CITY OF HAYWARD

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

Agenda

Thursday, July 9, 2020

7:00 PM

Remote Participation

Planning Commission

SPECIAL PLANNING COMMISSION MEETING

This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order No. 20-10 dated April 29, 2020, regarding the COVID-19 pandemic.

How to observe the Meeting:

1. *Comcast Channel 15*
2. *Live stream https://hayward.legistar.com/Calendar.aspx*

How to submit written Public Comment:

Send an email to cityclerk@hayward-ca.gov by 3:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Planning Commission and staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda.

How to provide spoken Public Comment during the Planning Commission Meeting:

Call the City Clerk's Office at (510) 583-4400 prior to the close of public comment on an item as indicated by the Meeting Chair.

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

Public comments are limited only to items on the Agenda as items are called.

ACTION ITEMS

The Commission will permit comment as each item is called for Public Hearing. Public comment may be provided by calling (510) 583-4400 at the time indicated by the Meeting Chair.

WORK SESSION

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

1. WS 20-030 Draft Hayward Bicycle and Pedestrian Master Plan

Attachments: Attachment I Staff Report
Attachment II Draft Bicycle Pedestrian Master Plan

PUBLIC HEARING

For agenda item No. 2, the decision of the Planning Commission is final unless appealed. The appeal period is 10 days from the date of the decision. If appealed, a public hearing will be scheduled before the City Council for final decision.

2. PH 20-056 Proposed Multi-Family Residential Development with Nine (9) Dwelling Units on a Vacant 0.27-Acre Infill Site Located at 24997 O'Neil Avenue, Assessor Parcel No. 444-0057-006-00 Requiring Approval of Site Plan Review and Density Bonus Application 201901824. Marc DiGiacomo (Applicant) on behalf of Pawan Kumar (Property Owner)

Attachments:
Attachment I Staff Report
Attachment II Findings for Approval
Attachment III Conditions of Approval
Attachment IV Project Plans
Attachment V Affordable Housing Unit Plan
Attachment VI Public Correspondence

APPROVAL OF MINUTES

3. MIN 20-073 Minutes of the Planning Commission Meeting of June 25, 2020

Attachments: Attachment I Draft Minutes of June 25, 2020

COMMISSION REPORTS

Oral Report on Planning and Zoning Matters

Commissioners' Announcements, Referrals

ADJOURNMENT

NEXT MEETING, JULY 23, 2020, 7:00PM

PLEASE TAKE NOTICE

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

PLEASE TAKE FURTHER NOTICE

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

****Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the Permit Center, first floor at the above address. Copies of staff reports for agenda items are available from the Commission Secretary and on the City's website the Friday before the meeting.****

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

File #: WS 20-030

DATE: July 9, 2020

TO: Planning Commission

FROM: Planning Manager

SUBJECT

Draft Hayward Bicycle and Pedestrian Master Plan

RECOMMENDATION

That the Planning Commission reviews and provides feedback on the draft Hayward Bicycle and Pedestrian Master Plan (BPMP). No formal action by the Commission is required.

SUMMARY

This is a work session on the proposed Hayward Bicycle and Pedestrian Master Plan (BPMP), which replaces the City's 2007 Bicycle Master Plan and sets forth new goals and objectives that provide a universally accessible, safe, convenient, and integrated transportation network that promotes walking and biking. To date, extensive public outreach has been completed to prepare the BPMP and staff is now requesting feedback from the Planning Commission on the public Draft.

ATTACHMENTS

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BACKGROUND

Although the City continues to implement multiple projects that enhance multi-modal infrastructure, a bicycle-pedestrian master plan will provide a blueprint for staff to implement projects as part of a coordinated strategy. The proposed plan will build upon the Complete Streets Policy adopted in 2013 and support the transportation and land use policies identified in the *Hayward 2040 General Plan*. It will also recommend best ways to seamlessly incorporate and integrate the BPMP's proposed bicycle and pedestrian facilities into Capital Improvement Program (CIP) projects and new developments. In 2017, the City hired Kittelson & Associates to assist with updating the 2007 Bicycle Plan.

