of either of the above who presents written authorization from the property owner to file an application with the City.

Approval. Includes both approval and approval with conditions by a review authority of the City.

Architectural Features. Exterior building elements intended to provide ornamentation to the building massing, including, but not limited to, eaves, cornices, bay windows, oriels, window and door surrounds, light fixtures, canopies, and balconies.

Awning. A roof or cover which projects from a wall of a building over a window or door, made of canvas, metal or wood, which may be fixed in place or be retractable.

B. B-Definitions

Bay Window. A window that projects from the building facade or elevation that begins on the ground floor and can extend to upper floors.

Basement. That portion of a building between floor and ceiling, which is partly below and partly above grade (see Grade), but so located that the vertical distance from grade to the floor below is less than the vertical distance from grade to ceiling.

Block. An area of land separated from other areas by adjacent streets, railroads, rights of-way, or public areas.

Block Face. The horizontal distance measured from one end of the block to the other end along the same right-of-way.

Block Perimeter. The aggregate of all sides of a block measured along the adjacent right-of-way.

Building. A habitable structure requiring a certificate of conformance, which consists of one or more of the following foundations that surround an interior space: floors, walls, and roofs. May include, but is not limited to, exterior appurtenant structures such as porches and decks.

1. **Block-Scale.** A building that is individually as large as most or all of a block or when arranged together along a street, appear as long as most or all of a block.
2. **Existing.** See Structure, Existing.
3. **House-Scale.** A building that is within the range of size of a small to large house and set apart from other buildings with setbacks.
4. **Primary.** A building in which the primary use is conducted.

Buildable Area. The area in which a building is allowed to be constructed.

Building Elevation. The exterior wall of a building not adjacent to a public right-of-way, the front or side along a private street, or civic space.

Building Entrance. A point of pedestrian ingress and egress to a building.

Building Facade. The exterior wall of a building adjacent to a public right-of-way, the front or side along a private street, or civic space.

Building Form. The overall shape and dimensions of a building.

Building Frontage, Primary. The length of the property line of any one premises parallel to and along each public right-of-way which it borders and is identified by an address.

Building Type. A structure defined by its combination of configuration, disposition and function.

C. C-Definitions

Carriage Building. See Section 3.3.040 (Carriage Building).

City. The City of Hayward.

City Engineer. The City Engineer of the City of Hayward.

Civic Space. Land that is improved for civic gathering purposes.

Courtyard Building. See Section 3.3.110 (Courtyard Building).

Cottage Court. See Section 3.3.070 (Cottage Court).

Council. The City Council of the City of Hayward.

D. D-Definitions

Director. The Planning Director of the City of Hayward.

Detached House. See Section 3.3.050 (Detached House).

Distance Between Entries. The horizontal distance measured parallel to the building facade between entrances to a building or buildings.

Driveway. A vehicular lane within a design site or shared between two sites leading to a garage, or other approved parking or loading area.

Duplex. See Section 3.3.060 (Duplex).

Dwelling Unit. A building, or a portion of a building (e.g., room or group of internally connected rooms), designed for occupancy by one household for residential purposes that has sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, occupied by or intended for the exclusive use of the household. Does not include tents, recreational vehicles, or travel trailers.

E. E-Definitions

Encroachment. Any architectural feature, structure or structural element, such as a gallery, fence, garden wall, porch, stoop, balcony, oriel window, bay window, terrace or deck, that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, or beyond the zero lot line into the public frontage, or above a height limit.

Entry. An opening, such as a door, passage, or gate, that allows access to a building.

F. F-Definitions

Facade. The vertical surface of a building, generally placed facing a street (“front facade”).

Facade Zone. The area between the minimum and maximum setback lines along the front of a parcel and along the side street of a corner parcel.

Facility. An improvement, structure or building that is designed and used for a particular purpose.

Fence. A structure made of wire, wood, metal, masonry, or other material, and typically used as a screen or enclosure for a yard or open space or as a divider along a lot line.

Footprint. The outline of the area of ground covered by the foundations of a building or structure.

Footprint Area. The total square footage contained within a footprint.

Frontage. A strip or extent of land abutting a thoroughfare, civic space, or other public right-of-way. See Figure 1 (Frontage).

1. **Private.** The area between the building facade and the shared lot line between the public right-of-way and the lot.
2. **Public.** The area between the curb of the vehicular lanes and shared lot line between the public right-of-way and the lot.

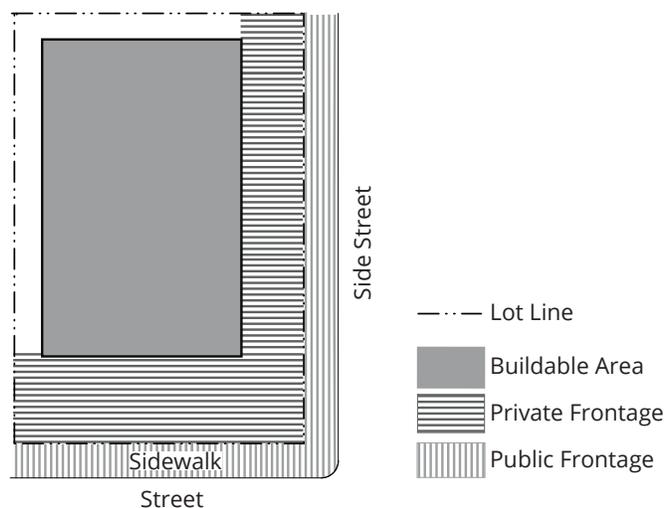


Figure 6.1.030.1 Frontage

G. G-Definitions

Gable. A vertical wall in the shape of a triangle formed between the cornice or eave and the ridge of the roof.

Glazing. Openings in a building in which glass is installed.

Grade

1. **Existing.** The grade of a site before it is modified by moving earth, adding or removing fill, or installing a berm, retaining wall, or architectural or landscape feature. The development services director may require an applicant to provide a third-party report that shows the existing, or natural grade, of a site.
2. **Finished.** The finished ground level at any point along the exterior walls of a structure. If walls are parallel to and within five feet of a sidewalk, alley or other public way, the level above ground must be measured at the elevation of the sidewalk, alley or public right-of-way.

Gross Floor Area. The total floor area inside the building envelope, including the external walls, but not including the roof.

Ground Floor. The floor of a building located nearest to the level of the existing grade around the building.

H. H-Definitions

Hayward Code. The City of Hayward's Code of Ordinances.

Height. See Figure 2 (Height).

1. **Ground Floor, Finished Floor.** Height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms, and storage spaces.
2. **Ground Floor, Floor-to-Ceiling.** Height from finished floor to finished ceiling of primary rooms on the floor(s) above the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms, and storage spaces.
3. **Primary Building.** Height can be determined in two ways: to eave/parapet or maximum overall height.
 - a. **Overall.** The vertical distance measured from the midpoint of the lowest and highest points of the structure adjacent to the finished grade to the highest point of the structure.
 - b. **Eave/Parapet.** The vertical distance measured from the midpoint of the lowest and highest points of the structure adjacent to the finished grade to the highest eave of the building or top of parapet wall.
4. **Number of Stories.** The number of stories in a structure allowed above grade.

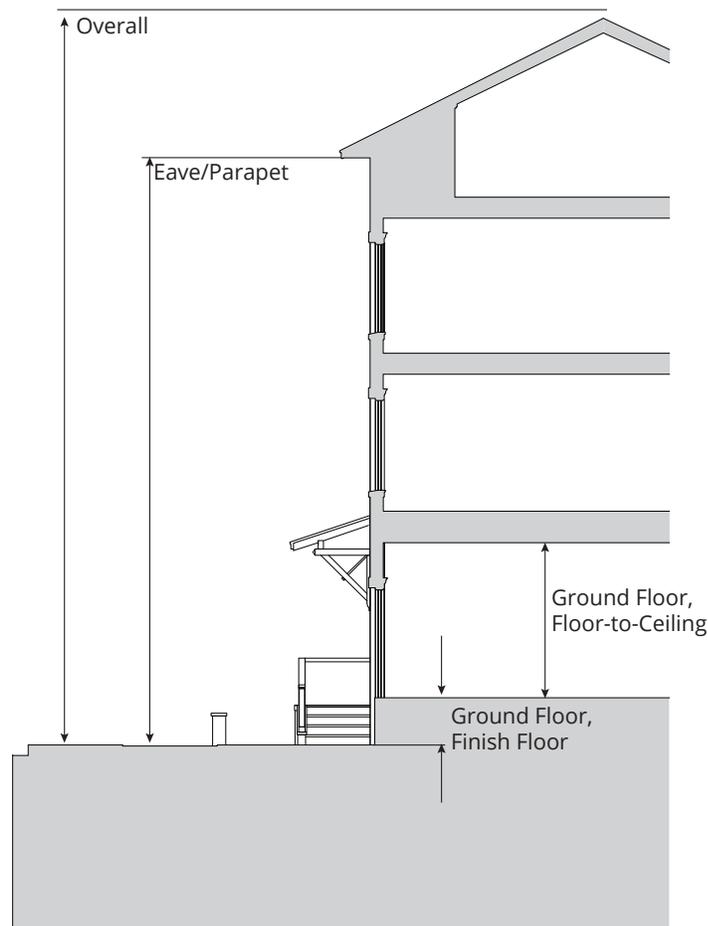


Figure 6.1.030.2 Height

I. **I-Definitions**

Impervious Surface. A surface compacted or covered with a layer of material so it is highly resistant to infiltration of water.

J. **J-Definitions**

No specialized terms beginning with the letter J are defined at this time.

K. **K-Definitions**

No specialized terms beginning with the letter K are defined at this time.

L. **L-Definitions**

Lined Building. See Section 3.3.140 (Lined Building)

Lot Frontage. The lot line(s) of a lot fronting a thoroughfare, other public way, or a civic space.

Lot. A division of land separated from other divisions for purposes of sale, lease or separate use, described on a recorded subdivision plat, recorded map, or by metes and bounds and includes the terms "plat" and "parcel." See Figure 3 (Lot).

1. **Corner.** A lot that abuts the intersection of two or more streets at an angle of not more than 135 degrees. Where the angle of intersection exceeds 135 degrees, the area abutting the two streets shall be a front yard.
2. **Interior.** A lot which is not a corner lot.

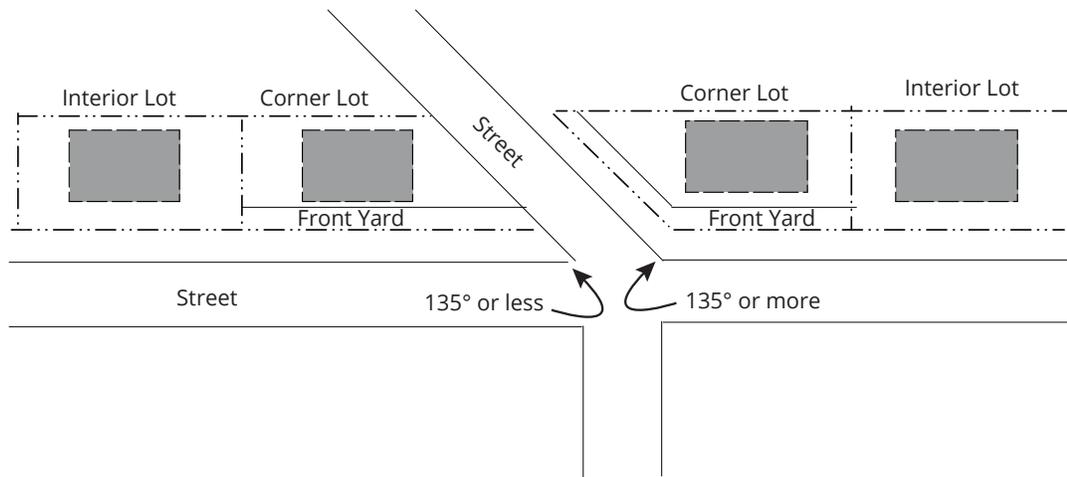


Figure 6.1.030.3 Lot

Lot Coverage. The percentage of total lot area occupied by structures and impervious surfaces.