On October 25, 2017, the Council Infrastructure Committee (CIC) held a work session to review and provide feedback on the proposed scope of work for the Plan update. Per the recommendations of the Committee, staff modified scope of work to include the following additional tasks: 1) develop an interactive project website that will enable staff to provide periodic updates and allow public to comment on specific locations/areas; 2) include up to three walk/bike audits at select locations to gather specific input; and 3) establish a Technical Advisory Committee (TAC), comprised of key stakeholders and members of the community. A public engagement plan was also developed as part of the scope of work and was initiated early in the development process.

On March 12, 2018, the Council Sustainability Committee (CSC) held a work session to review and provide feedback on the proposed Vision and Goals of the Plan as well as provide feedback on the updated public engagement portion of the BPMP update. The CSC determined that these

proposed recommendations aligned with the goals identified in the *Hayward 2040 General Plan's* Mobility Element and support the purpose of the Complete Streets strategy to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders.

On May 16, 2019, staff returned to CIC and requested feedback on key recommendations being proposed, including the proposed bicycle facility recommendations, designated pedestrian priority areas, and draft policies and programs. The Committee expressed support of the recommendations proposed and appreciated the visual illustrations being included in the Plan.

Technical Advisory Committee. To create a public engagement strategy that fosters a community-driven approach related to goals, policies and objectives, staff created a Technical Advisory Committee (TAC) that consists of representatives from various City departments including Public Works, Planning, Economic Development, Maintenance Services, Police, and Fire; and also includes key stakeholders within the Hayward community, including AC Transit, BART, Caltrans District 4, City of San Leandro, City of Union City, Alameda County Public Works, Alameda County Transportation Commission, Bike East Bay, Hayward Unified School District, HARD, Chamber of Commerce, United Merchants Downtown Hayward, and the Community Resources for Independent Living (CRIL). The role of the TAC is to offer perspective and feedback from diverse groups that would be impacted by the multimodal improvements recommended in the BPMP. The five TAC meetings have already taken place with the final one being held remotely through video conference on May 29, 2020.

TAC Meeting	Date
#1	6/12/18
#2	10/19/18
#3	4/9/19
#4	10/22/19
#5	5/29/20

Public Outreach. As part of the public engagement strategy, the City's consultants and Public Works staff held several pop-up events throughout the City where members of the public could provide comments and feedback regarding improvements and express concerns about the existing network. The pop-up events were held over a one-year period between 2018 and 2019 and coincided with other local events that were well attended by members of the public.

Pop-Up Event	Date
Summer Movies on the Plaza	6/29/18
All-American Festival	6/30/18
Downtown Hayward Street Party	7/19/18
Earth Day Festival	4/26/19
Bike to Work Day	5/9/19

In addition to the pop-up events, staff also coordinated three (3) Bike-Walk Audits around the City, which were well attended. The audits provided an assessment of several locations related to bicycle and pedestrian safety and accessibility and the presentations were provided in both English and Spanish. The dates and location of each audit is listed below.

Bike-Walk Audits	Date
South Hayward Tennyson Road Corridor	9/21/18
Downtown Hayward	12/1/18
Hesperian Boulevard – Chabot College	1/24/19

Additional public comments and feedback were also solicited online via the City's website. The project created a webpage that provided status updated and includes an online interactive WikiMap. Events and links to the WikiMap were also advertised through various social media platforms, including the July 2018 issue of the *Hayward Stack*.

Summary of Public Feedback Received. Input from both the in-person and online feedback were layered to create a set of maps showing where participants wanted to focus bicycle and pedestrian improvements. In general, over 300 comments identified that the key corridors needing bicycle and/or pedestrian improvements were Mission Boulevard, A Street, Winton Avenue/D Street, Harder Road, Tennyson Road, and Industrial Parkway.