Lot Depth. The average linear distance between the front and the rear lot lines or the intersection of the two side lot lines if there is no rear line. The Director shall determine lot depth for parcels of irregular configuration.

Lot Line. Any recorded boundary of a lot.

1. **Front**
 - a. On an interior lot, the property line separating the lot from the street.
 - b. On a corner lot, the shorter property line abutting a street. If the street-fronting lot lines of a corner lot are equal in length, the Director shall determine the front lot line.
 - c. On a through lot, both lot lines are front lot lines and the lot is considered to have no rear lot line
2. **Rear.** The lot line which is opposite and furthest from the front lot line and does not intersect the front lot line. In the case of an irregular or triangle lot, the rear lot line is parallel to and at a maximum distance from the front lot line, having a minimum length of 10 feet.
3. **Side.** Any lot line that is not a front lot line or a rear lot line.

Lot Width. The horizontal distance between the side lot lines, measured at right angles to the depth at a point midway between the front and rear lot lines. The Director shall determine the lot width of an irregularly shaped lot.

Lot Width (Net). The lot width exclusive of driveways, right-of-ways, and easements.

M. M-Definitions

Main Street (building) . See Section 3.3.130 (Main Street Building)

Mid-Rise. See Section 3.3.150 (Mid-Rise Building)

Multiplex. See Section 3.3.080 (Multiplex: Small) and Section 3.3.090 (Multiplex: Large).

N. N-Definitions

No specialized terms beginning with the letter N are defined at this time.

O. O-Definitions

Oriel Window. A window that projects from the building facade, located on upper floors and may extend for multiple stories.

P. P-Definitions

Primary Street. A street intended to serve as the principal frontage for a project, to which the front facade and primary building entrance is oriented. Primary streets are intended to provide the greatest degree of pedestrian orientation and access, with less emphasis on vehicular access where it can be avoided.

Primary Use. The main purpose for which a lot is developed and occupied. Also, a principal use.

Q. Q-Definitions

No specialized terms beginning with the letter Q are defined at this time.

R. R-Definitions

Regulating Plan. A map for a development that identifies transect zones to be applied to replace the existing zones and that identifies the civic and open space types, thoroughfare types, building types, and frontage types for the development. Upon approval of the development, the regulating plan's content is incorporated into the Hayward Zoning Map.

Review Authority. The individual or official City body (e.g., Planning Director, Planning Commission, City Council) identified by this Code as having the responsibility and authority to review and approve or deny a permit application.

Right-of-way. The strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities, that is either publicly owned or subject to an easement for right-of-way purposes benefiting the general public. Right-of-way typically includes streets, alleys, sidewalks, landscape areas, and drainage facilities.

Rowhouse. See Section 3.3.100 (Rowhouse Building).

S. S-Definitions

Screening. Landscaping, decorative fencing, architectural features, or wall, as allowed by the Downtown Zone, to obstruct the public view of either private area on a design site or of mechanical/utilitarian equipment that does not contribute positively to the streetscape.

Setback. The area measured from the lot line to a building facade or elevation that must be maintained open and unobstructed from finished grade to sky with the exception of specifically permitted encroachments. See Figure 4 (Setback).

1. **Front.** An area extending the full width of a lot between the front lot line and the front setback line.
2. **Side.** An area extending the full width of a lot between the side lot line and the side setback line.
3. **Street Side.** An area extending the full width of a lot between the street side lot line and the street side setback line.
4. **Rear.** An area extending the full width of a lot between the rear lot line and the rear setback line.
5. **Parking.** The mandatory clear distance between a lot line and parking.

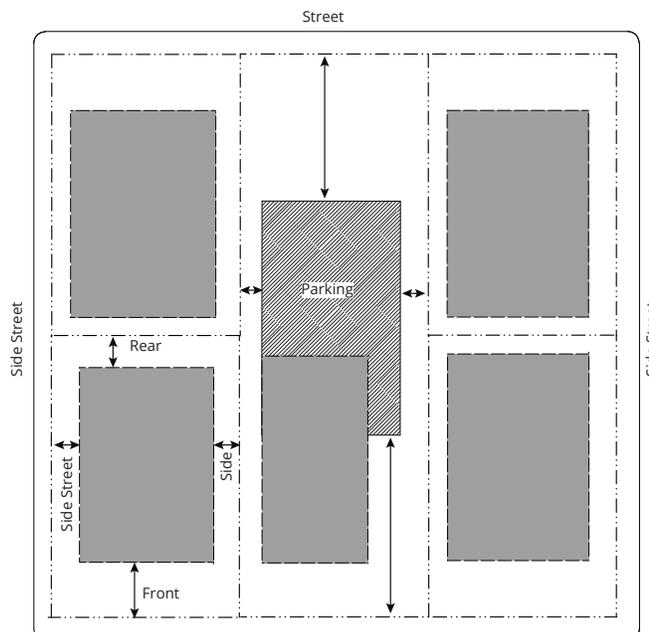


Figure 6.1.030.4 Setback

Site Plan. A plan that is to scale and illustrates the proposed physical changes on a lot.

Stacking area. The stacking area is the space occupied by vehicles queueing for the service to be provided in a drive-through business.

Stacked Flats Building. See Section 3.3.120 (Stacked Flats Building).

State. The State of California.

Structure. Anything constructed or erected, except fences not exceeding six feet in height, which requires permanent location on the ground or is attached to something having location on the ground.

1. **Accessory.** A subordinate structure, the use of which is incidental and secondary to that of the main structure on the same lot. "Accessory structure" does not mean "Accessory Dwelling Unit."
2. **Existing.** A structure legally erected prior to the effective date of this Ordinance, or one for which a valid legal Building Permit has been issued before this effective date of this Ordinance.

T. T-Definitions

No specialized terms beginning with the letter T are defined at this time.

U. U-Definitions

Use. The specific purposes for which land or a building is designated, arranged, or intended, or for which it is or may be occupied or maintained.

Unit. See "Dwelling Unit."

V. V-Definitions

No specialized terms beginning with the letter V are defined at this time.

W. W-Definitions

No specialized terms beginning with the letter W are defined at this time.

X. X-Definitions

No specialized terms beginning with the letter X are defined at this time.

Y. Y-Definitions

No specialized terms beginning with the letter Y are defined at this time.

Z. Z-Definitions

No specialized terms beginning with the letter Z are defined at this time.

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GENERAL PLAN CONSISTENCY

A.1 GENERAL PLAN CONSISTENCY

Government Code Section 65454 requires that a Specific Plan be substantively consistent with the General Plan and that it contain a statement regarding its relationship to the General Plan. The Hayward General Plan was updated in 2010 and provides policy direction for the entire city. The pages that follow describe the Specific Plan's consistency with relevant policies in the City's General Plan. The table notes whether or not the Specific Plan is consistent with the policy as written.

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
Land Use and Community Character				
LU-1	Growth and Sustainable Development. 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	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.	Y
		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.	Y
		LU-1.4	Revitalization and Redevelopment. The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.	Y
		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.	Y
		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.	Y
		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.	Y
		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.	N/A
		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.	N/A

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
LU-2	<p>Priority Development Areas. 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.</p>	LU-2.1	<p>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</p>	Y
		LU-2.2	<p>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.</p>	Y
		LU-2.3	<p>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.</p>	Y
		LU-2.4	<p>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:</p> <ul style="list-style-type: none"> - "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 <p>This policy does not apply to historic buildings that were originally designed without a retail frontage or storefronts.</p>	Y
		LU-2.5	<p>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:</p> <ul style="list-style-type: none"> - 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 collegemstudents and faculty, - Promote lifestyles that are less dependent on automobiles 	Y
		LU-2.6	<p>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.</p>	Y
		LU-2.7	<p>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.</p>	Y
		LU-2.14	<p>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).</p>	Y
		LU-2.15	<p>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.</p>	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
LU-2	Priority Development Areas (Cont)	LU-2.16	<p>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:</p> <ul style="list-style-type: none"> • 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). 	Y
		LU-2.17	<p>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.</p>	Y
LU-3	Complete Neighborhoods. Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities	LU-3.1	<p>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.</p>	Y
		LU-3.2	<p>Centralized Amenities. The City shall encourage the development of neighborhood amenities and complimentary uses in central locations of the neighborhood whenever feasible.</p>	Y
		LU-3.3	<p>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:</p> <ul style="list-style-type: none"> -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 	Y
		LU-3.4	<p>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:</p> <ul style="list-style-type: none"> -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. 	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
LU-3	Complete Neighborhoods (Cont)	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.	Y
		LU-3.6	Residential Design Strategies. The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by: <ul style="list-style-type: none"> • 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. 	Y
		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.	Y
LU-4	Corridors. 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.	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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
LU-4	Cooridors (Cont)	LU-4.4	<p>Design Strategies for Corridor Developments.The City shall encourage corridor developments to incorporate the following design strategies:</p> <ul style="list-style-type: none"> -Widen and improve public sidewalks to accommodate street trees, pedestrianscaled 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-usebuilding 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 otherattractive design details and features. 	Y
		LU-4.5	<p>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.</p>	Y
		LU-4.6	<p>Commercial Signs The City shall maintain, implement, and enforce sign regulations and design standards to reduce sign clutter and illegal signage along corridors.</p>	N/A
		LU-4.7	<p>Parcel Consolidation.The City shall promote the consolidation of small and irregular shaped parcels along corridors to improve the economic feasibility of development projects.</p>	Y
		LU-4.8	<p>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.</p>	Y
		LU-4.9	<p>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.</p>	Y
		LU-4.10	<p>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.</p>	Y
		LU-4.11	<p>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, pedestrianscaled lighting, underground utilities, landscaping, and streetscape furniture and amenities.</p>	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
LU-4	Cooridors (Cont)	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.	N/A
		LU-4.15	Gateway Monument Signs The City shall provide gateway monument signs or archways at major corridor entrances to the city.	Y
LU-5	Centers. Promote attractive and vibrant community and regional centers that provide convenient and enhanced opportunities for shopping, services, entertainment, social interaction, and culture.	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.	Y
		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.	Y
		LU-5.3	Design Strategies for New Centers. The City shall encourage new and redeveloped centers to incorporate the following design strategies: <ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> 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. 	Y
		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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
LU-8	Historic Districts and Resources. 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.	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.	Y
		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.	Y
		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.	N/A
		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.	N/A
		LU-8.13	Planning Study Considerations. The City shall consider historical and cultural resources when developing planning studies and documents.	Y
LU-9	Public and Quasi-Public Uses. Provide quality public and quasi-public uses that benefit residents and businesses and enhance the city's overall quality of life and economic viability.	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.	Y
		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.	Y
		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.	Y
Mobility				
M-1	Multimodal System. Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel	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.	Y
		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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
M-1	Multimodal System (Cont)	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 transitridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions	Y
		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.	Y
		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 manmade barriers to accessibility and connectivity	Y
		M-1.8	Transportation Choices. The City shall provide leadership in educating the community about the availability and benefits of using alternative transportation modes.	Y
M-2	Regional Transportation Context. Connect Hayward to regional and adjacent communities’ transportation networks and reduce the impacts of regional through traffic in Hayward.	M-2.1	Regional Coordination. The City shall continue to coordinate its transportation planning with regional agencies (Caltrans, Metropolitan	Y
		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.	Y
		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.	Y
M-3	Complete Streets. Provide complete streets that balance the diverse needs of users of the public rightof-way.	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.	Y
		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.	Y
		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.	Y
		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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
M-3	Complete Streets (Cont)	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.	Y
		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.	Y
		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.	Y
		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.	Y
M-4	Local Circulation. Enhance and maintain local access and circulation, while protecting neighborhoods from through traffic.	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.	Y
		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.	Y
		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.	Y
		M-4.6	Transit Arterials. The City shall consider improvements, on arterials with transit service to preserve bus operating speeds.	Y
		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.	Y
		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.	Y
M-5	Pedestrian Facilities. Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.	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.	Y
		M-5.2	Pedestrian System. The City shall strive to create and maintain an 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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
M-5	Pedestrian Facilities (Cont)	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.	Y
		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.	Y
		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.	Y
		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.	Y
		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.	Y
M-6	Bikeways. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all.	M-6.1	Bikeway System. The City shall maintain and implement the Hayward Bicycle Master Plan.	Y
		M-6.2	Encourage Bicycle Use. The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.	Y
		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.	Y
		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.	Y
		M-6.6	Bike Safety for Children. The City shall support infrastructure and programs that encourage children to bike safely to school.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
M-7	<p>Public Transit. Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.</p>	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.	Y
		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.	Y
		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).	Y
		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.	Y
		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.	Y
M-8	<p>Transportation Demand Management. Encourage transportation demand management strategies and programs to reduce vehicular travel, traffic congestion, and parking demand.</p>	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.	Y
		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.	Y
		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).	Y
		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.	Y
M-9	<p>Parking. Provide and manage a balanced approach to parking that meets economic development and sustainability goals.</p>	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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
M-9	Parking (Cont)	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.	Y
		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.	Y
		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.	Y
		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.	Y
		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	Y
Economic Development				
ED-1	A Diversified and Robust Economy. 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.	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.	Y
		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.	Y
		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.	Y
		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.	Y
		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.	Y
		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."	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
ED-1	A Diversified and Robust Economy (Cont)	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.	Y
ED-2	Local Entrepreneurship. Cultivate a culture of entrepreneurship to encourage and support local business start-ups.	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.	Y
		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).	Y
		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.	Y
ED-3	Town-Gown Economy. Develop a robust college-town economy through “town-gown” and “communiversity” partnerships.	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.	Y
		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.	Y
		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).	Y
ED-5	City Image. Encourage economic investment by enhancing the image and reputation of Hayward.	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.	Y
		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.	Y
		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.	Y
		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.).	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
ED-5	City Image (Cont)	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.	Y
		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.	Y
ED-6	A Business-Friendly City. Achieve recognition as the most desirable and business-friendly place to locate and conduct business in the East Bay.	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.	Y
		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.	Y
		ED-6.7	Business Incentives. The City shall provide incentives to attract, expand, and retain businesses that offer highquality jobs, generate local sales tax revenue, and/or provide needed goods or services to residents.	Y
		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.	Y
Community Safety				
CS-1	Crime Prevention. Strengthen partnerships with the Hayward community to develop strategies and solutions that prevent crime.	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.	Y
		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).	Y
		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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
CS-2	Police Protection Services. Provide exceptional police protection services to promote a safe and secure community.	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.	Y
		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.	Y
		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.	Y
CS-3	Fire Protection. Prevent fires by conducting routine inspections, incorporating fire safety features in new development, and educating the public	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.	Y
		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.	Y
CS-4	Fire Protection and Emergency Medical Services. Provide coordinated fire protection and emergency medical services to promote a safe and healthy	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.	Y
		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.	Y
Natural Resources				
NR-1	Biological Resources. Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable.	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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
NR-2	Air Quality and Greenhouse Gas Reduction. 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.	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.	Y
NR-4	Energy Resources and Efficiency. Reduce energy consumption through increased production and use of renewable energy, sustainable energy purchasing, and improved energy efficiency.	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.	Y
		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.	Y
		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).	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
NR-6	<p>Hydrology, Water Quality, and Conservation. Improve overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources.</p>	NR-6.6	<p>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.</p>	Y
Hazards				
HAZ-2	<p>Seismic and Geologic Hazards. Protect life and minimize property damage from potential seismic and geologic hazards.</p>	HAZ-2.3	<p>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.</p>	Y
		HAZ-2.4	<p>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.</p>	Y
Education and Lifelong Learning Element				
EDL-1	<p>Childcare and Early Childhood Development. Improve access to quality childcare and early childhood development programs so that more children succeed in school and life.</p>	EDL-1.1	<p>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.</p>	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
EDL-3	School Facilities and Amenities. Provide exceptional school facilities and learning environments that give students, parents, teachers, and administrators a strong sense of school and community pride.	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.	Y
EDL-6	Library Facilities. Enhance and expand Hayward's library facilities to meet the evolving educational and life-long learning needs of the community.	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).	Y
		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.	Y
Community Health and Quality of Life				
HQL-1	Overall Health and Well Being. Improve the health and well-being of all Hayward residents.	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.	Y
		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.	Y
HQL-2	Active Living. Create convenient and safe opportunities to incorporate physical activity into the everyday activities of residents, employees, and visitors.	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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
HQL-3	Access to Healthy Foods. Expand year-round access to affordable, fresh, and healthy foods throughout the city.	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).	Y
		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.	Y
		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.	Y
		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.	Y
		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.	Y
		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.	Y
HQL-5	Safe and Cohesive Neighborhoods. Facilitate social interaction and foster a sense of security and community pride by assuring safety in neighborhoods and public spaces.	HQL-5.1	Cohesive Neighborhoods. The City shall support cohesive neighborhoods that sustain mental health, increase social capital, and reduce crime.	Y
		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.	Y
		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.	Y
		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.	Y
HQL-6	Aging in Place. Create neighborhoods that enable residents to remain in their homes and live healthy, productive lives as they age.	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.	Y
		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.	Y
		HQL-6.6	Senior Daycare. The City shall encourage the development of senior daytime care facilities in appropriate areas in the community.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
HQL-7	Environmental Health. Protect residents from the harmful effects of pollution, toxic substances, and environmental contaminants.	HQL-7.1	Support Sustainability Practices. The City shall support sustainability practices that promote clean water, healthy soils, and healthy ecosystems.	Y
HQL-8	Urban Forest. Maintain, enhance, and increase the city's urban forest as an environmental, economic, and aesthetic resource to improve Hayward residents' quality of life.	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.	Y
		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.	Y
HQL-9	Community Resiliency . 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.	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.	Y
		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.	Y
		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.	Y
		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.	Y
HQL-10	Parks, Open Space, and Recreation . Create and support a diverse public park system, connecting trails, and recreation facilities suited to the needs of Hayward residents and visitors.	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.	Y
		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.	Y
		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.	Y
		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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
HQL-10	Parks, Open Space, and Recreation (Cont)	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.	Y
		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	Y
HQL-11	Trails and Open Space Corridors. 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.	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.	Y
		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.	Y
		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	Y
HQL-12	Recreation Programs. Create development opportunities for, and support, both public and private recreation programs suited to the broad needs and interests of all Hayward residents.	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.	Y
		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.	Y
Public Facilities and Services				
PFS-1	General Public Facilities and Services. Ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated.	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.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
PFS-2	Efficient Municipal Operations. Operate and function in a sustainable manner, use public revenues and resources efficiently, and provide professional, high-quality service to	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.	Y
		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.	Y
PFS-3	Water Distribution. 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.	PFS-3.13	New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.	Y
PFS-4	Wastewater Collection and Disposal. Maintain a level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development.	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.	Y
		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	Y
PFS-5	Stormwater Drainage. 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.	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.	Y
		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).	Y
		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 scapes and implementing Low Impact Development (LID) techniques.	Y
		PFS-5.7	Diversions. The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.	Y

General Plan Consistency				
Goal #	Goal Language	Policy #	Policy Language	Consistent?
PFS-9	<p>Telecommunications. 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.</p>	PFS-9.9	<p>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.</p>	Y

APPENDIX B

PROPOSED STREET DESIGN

Road Diets

A road diet is when the motor vehicle travel lanes on a roadway are reduced to reallocate the space for other uses, such as transit lanes, bikeways, or wider sidewalks.

According to the Federal Highway Administration (FHWA), streets with road diets have multiple benefits for all roadway users:

- Fewer vehicle travel lanes for pedestrians to cross*
- Better visibility of pedestrians and bicyclists at intersections*
- Reduction in vehicle crashes and crash severity*
- Improved speed limit compliance*
- Improved livability and quality of life*

B.1 PROPOSED STREET DESIGN

This Appendix provides street cross-sections depicting proposed changes to key streets in the Plan Area. The cross sections are labeled according to the roadway segment that is depicted, however, this does not mean this is the only segment of the roadway that should be improved. In some instances both short-term and long-term options are provided to align with the phasing scheme provided in Chapter 3 (Mobility).

The changes reflected in the figures are illustrative and provide street network components and possible configurations that the City should consider when planning improvements to these roadways in the future. The final design of these cross sections will be finalized by the City as part of a future planning process that will take into consideration the goals and long-term vision specified in this Plan.

Table B.1 (Potential Street Dimensions) provides suggested dimensions for each street element to help ensure that streets are designed to achieve the Mobility Vision. The City should strive to design all streets as complete streets whenever possible, consistent with the City complete streets policy and Alameda County Complete Street Guidelines. When designing streets the City should include bike lanes and buffers on appropriate streets to promote safe cycling; provide medians and on street parking; reduce travel lane widths to reduce vehicle speed; and provide adequate sidewalk width to provide safety for pedestrians.



Alameda County Central Complete Streets Design Guidelines

TABLE B.1 POTENTIAL STREET DIMENSIONS

Street Element	Right-of-Way (ROW) Width		
	40-60'	61'-69'	70'+
Sidewalk	8-9'	7-10'	9-12'
Bike Lane	5-6'	6-7'	7-8'
Bike Lane Buffer	2-3'	3-4'	3-6'
Parking Lane	8'	8', [16' angled]	8'
Travel Lane	8-10'	10-12'	10-12'
Median/Turn Lane	5-10'	5-10'	5-10'

Street Types



Arterial Street. A street that accommodates major traffic volumes providing a continuous route and connecting high-traffic generation points to freeways and other State and city highways. Examples of arterial streets in the Plan Area include Mission Boulevard and Foothill Boulevard.