Input from the in-person events varied slightly from the online engagement and highlight an interest in new opportunities in downtown Hayward while improving comfort and safety along critical corridors like Industrial Parkway, Tennyson Road, Huntwood Avenue, and Santa Clara Street. Additionally, many participants discussed the Interstate 880 freeway interchanges as a major barrier to east/west access through Hayward. Regional bikeway connectivity was supported through improvements near the potential East Bay Greenway, the San Francisco Bay Trail, and to California State University East Bay. Pedestrian comfort and crossing improvements were identified primarily along downtown corridors and on Jackson Street.

Online input focused on major high vehicle traffic corridors including Mission Boulevard, A Street, Hesperian Boulevard, Winton Avenue, and D Street. A Street in particular was requested to include pedestrian improvements as this route provides access between BART, Downtown Hayward, and the Amtrak station. Similar to the in-person input, there was a heavy focus on downtown Hayward and Tennyson Road. Figure 10 shows a heatmap summary of the areas where community members felt improvements were needed (in-person and Wikimap feedback layered together on a single map).

On January 22, 2020, staff returned to the CIC to present feedback on the draft BPMP. Per the recommendations of the Committee, staff modified portions of the draft to include more information on the proposed hiring additional transportation staff to be responsible for the City's needs related to alternative modes of travel, specifically focusing on bicycle and pedestrian facilities, and to identify a policy when single or directional curb ramps for pedestrians should be implemented. The CIC appreciated the information on the various funding opportunities and supported the idea of implementing a Traffic Impact Fee (TIF) for transportation.

In May 2020, links to the draft Plan were posted on the project webpage and also included in the May 2020 issue of *Leaflet* and the June 2020 issue of *Hayward Stack*.

DISCUSSION

Plan Update: The overall approach and objective for the updated BPMP has been structured into four phases by grouping similarly oriented tasks. These phases include:

1. Existing Conditions Analysis:
   Create a foundation for the plan by understanding the existing conditions. As part of this process, existing bicycle and pedestrian counts, collision data, US Census data, and the California Household Travel Survey will be analyzed to develop baseline data. This phase initiated a public engagement process that provided an effective and efficient way of gathering community input.

2. Needs Analysis:
   Create a Level of Traffic Stress (LTS) map to overlap the existing facilities map to determine gaps in the network and develop recommendations to address goals and needs of the existing network.

3. Project and Program/Policy Recommendations and Prioritization:
   Develop criteria to evaluate and prioritize the identified improvements. Prepare cost estimates and identify potential funding sources for the projects.

4. Documentation:
   Develop a concise, graphically rich, and user-friendly summary document for formal City approval.

The draft Plan includes goals, policies and objectives for bicycle and pedestrian travel in the City of Hayward to promote alternative travel modes and further expand and prioritize the facility network. The draft Plan is summarized below:

1. Executive Summary
2. Introduction
   - The Introduction touches base on the purpose of the plan, the benefits of biking and walking, the barriers to biking and walking, and the Community Involvement Plan.
3. Vision and Goals
   - Chapter Three focuses on the Plan's vision and goals, while identifying performance measures so we may determine if goals are being met
4. Existing Conditions
   - The Existing Conditions outlines the current state of biking and walking in Hayward with a map of the City's existing bicycle and pedestrian facilities
5. Project Recommendations
   - This chapter discusses the methodology of identifying project recommendations and their prioritization. Project recommendations and Priority maps and Recommendations maps are detailed here.
6. Program and Policy Recommendations
   - The priority recommendations related to policies, programs, and practices include infrastructure and operations, evaluation and planning, funding

opportunities, project implementation, education programs, and enforcement are included in this chapter.

7. Implementation Strategy
    - The Implementation Strategy includes information on cost estimates and how these may be included into other projects for cost efficiency, recommended near-term and long-term investments, and the various types of funding sources
8. Conclusion

Although the draft Plan incorporates best practices in bicycle and pedestrian travel and reflects numerous opportunities for public feedback, staff is now requesting feedback from the Planning Commission on the proposed Plan. Specifically, Chapter Five of the draft Plan includes a comprehensive list of programs and policy recommendations; and the draft Bicycle Facilities Map includes recommendations for new or upgrades to the bicycle network in the City. A copy of the draft Plan is included as Attachment II.