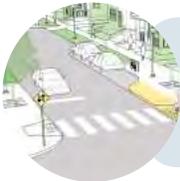
Collector Street. A street that collects traffic from local streets and interconnects arterial streets and provides direct access to adjacent properties. Examples of collector streets in the Plan Area include A Street and B Street.



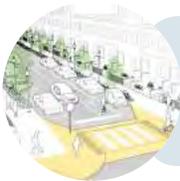
Local Street. A street that serves primarily as a means of direct vehicular and pedestrian access to abutting properties. Examples of local streets in the Plan Area include Watkins Street and Main Street.

Movement Types

The design speed for pedestrian safety and mobility is the primary determinant of movement types. The anticipated movement type is indicated on the following pages under "Overview."



Yield. Drivers must proceed slowly, with extreme care and must yield to approaching traffic when vehicles are parked on both sides of the thoroughfare. A yield street is the functional equivalent of traffic calming. Target speed of 20 mph or less.



Slow. Drivers proceed carefully with an occasional stop to allow a pedestrian to cross or another car to park. The character of the street makes drivers uncomfortable exceeding the target speed due to the presence of parked cars, sense of enclosure from buildings and street trees, tight turning radii, and other design elements. Target speed up to 25 mph.



Free. Drivers can generally expect to travel without delay at the appropriate target speed. Street design supports safe pedestrian movement at the higher target speed. This movement type is appropriate for thoroughfares designed to traverse longer distances or connect to higher intensity locations. Target speed up to 30 mph.

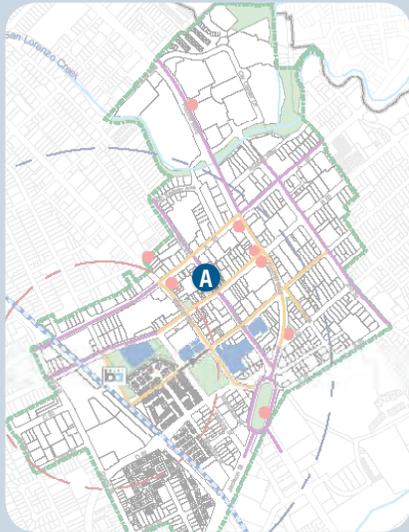


Speed. Drivers can expect travel similar to conventional suburban street design but with continued emphasis on pedestrian safety and comfort. Target speed of 30 mph.

Source: NACTO

Main Street (Between A Street and B Street)

Option 1



Location map



Existing conditions; view looking north at Main Street/B Street intersection

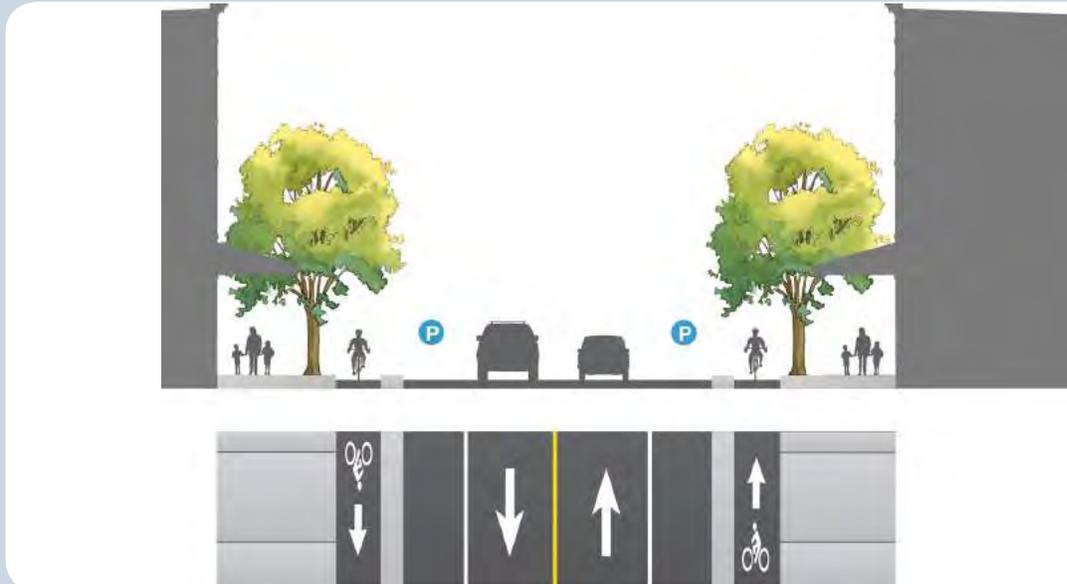


Figure B.1 Main Street (Between A Street and B Street) Proposed Improvements - Option 1

Proposed Changes

- Convert to one travel lane in each direction
- Maintain sidewalk widths
- Install protected bike lanes with medians
- Maintain curb parking
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced.

Overview

- Movement Type: Free
- Target speed: 20 mph

Main Street (Between A Street and B Street)

Option 2

A



Figure B.2 Main Street (Between A Street and B Street) Proposed Improvements - Option 2

Proposed Changes

- Convert to one travel lane in each direction
- Maintain sidewalk widths
- Install bike lanes
- Maintain curb parking
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced

Overview

- Movement Type: Free
- Target speed: 20 mph

Main Street (Between A Street and B Street)

Option 3

A

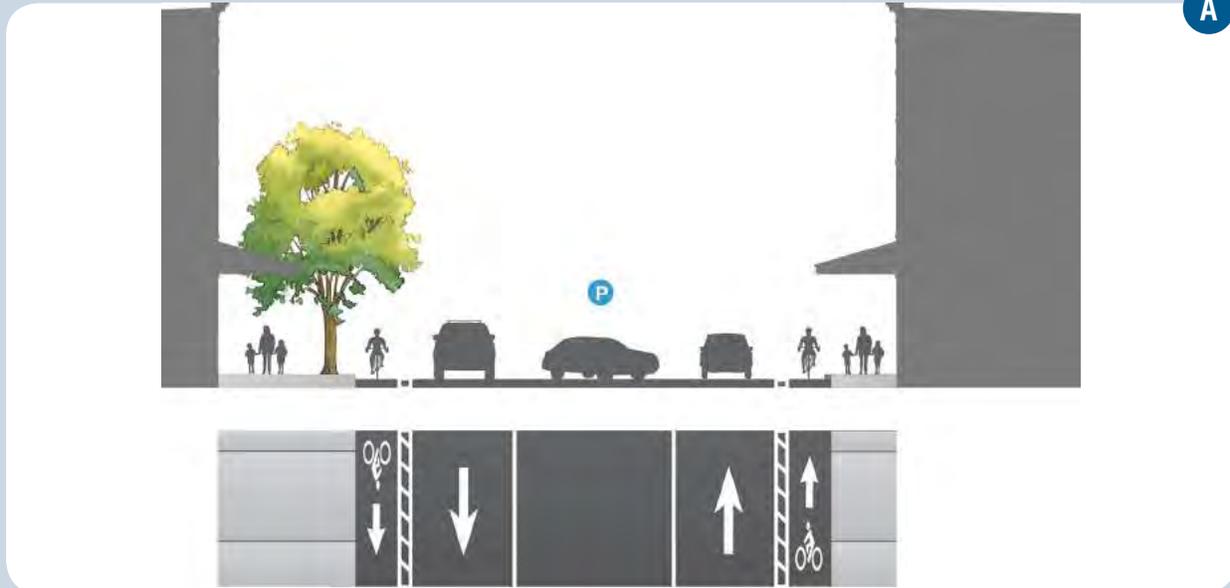


Figure B.3 Main Street (Between A Street and B Street) Proposed Improvements - Option 3

Proposed Changes

- Convert to one travel lane in each direction
- Maintain sidewalk widths
- Install bike lanes with bollards
- Add parking to the median
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced

Overview

- Movement Type: Free
- Target speed: 20 mph

Mission Boulevard

Short-Term Improvements



Location map



B

Existing conditions; view looking south at Mission Boulevard/A Street intersection



B

Figure B.4 Mission Boulevard Proposed Short-Term Improvements

Mid-Term Treatment

Install protected bike lanes with curb buffer



Figure B.5 Mission Boulevard Proposed Mid-Term Improvements

Proposed Changes

- Install a cycle track on the south side of Mission Blvd
- Maintain sidewalk widths
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced

Overview

- Movement Type: Free
- Target speed: 20 mph

Mission Boulevard

Long-Term Improvements



Location map



Existing conditions; view looking south at Mission Boulevard/A Street intersection

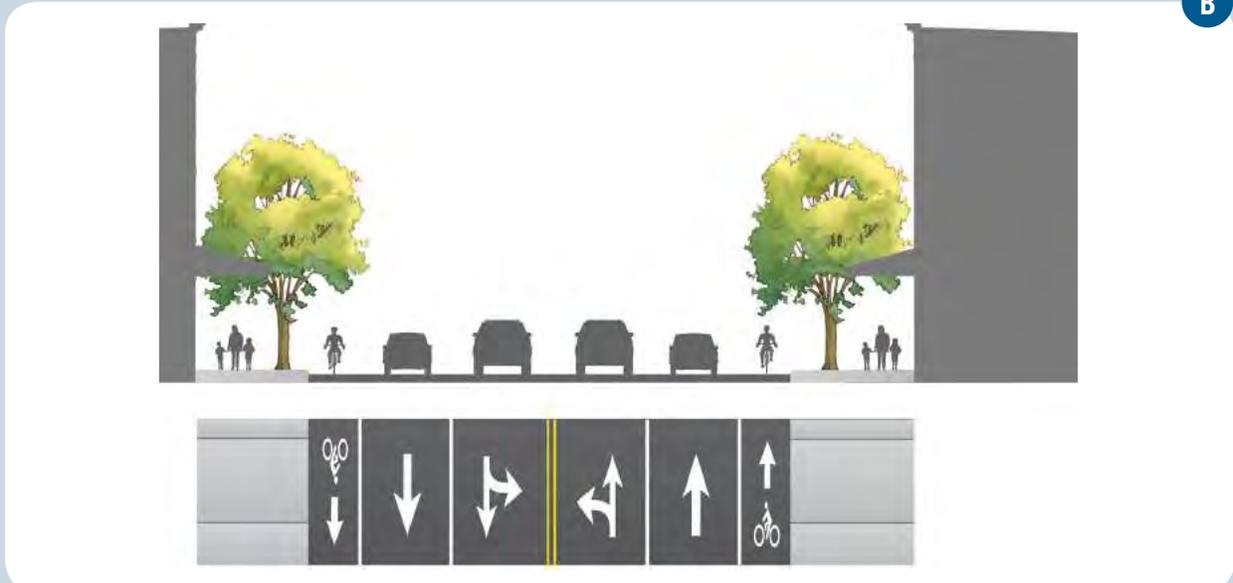


Figure B.6 Mission Boulevard Proposed Long-Term Improvements

Proposed Changes

- Convert to two-way travel with two lanes in each direction
- Maintain sidewalk widths
- Install bike lanes in each direction
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced

Overview

- Movement Type: Free
- Target speed: 20 mph

A Street (Between Foothill Blvd and 2nd Street)



Location map



Existing conditions; view looking northeast along A Street

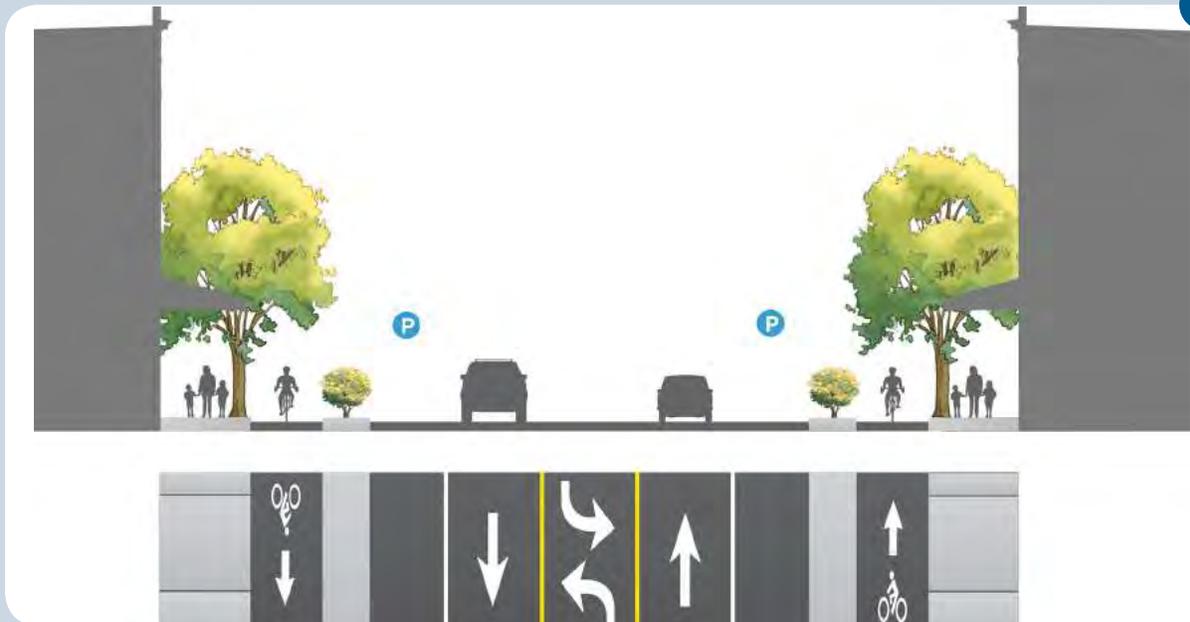


Figure B.7 A Street (Between Foothill Blvd and 2nd Street) Proposed Improvements

Short-Term Treatment

Install protected bike lanes with bollards before curb buffer installed

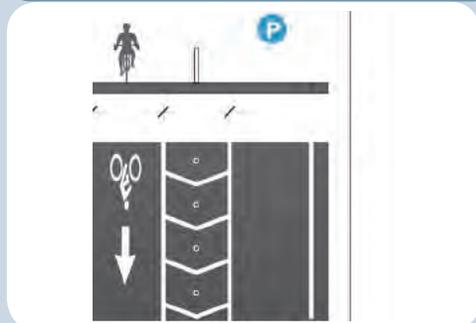


Figure B.8 A Street (Between Foothill Blvd and 2nd Street) Proposed Short-Term Improvements

Proposed Changes

- Maintain sidewalk widths
- Install protected bike lanes with landscaped buffer
- Maintain and add curbside parking
- Reduce travel lanes to make room for improvements
- On segments with transit, travel lane widths will be reduced

Overview

- Movement Type: Free
- Target speed: 25 mph

A Street (Between Main Street and Foothill Blvd)



Location map



Existing conditions; view looking northeast at A Street/Main Street intersection

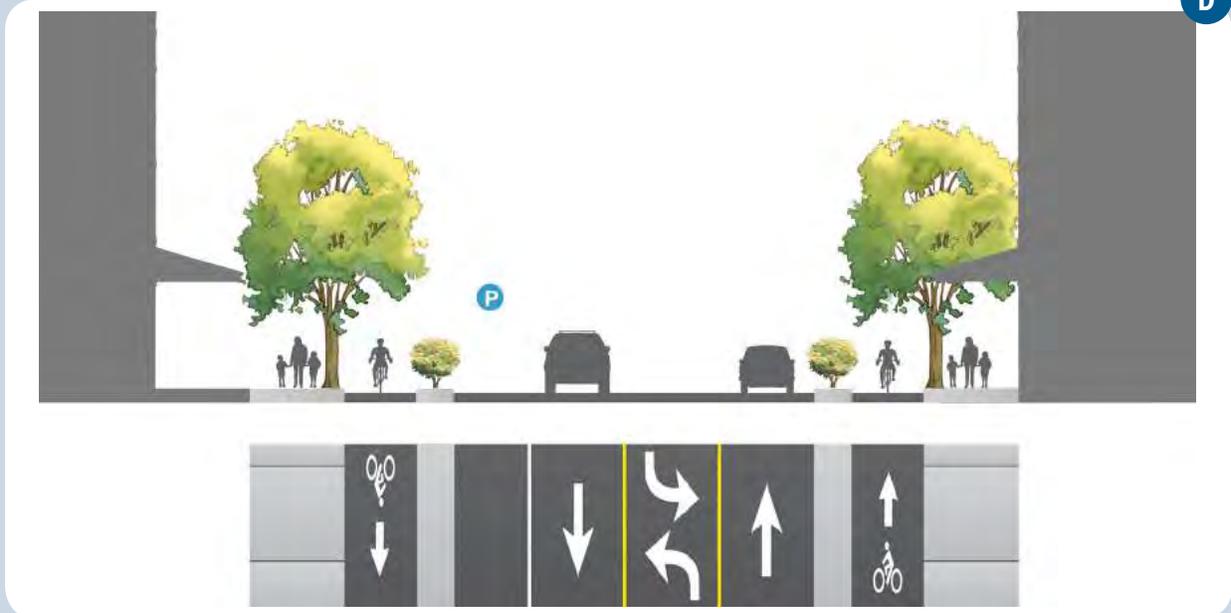


Figure B.9 A Street (Between Main Street and Foothill Blvd) Proposed

Proposed Changes

- Convert to two-way travel with one lane in each direction and a center turn lane
- Maintain sidewalk widths
- Install protected bike lanes with landscaped buffer
- Maintain curbside parking
- Reduce travel lanes to make room for improvements
- On segments with transit, travel lane widths will be reduced

Overview

- Movement Type: Free
- Target speed: 25 mph

B Street (Between Mission Blvd and Foothill Blvd)



Location map



Existing conditions; view looking southwest along B Street

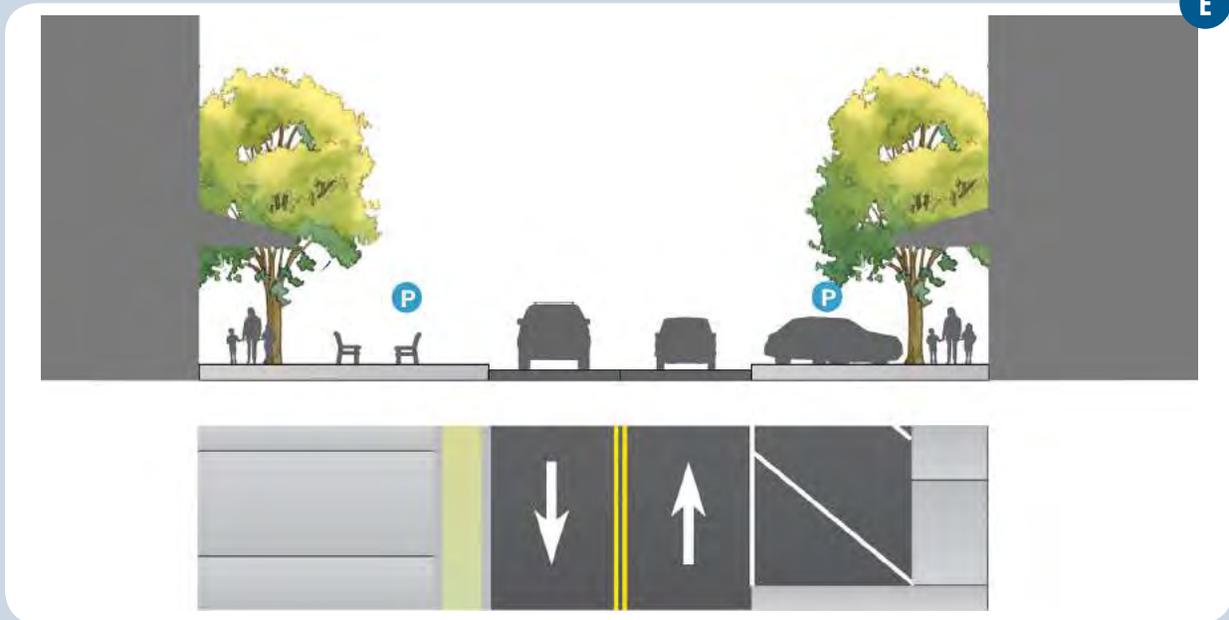


Figure B.10 B Street (Between Mission Blvd and Foothill Blvd) Proposed

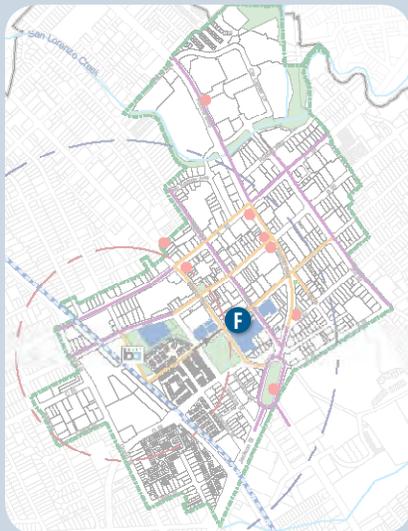
Proposed Changes

- Convert to two-way travel with one lane in each direction
- Maintain sidewalk widths
- Convert angled parking at intersection on southside of street to accommodate two-way conversion

Overview

- Movement Type: Slow
- Target speed: 25 mph

C Street (Between Mission Blvd and Main Street)



Location map



Existing conditions; view looking northeast along C Street near Main Street intersection

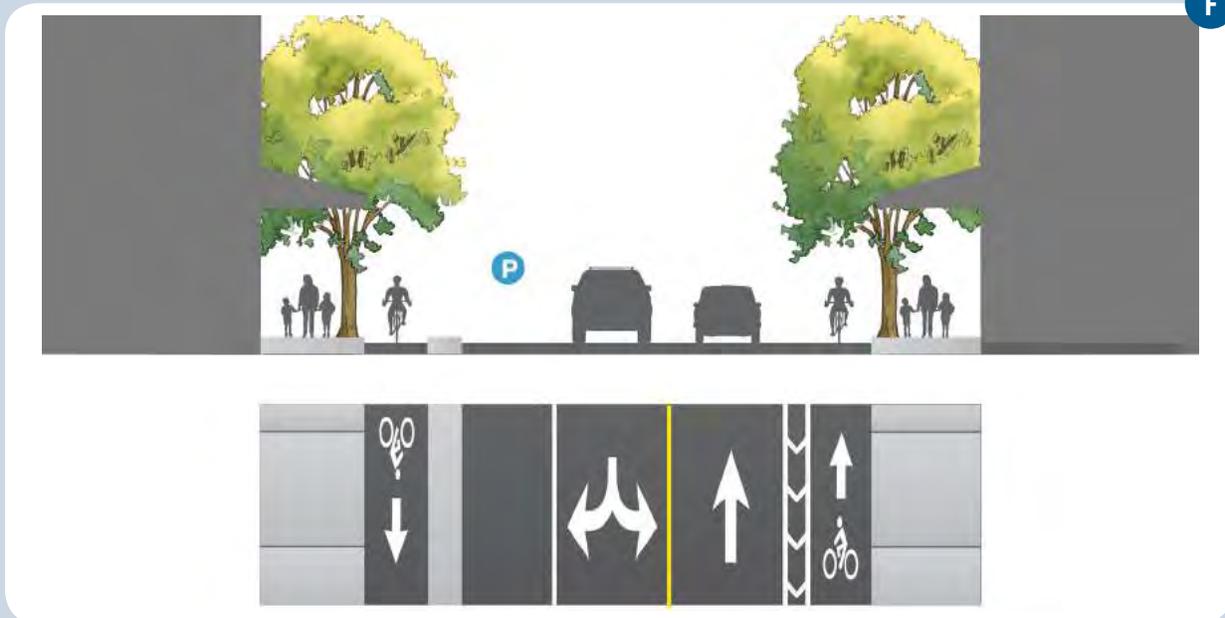


Figure B.11 C Street (Between Mission Blvd and Main Street) Proposed

Proposed Changes

- Convert to two-way travel with one lane in each direction
- Maintain sidewalk widths
- Install protected bike lanes with buffer or with bollards
- Remove one lane of curbside parking
- On segments with transit, travel lane widths will be reduced

Overview

- Movement Type: Slow
- Target speed: 25 mph

2nd Street (Between A Street And B Street)



Location map



Existing conditions; view looking southeast along 2nd Street near A Street intersection



Figure B.12 2nd Street (Between A Street and B Street) Proposed Improvements

Short-Term Treatment

Install protected bike lanes with bollards before curb buffer installed

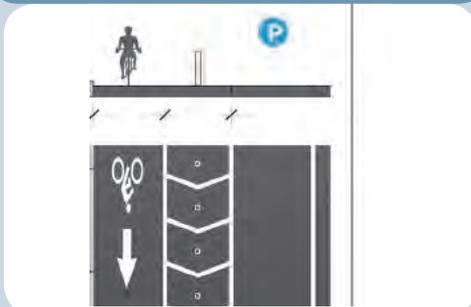


Figure B.13 2nd Street (Between A Street and B Street) Proposed Short-Term Improvements

Proposed Changes

- Maintain sidewalk widths
- Install protected bike lanes with landscaped buffer
- Maintain and add curbside parking
- Add center turn lane
- Reduce travel lanes to make room for improvements
- On segments with transit, travel lane widths will be reduced

Overview

- Movement Type: Free
- Target speed: 30 mph

Foothill Blvd (Between A Street and B Street)

Short-Term Improvements



Location map



Existing conditions; view looking northwest along Foothill Boulevard near B Street intersection

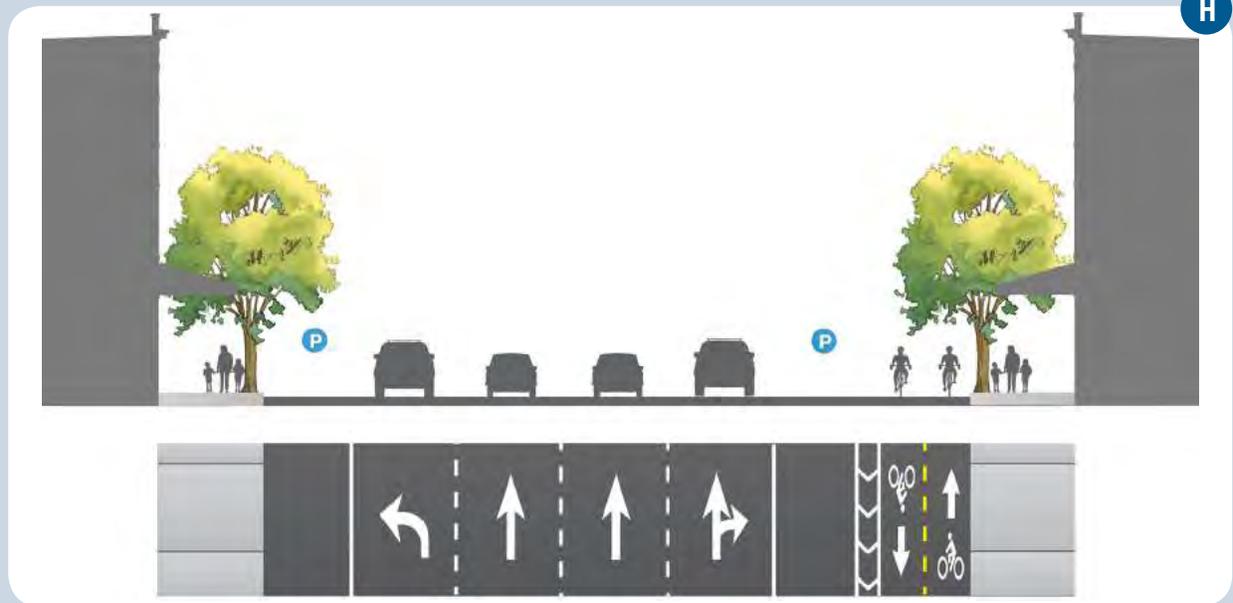


Figure B.14 Foothill Blvd (Between A Street and B Street) Proposed Short-Term Improvements

Mid-Term Treatment

Install protected bike lanes curb buffer

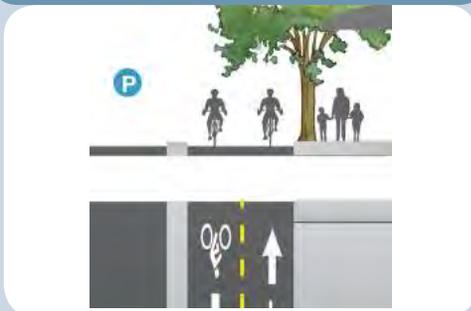


Figure B.15 Foothill Boulevard Proposed Mid-Term Improvements

Proposed Changes

- Maintain sidewalk widths
- Install protected cycle track
- Maintain curbside parking
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced

Overview

- Movement Type: Free
- Target speed: 20 mph

Foothill Blvd (Between A Street and B Street)

Long-Term Improvements

H



Figure B.16 Foothill Blvd (Between A Street and B Street) Proposed Long Term Improvements

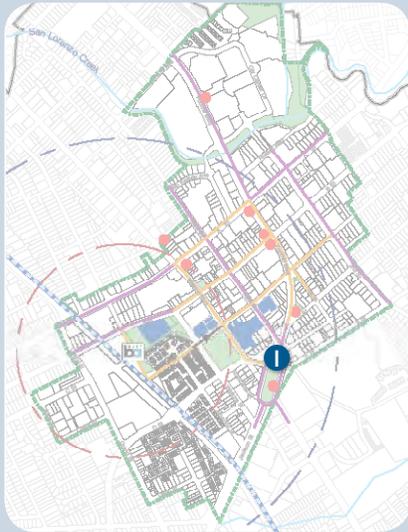
Proposed Changes

- Convert to two-way travel with two lanes in each direction
- Install protected bike lanes in each direction
- Add landscaped median to separate traffic
- Reduce travel lanes to make room for improvements
- On segments with transit, at least one travel lane in each direction will be reduced

Overview

- Movement Type: Free
- Target speed: 20 mph

Foothill Blvd (Between Main Street and Mission Blvd)



Location map



Existing conditions; view looking south at Foothill Boulevard/D Street intersection



Figure B.17 Foothill Blvd (Between Main Street and Mission Blvd) Proposed

Proposed Changes

- Create roundabout with two lanes of travel
- Expand sidewalk widths
- Install protected bike lanes with medians
- Install curb parking
- Create center park
- On segments with transit, at least one travel lane in each direction will be 11 feet wide

Foothill Blvd (At City Center Drive)



Location map



Existing conditions; view looking north at Foothill Boulevard/City Center Drive intersection

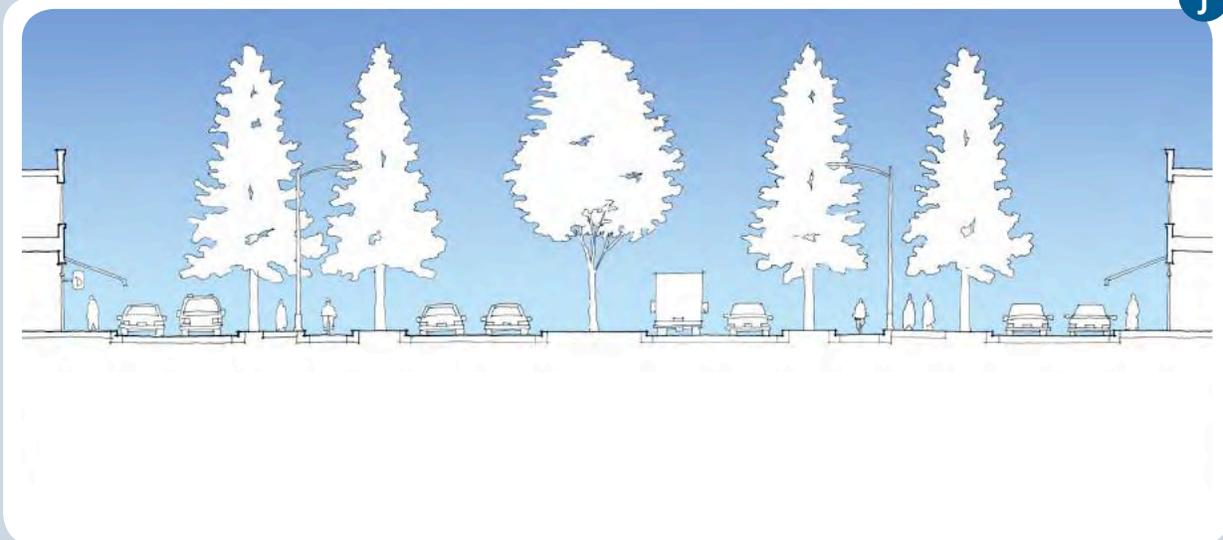


Figure B.18 Foothill Boulevard (At City Center Drive) Proposed Improvements

Proposed Changes

- Reallocate travel lanes to through traffic travel lanes (two in each direction) and access lanes for local traffic (one lane in each direction)
- On-street parallel parking
- Protected bike lanes
- Landscaped medians
- Expanded pedestrian space and sidewalks

IMPLEMENTATION PROGRAMS

Programs Concurrent with Specific Plan Adoption

Program LU 1	Develop zoning regulations that allow for increased intensity, reduced parking requirements, and a mix of uses to encourage walkable and transit accessible retail, office, and residential uses Downtown (see Chapter 6).
Program LU 2	Update zoning regulations to allow temporary uses such as temporary structures on vacant lots, temporary uses in existing structures, pop-up shops, fruit stands, and mobile businesses, especially in vacant or underutilized spaces (including vacant storefronts) to increase small-scale business opportunities and to temporarily fill gaps in the urban fabric (see Chapter 6).
Program LU 3	Modify zoning regulations, including lot size, setback, height, and parking requirements, which were identified as constraints to achieving General Plan intensities and densities (see Chapter 6).
Program LU 4	Update zoning regulations to modernize land use regulations and allow uses consistent with the vision for Downtown; such as neighborhood and regional serving retail, destination dining, entertainment, and indoor recreation that serve a diverse population including students, families, seniors, creative class professionals, and artists (see Chapter 6).
Program LU 5	Incentivize the consolidation of small and irregularly sized parcels and lot mergers to improve the feasibility of larger scale catalyst development projects. For example, allow larger building types on larger lots.
Program CD 1	Create building placement and frontage standards to ensure new buildings shape the public realm and promote walkability. Regulations may include pedestrian entranceway standards, building location standards, ground floor use requirements, or frontage design standards (see Chapter 6).
Program CD 2	Update use regulations to encourage pedestrian-oriented uses that can help to activate the Downtown, such as sidewalk dining, and outdoor seating (see Program LU 4 and Chapter 6).
Program CD 3	Modify zoning standards to require new public or private open space, depending on the type and size of the project.
Program CD 4	Create new development and design regulations for open space of all sizes, including pocket parks, plazas, and community gardens, to ensure new open space can support active and passive recreational uses for users of all ages and abilities.
Program CD 5	Modify zoning regulations to allow for urban agriculture and community gardens in appropriate open-space and/or temporarily on vacant lots.
Program CD 6	Require large development sites to include internal connectivity and pedestrian passages through new site development standards.
Program H 1	Modify use regulations to allow for a mix of housing types, including accessory dwelling units, duplexes, multiplexes, apartments, and mixed-use buildings.
Program H 2	Incentivize affordable by design units, including smaller unit sizes, reduced parking requirements, and other interventions that lowers housing costs for both affordable and market rate housing option.
Program H 3	Modify the zoning code to allow attached or detached accessory dwelling units as part of a single-family or multi-family use.
Program H 4	Modify zoning regulations to allow for assisted care and residential care facilities and support services for seniors and persons with disabilities.
Program TP 1	Amend the code to establish short-term and long-term bicycle parking minimums.

Programs Concurrent with Specific Plan Adoption

Program TP 1	Amend the code to adjust parking requirements, including parking reduction for small projects and minimum short-term and long-term bicycle parking.
Program ED 1	Modify the zoning regulations to allow for the construction and operation of live/work units and for the reuse of existing commercial and industrial buildings to accommodate live/work opportunities.
Program ED 2	Modify zoning regulations to allow on-site retailing with small-scale production or processing at the same location.
Program ED 3	Modify zoning regulations to allow collaborative incubator and working spaces for emerging innovative start-ups or smaller companies that benefit from shared and more affordable working space.

Short-Term Programs - <5 Years

Remap the following General Plan Land Use Designations within the Plan Area to the City Center-Retail and Office Commercial Land Use Designation to implementation the Specific Plan Vision:

Program LU 6	<ol style="list-style-type: none"> 1. Commercial/High Density Residential; 2. Medium Density Residential; 3. Parks and Recreation (between Mission Boulevard and A Street); and 4. Sustainable Mixed Use.
Program LU 7	Amend the General Plan Land Use Designation, City Center-Retail and Office Commercial, to allow for density up to 210 dwelling units per acre.
Program LU 8	Conduct a survey of business owners on the demographic characteristics and shopping habits of core customers to inform marketing efforts.
Program LU 9	Establish a program to advertise opportunity sites (including those identified in the Plan) to encourage the full and efficient use of vacant and underutilized parcels.
Program CD 7	Pursue funding for pedestrian-oriented streetscape improvements such as additional outdoor seating areas, pedestrian scale lighting, trash receptacles, interactive art installations, and shade trees.
Program CD 8	Promote historic resources through programs and signage as part of the Downtown marketing campaign.
Program C 1	Support safer routes to schools and parks by providing increased signage, lighting, landscaping, and pedestrian connections around schools and parks.
Program C 2	Install a High-Intensity Activated Crosswalk (HAWK) beacon on Foothill Boulevard between Hazel Avenue and City Center Drive.
Program TP 2	Modify parking and loading regulations to limit the number of driveways and curb cuts and prevent parking or loading areas from dominating street frontages.
Program TP 3	Develop a bicycle parking program to increase the supply in the public realm.
Program TP 4	Extend City-owned parking lots and garage hours of operation to ensure that parking is readily available with a reasonable walking distance from significant destinations and entertainment.
Program ED 4	Continue to develop a Comprehensive Economic Development Strategy (CEDs) with neighboring communities to increase ability to compete for funding.
Program ED 5	Incentivize new small businesses through reduced or waived fees, small business loans and a more flexible permitting processes.

Short-Term Programs - <5 Years

Program ED 6	Improve and streamline the entitlement process to attract investment and development and for projects involving the expansion and upgrades of existing Plan Area businesses, including for code-compliance upgrades.
Program IPF 1	Require new projects to provide water quality treatment for stormwater runoff by incorporating site design measures, source control measures, and low impact development (LID) measures that are hydraulically sized as specified in the C.3 Technical Guidance Manual from the Alameda County Clean Water Program.
Program IPF 2	Expand the scope of the County's hydromodification standards to include all parts of the Plan Area, and not just those located within designated Special Consideration zones.

Short-Mid Term Programs - 3-7 Years

Program LU 10	Complete a wayfinding signage program and accompanying implementation plan to enhance and increase wayfinding signage that helps residents and visitors navigate the Plan Area and find public and cultural amenities, businesses, transit facilities, bicycle routes, and on-street and off-street parking lots and garages.
Program LU 11	Working with the business community, develop a Downtown branding plan highlighting the Plan Area's unique opportunities and attractions that includes creative taglines, logos, and other visual themes along with an accompanying implementation plan.
Program CD 9	Continue to pursue grant funding and design assistance to help existing property and business owners make cosmetic upgrades, such as facade and signage improvements.
Program CD 10	Provide educational opportunities for growing, preparing, and selling local food products including cottage food products.
Program CD 11	Consider developing a Master Art Plan that outlines the vision and goals of the City's public art program and provides guidelines on how public art is selected and where it is placed. As part of this process, the City should consider establishing an arts fee based on the square footage of the building and/or a percentage of the permit value.
Program C 3	Create protected class IV bikeways on appropriate streets, such as Main Street, Foothill Boulevard and 2nd Street as finalized in the Bike and Pedestrian Master Plan.
Program C 4	Reduce motor vehicle travel lanes on the following roadways to reallocate space for other uses, including sidewalks, bikeways, and transit lanes (see Chapter 3 for illustrations and discussion): <ol style="list-style-type: none"> 1. 2nd Street; 2. Foothill Boulevard (northbound between D Street and City Center Drive); 3. Mission Boulevard (between A St and D St); and 4. Mission Boulevard ("Five Flags" Intersection to Industrial Parkway)
Program TP 5	Establish a residential parking permit program for residents, visitors, and business owners to discourage commuters or visitors from parking long-term in residential areas.
Program TP 6	Partner with carsharing operators to establish a carsharing service with shared vehicle "pods" strategically located within the Plan Area with the following requirements: <ol style="list-style-type: none"> 1. Require that large development projects offer carsharing operators a limited number of parking spaces free of charge; 2. Require new development projects to pay into a carshare startup fund.

Short-Mid Term Programs - 3-7 Years

Program TP 7	Partner with bikesharing and scooter operators to establish a network of shared stations strategically located within the Plan Area and require new projects to pay into a bikeshare/scooter startup fund.
Program ED 7	Take advantage of the designated Opportunity Zone for Downtown (Federal 2017 Tax Cuts and Jobs Act) to help deliver more investment and equitable outcomes. To help channel money to the Downtown Opportunity Zone, the City should marketing material, public-private partnerships, layering other public funding, and streamlining the entitlement process to encourage desired outcomes.
Program ED 8	Develop a program aimed to support the funding and/or provision of short-term, low cost infrastructure improvements through the use of “crowdfunding” platforms, such as “KickStarter”, and tactical urbanism techniques, such as temporary parklets.
Program IPF 3	Develop an in-lieu or incentive-based program to encourage developers to treat stormwater from the public right-of-way on site..
Program IPF 4	Accelerate the decarbonization of the electricity grid by incorporating green-house gas reduction targets in the Hayward Climate Action Plan.
Program IPF 5	Pursue funding for necessary systemwide infrastructure improvements to address existing deficiencies and build capacity to support additional development and reduce impact fees.
Program IPF 6	Complete an assessment of infrastructure deficiencies in the Plan Area with the potential to impede business growth, including businesses that require specialized infrastructure such as high-speed telecommunications for technology-oriented businesses.
Program IPF 7	Plan and construct new public restrooms in public parks and open-space, streets with a high-level of pedestrian activity, and community centers throughout the Plan Area.

Mid-Term Programs - 5-10 Years

	Work with the business community to develop a comprehensive marketing plan that includes 1) a target list of businesses for attraction and expansion; 2) marketing strategies; and 3) benchmarks to measure progress in implementation. The marketing strategies should highlight the following Plan Area attributes in support of long-term goals:
Program LU 12	<ol style="list-style-type: none"> 1. Unique restaurants and eateries; 2. Youth and family-oriented uses; 3. Entertainment uses, including those desirable to college students; and 4. Arts, events, music festivals, farmers markets, and other cultural activities.
Program LU 13	Expand the public WiFi in Downtown to reach the entirety of the Plan Area.
Program LU 14	Partner with BART to facilitate transit-oriented development on BART owned property located adjacent to the Hayward BART station.
Program LU 15	Maintain and enhance the two gateway signs to convey a positive Downtown identity and establish the Downtown's boundaries.

Mid-Term Programs - 5-10 Years

Program CD 12	Develop an adaptive reuse ordinance that modifies the development review process and/or zoning requirements, such as parking and density requirements, to encourage the adaptive reuse of structures or sensitive additions over wholesale demolition for buildings not designated as Historic Resources, but that contribute to the Plan Area's cultural heritage. New provisions would also apply to existing buildings that are no longer used for their original purpose and can be converted into a use compatible with Downtown Zones.
Program CD 13	Conduct a historic resource survey for portions of Downtown that were not surveyed as part of the Marks Historic Rehabilitation District or the Upper 'B' Street Neighborhood Plan to ensure that the historical significance of Plan Area buildings are adequately documented.
Program CD 14	Compile and publish findings from historic resource surveys conducted for the Plan Area to a web-based resource center available to the public.
Program CD 15	Continue working with HARD to improve access to the San Lorenzo Creek and prioritize building a creekside trail and bicycle pathway to link the creek to the Hayward Hills ridge trails.
Program C 5	Install sharrows and other devices that indicate class III bicycle routes, where bicycle traffic is shared with pedestrian or vehicle traffic, on streets not appropriate for protected bikeways.
Program C 6	Continue to ensure that street network design includes measures to manage automobile speed, safety, and comfort, such as a reduction in lane width.
Program C 7	Continue to enhance bicycle facilities at key intersections that accommodate high bicycle and automobile traffic, with treatments that may include bicycle signal actuation and advanced stop bars.
Program C 8	Work with BART, MTC, ACTC to prioritize active "first-last mile" transportation investments adjacent to BART to improve non-auto access to and from the station.
Program C 9	Work with adjacent jurisdictions, regional agencies, and Bike East Bay to help complete the East Bay Greenway bicycle trail to run under BART right-of-way from Lake Merritt to South Hayward BART stations.
Program C 10	<p>Continue to work with ACTC and AC Transit to implement the following measures to improve bus access to BART as identified in the concept for this area (see Chapter 2 for more detail):</p> <ol style="list-style-type: none"> 1. Integrating bus stops on existing streets adjacent to the station, where feasible, to avoid the delays and congestion of using a bus intermodal; 2. Relocating bus bays to the west side of the BART station to improve pedestrian access to Downtown; 3. Designating bus, shuttle, and passenger pickup/drop-off on both sides of the BART station and both sides of the nearby streets; and 4. Maintaining adequate designated curb space for non-transit passenger loading (e.g., for taxis, ride hailing services, and kiss-and-ride).
Program C 11	Realign channelized intersections along Foothill Boulevard at A Street and D Street to reduce vehicle turning speeds and increase pedestrian crossing visibility.

Mid-Term Programs - 5-10 Years

- Program TP 8** Adjust the In Lieu Fee Policy in the Central Parking District to better reflect cost of replacement parking, ensure dedication to related improvements, and determine best use of funds.
- Program TP 9** Establish a Downtown TDM program supportive of alternate commute options that includes an employer-provided, tax-free Commuter Benefits Program, the Regional TDM Program, and TDM checklist.
- Program TP 10** Work with residents to consider establishing Residential Parking Benefit Districts on residential streets adjacent to commercial areas where a limited number of commuters pay to use surplus curb parking spaces in residential areas and return the resulting revenues to the neighborhood to fund public improvements.
- Program TP 11** Regulate curb parking with performance-based meters that adjust rates to target occupancy rates of 66 to 85 percent. Pricing should be low, or free, except during times of peak demand.
- Program TP 12** Establish a Transportation Management Association or similar entity responsible for the management and promotion of transportation programs for employers and residents, funded through a combination of parking revenues and/or other dues, fees, assessments, grants, and public transportation funds.
- Program TP 13** Require City-owned parking lots and garages be operated as an enterprise operation that pays for itself solely through user fees with adjustable rates.
- Program TP 14** Establish a Downtown Parking Benefit District for the use of permit and curb parking revenue to fund public facility and service improvements.
- Program TP 15** Establish an advisory committee, with representation from Downtown property owners and merchants, to decide how to spend new curb parking revenues.
- Program TP 16** Modernize parking enforcement technologies, such as license plate recognition, to be integrated with smart meters, pay-by-phone, parking access and revenue control systems (PARCS), and handheld citation units.
- Program TP 17** Require all new and existing employers that provide subsidized employee parking to offer their employees the option to cash out their parking subsidy.
- Program TP 18** Manage curb space for commercial and passenger loading activities through a coordinated approach, including establishing time limits for commercial loading zones, developing an off-hours delivery program, or allocating space for short-term passenger loading/package delivery for mixed-use or multi-family projects.
- Program ED 9** Establish grants, programs, and incentives in support of temporary urbanism.
- Program ED 10** Create a business retention and expansion program specific to the Plan Area that includes a study of local business hiring practices, factors that hinder or support business activity, and workforce characteristics.
- Program ED 11** Develop an incentives program that encourages private development to contribute to public amenities that serve a broader area than the development site, such as parkland, stormwater infrastructure, and streetscape improvements beyond the minimum requirement.
- Program ED 12** Facilitate the development of an Enhanced Infrastructure Financing District(s), Community Revitalization Investment Authorities, and other financing opportunities as they arise to support the funding of long-term, more costly infrastructure improvements.

Mid-Term Programs - 5-10 Years

Program IPF 8	Develop systems and infrastructure to better allow Downtown residents and businesses to recycle specialty waste streams, particularly electronic waste and mattresses.
Program IPF 9	Partner with PG&E and other utility providers to evaluate future demand and to fund utility improvements in advance of construction.
Program IPF 10	Increase non-potable water use in parks, open spaces, sidewalks, and streets by 20 percent.
Program IPF 11	Develop a maintenance program to ensure that new public restrooms are well maintained and consistently cleaned.

Mid-Long Term Programs - 8-15 Years

Program CD 16	Designate landmark-worthy and contributing properties that have yet to be formally designated as Historic Resources.
Program C 12	Invest in traffic signal synchronization and traffic management strategies to improve traffic flow on roadways. Design and convert the following street segments in the Plan Area from one-way to two-way streets(see Chapter 3 for illustrations and discussion):
Program C 13	<ol style="list-style-type: none"> 1. A Street (between Mission Boulevard and Foothill Boulevard); 2. C Street (between Mission Boulevard and Second Street); 3. 1st St 2-way conversion (between C St and D St); 4. B Street (between Watkins Street and Foothill Boulevard)and 5. Mission Boulevard (between A Street and the “Five Flags” Intersection).

Long Term Program - 11+ Years

Program CD 16	Repurpose underutilized street right-of way and parcels constrained by the Alquist-Priolo Fault Zone at the “Five Flags” intersection as a new linear park.
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Ongoing Programs

Program LU 16	Publicize Downtown attractions and existing community events, such as the farmer’s market and Third Thursday Summer Street Party, and potential new community events, for example, movie nights, art walks, craft fairs, car shows, and holiday festivals, to residents, visitors, and business prospects (see also Program CD 18).
Program LU 17	Collaborate with local artists and arts organizations in support of efforts to encourage indoor and outdoor art exhibits in galleries, vacant storefronts, City Hall, and public places.
Program CD 18	Implement Crime Prevention through Environmental Design strategies (CPTED) to improve public safety by facilitating building design that promotes “eyes on the street,” updating regulations, and requiring applicants follow City CPTED policies and guidelines.

Ongoing Programs

Program CD 19	Promote temporary events (such as art walks and other vendors) to draw more people Downtown and enliven the streetscape (see Program LU 16).
Program CD 20	Encourage Farmer's Markets and Intermittent Food Truck Fairs to promote access to local produce and healthy food.
Program CD 21	Encourage relocation of historic structures as much as possible before allowing demolition.
Program CD 22	Preserve open space through the OS Zone.
Program CD 23	Continue to support and expand the Mural Art Program to provide public art in the Plan Area and market as part of the Downtown brand. Expand the program to protect murals from being painted over to eliminate blighted building conditions and graffiti.
Program CD 24	Continue to enforce code regulations in the Community Preservation Ordinance.
Program CD 25	Continue to implement and modify, as needed, regulatory controls and incentives that protect designated Historic Resources from demolitions or inappropriate alterations that compromise integrity.
Program CD 26	Continue to support and promote funding programs for the rehabilitation of designated Historic Resources, including the Mills Act program, the use of Federal Historic Preservation Tax Incentives and Credits, and the historic easement program, in coordination with local historic preservation nonprofit organizations.
Program H 5	Continue to work with and aid affordable housing developer partners, such as Eden Housing and AMCAL, to produce affordable for-sale and rental housing.
Program H 6	Support the conversion of exiting housing into permanently affordable housing.
Program H 7	Monitor affordable units at-risk of conversion to market rate housing in the Plan Area and work with property owners to preserve these units by providing technical assistance to access affordable housing resources and funding.
Program H 8	As part of the existing Fair Housing Services program, create a targeted initiative to provide Plan Area residents at risk of displacement with housing and tenant/landlord services, including counseling, tenant/landlord training, and the dissemination of tenant rights and obligations.
Program H 9	Continue to implement tenant protection controls and strategies that protect vulnerable Plan Area residents and businesses from displacement
Program H 10	Maintain formal partnerships with community and faith-based organizations to develop and implement strategies for providing shelter, food, and outreach/support services with an emphasis on homeless prevention.
Program C 15	Work with regional transportation agencies (Metropolitan Transportation Commission and Alameda County Transportation Commission) and AC Transit to explore the feasibility of providing additional transit service to the Plan Area.
Program C 16	Continue to design curbs using strategies such as bulbouts and crosswalk markings to reduce pedestrian crossing distances and vehicle turning speeds, and increase pedestrian visibility.
Program C 17	Work with navigation software companies (e.g. Google and WAZE) to improve access to and navigation into and around the Plan Area.
Program C 18	Work with the Council Infrastructure Committee to develop a schedule for periodic updates, monitor implementation of Plan recommendations and improvements, and adjust timeframe for street improvements, as appropriate.

Ongoing Programs

	Encourage new residential and commercial development projects with common parking areas to unbundle the full cost of parking from the cost of the property itself.
Program TP 19	<ol style="list-style-type: none"> 1. Residential: For rental and for-sale housing, unbundle the full cost of parking from housing cost and create a separate parking charge. 2. Commercial Leases: Unbundle parking costs from commercial space cost by identifying parking costs as a separate line item in the lease and allow tenants to lease as few parking spaces as they wish.
Program TP 20	Monitor occupancy and usage and parking lots rates of City-owned infill sites within the Plan Area and evaluate whether parking is the highest and best use for each site.
Program TP 21	Continue to assess current and future parking supply and demand to thoughtfully plan for long-term parking and transportation needs.
Program TP 22	Partner with ridesharing software companies (e.g. Uber and Lyft) to establish strategically located drop-off and pick-up spots throughout the Plan Area including near BART, B Street, Main Street, and multi-family residential projects.
Program ED 13	Build relationships with small businesses and local retailers to inform them of programs aimed at strengthening business capacity and to assist them with City processes and requirements.
Program ED 14	Connect new short-term businesses and non-profits with owners of vacant commercial space.
Program ED 15	Pursue available grant funding from local, state (Department of Housing and Community Development in particular), and federal sources to fund potential Transit-Oriented Development projects.
Program IPF 12	Continuously strive to maintain and improve police staffing, performance levels, and facilities.
Program IPF 13	Continuously strive to maintain and improve the performance and efficiency of fire protection services for the Plan Area.
Program IPF 14	Support neighborhood watch programs that work closely with local law enforcement to educate residents about neighborhood safety and security and to report criminal activity.
Program IPF 15	Evaluate projects on a site-by-site basis to determine if localized utility system upgrades (e.g. pipe upsizing) are needed and assess if existing utilities should be replaced as part of any roadway construction.
Program IPF 16	Require developers and builders to take actions to reduce the combustion emissions and release of suspended and inhalable particulate matter during construction and demolition phases of development projects, and to use CEQA where applicable.
Program IPF 17	Partner with PG&E and other utility providers to offer incentives, such as expedited permitting or reduced development fees when new building construction complies with LEED programming or the California Green Building Code.
Program IPF 18	Continue working to implement the city-wide Energy Assurance Plan in Downtown.
Program IPF 19	Work with East Bay Community Energy to incentivize development to encourage the installation of renewable energy projects.
Program IPF 20	Continue to improve the energy efficiency of the building stock and infrastructure Downtown through the implementation of the Municipal Green Building Ordinance, efficiency retrofit improvements, equipment upgrades, and installation of clean, renewable energy systems.