POLICY CONTEXT AND CODE COMPLIANCE

Hayward 2040 General Plan. The Bicycle and Pedestrian Master Plan will result in supporting mobility goals established as part of the *Hayward 2040 General Plan*, providing for a balanced multi-modal system of transportation facilities and services in Hayward.

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

Strategic Initiatives. When the project was originally initiated in 2017, the update supported the Council's Complete Streets Strategic Initiative. The purpose of the Complete Streets strategy is to build transportation networks that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goals and objectives:

Goal 1:	Prioritize Safety for all Modes of Travel
Objective 1:	Reduce speeding and aggressive driving behavior through four E's (i.e. Education, Enforcement, Empowerment, and Engineering.
Goal 2:	Provide Complete Streets that balance the diverse needs of users of the public right-of-way.
Objective 1:	Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

Strategic Roadmap. This project currently supports the Council's Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project 8, Part 8b.	Implement the Bicycle and Pedestrian Master Plan; Add 10 lane miles of bike lanes per year.
Project 8, Part 8c.	Implement the Bicycle and Pedestrian Master Plan; Assess Safe Routes to School
Project 8, Part 8d.	Implement the Bicycle and Pedestrian Master Plan; Implement Safe Routes to School

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act of 1970, Public Resources Code §21000, et seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively, "CEQA"), the proposed Amendments do not constitute a "project" within the meaning of Public Resources Code Section 21065, and CEQA Guidelines Sections 15061(b)(3) and 15378 because there is no potential that it will result in a direct or reasonably foreseeable indirect physical change in the environment and because it has no potential for either a direct physical change to the environment, or a reasonably foreseeable indirect physical change in the environment.

NEXT STEPS

Following Planning Commission feedback, staff will forward the proposed feedback to the Consultants for finalizing the Bicycle and Pedestrian Master Plan to present to the City Council for a public hearing on September 1, 2020.

Prepared by: Charmine Solla, Senior Transportation Engineer

Approved by:

Sara Buizer, Planning Manager

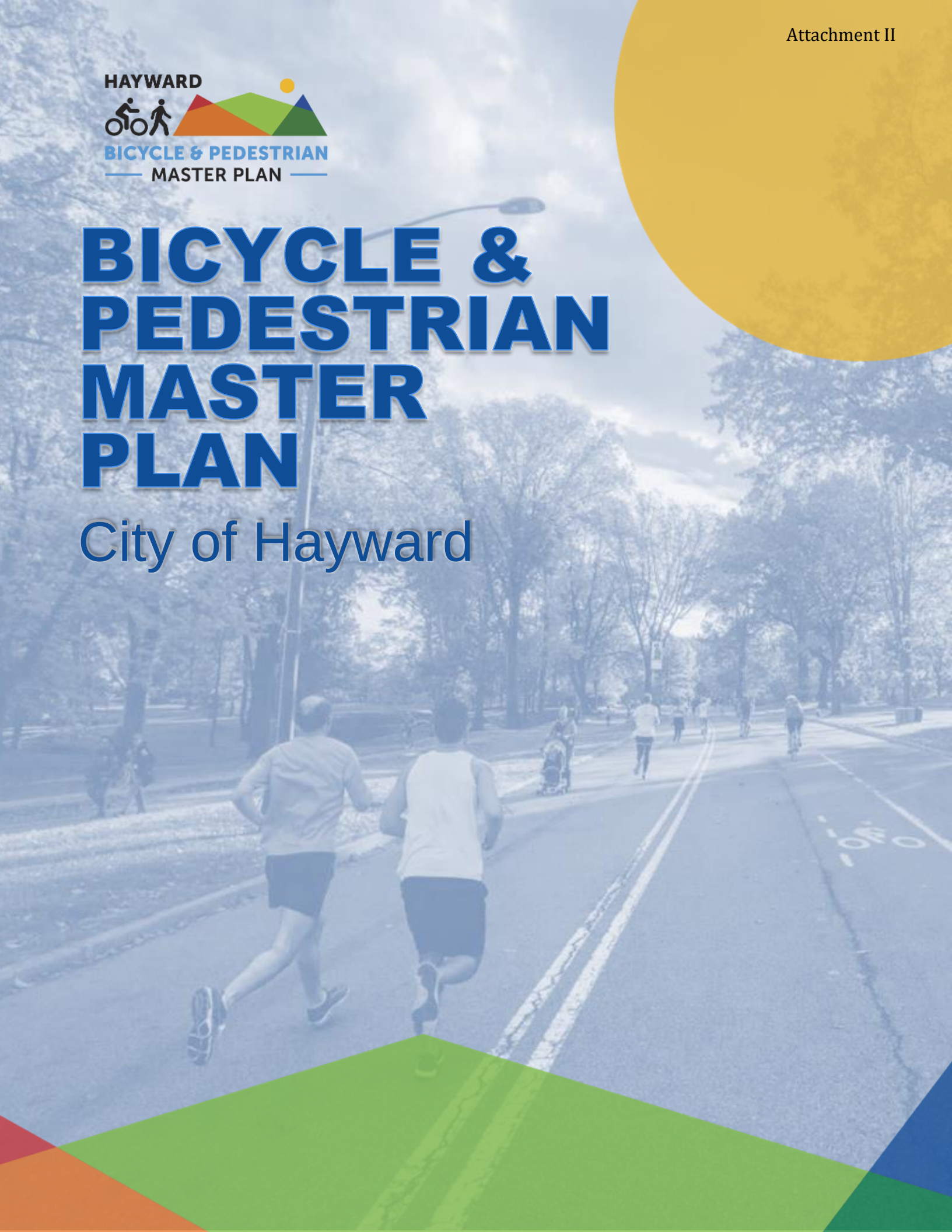
Laura Simpson, AICP, Development Services Director

Attachment II

HAYWARD
BICYCLE & PEDESTRIAN
MASTER PLAN

BICYCLE & PEDESTRIAN MASTER PLAN

City of Hayward



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EXECUTIVE SUMMARY

INTRODUCTION

Residents and visitors of Hayward have long walked and biked as a means of travel and recreation. Still, walkers and bikers are vulnerable road users susceptible to safety risks, and work has to be done to ensure there is a network of quality bicycle and pedestrian facilities throughout Hayward. The City of Hayward's Bicycle and Pedestrian Master Plan (Plan) establishes the City's vision and comprehensive approach to improving walking and biking in Hayward.

The City of Hayward has promoted biking and walking throughout its history. The first bicycle plan was adopted in 1979 and the most recent update completed in 2007. Since then, the City has created various citywide and neighborhood specific plans to promote these modes of transportation. The Plan builds off of this work and is consistent with the City's General Plan and Complete Street policies, which emphasize a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel.

BENEFITS OF BIKING AND WALKING

There are many benefits to biking and walking as a means of transportation, from improved health and well-being to the affordability and environmentally sustainable nature of both. Some of the benefits include:

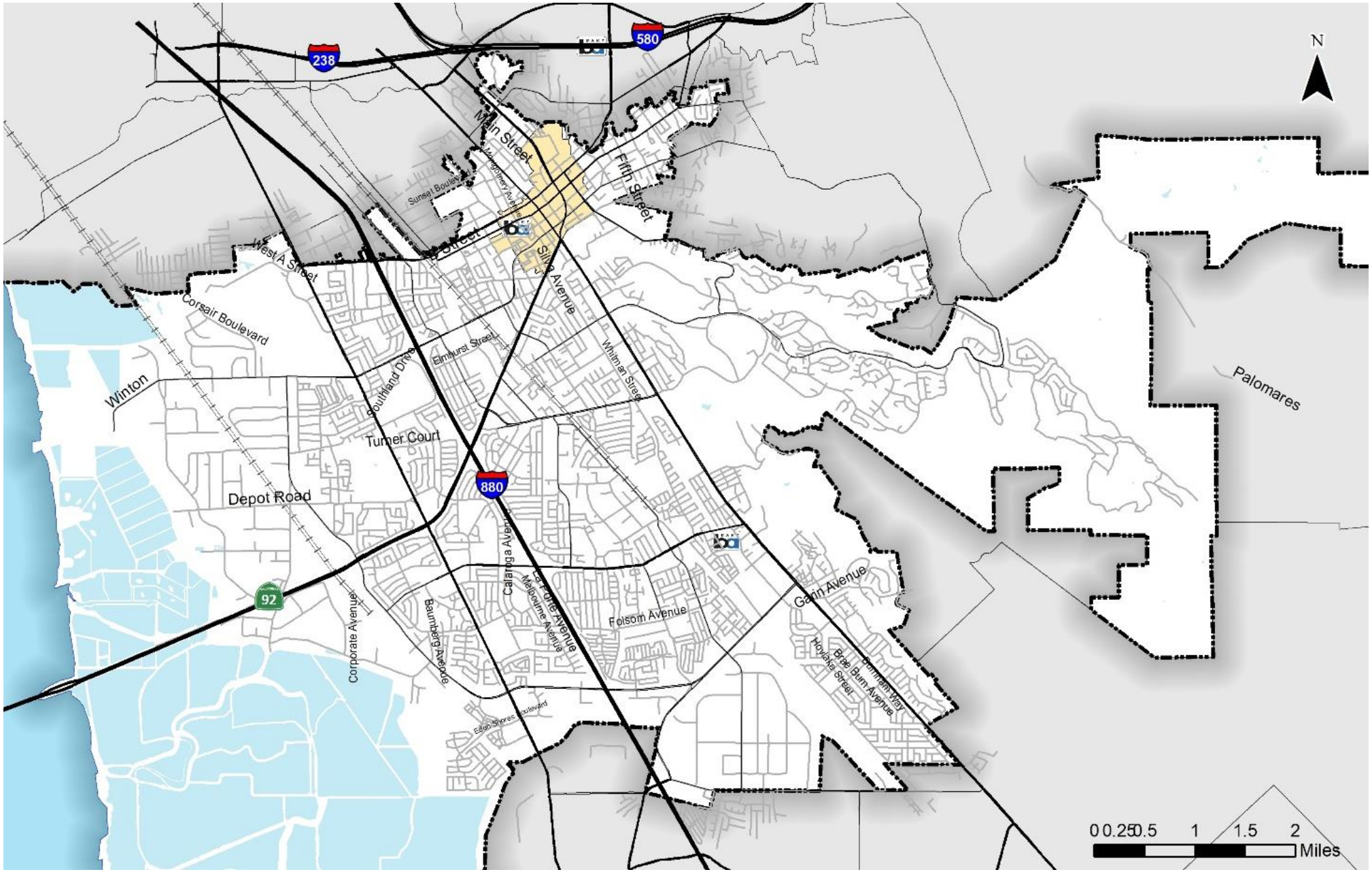
- **Environmental Benefits:** Together, biking and walking allow for sustainable and affordable travel, and improve access to employment, recreation, school and other opportunities. Biking and walking also have the potential to reverse the impacts of global warming by reducing the greenhouse gas emissions from the transportation sector.
- **Public Health:** Promoting walking and biking as viable alternatives to driving can improve physical and emotional health and well-being. Walking and biking with frequency is associated with personal health benefits by providing an opportunity for individuals to incorporate physical activity into daily life. Walking and biking also have potential psychological health benefits, including treating anxiety and depression and improving cognitive functioning. Lastly, a decrease in vehicle use results in community health benefits, such as improved air quality, reduced noise pollution, and reduced greenhouse gas emissions.
- **First and Last Mile Connections**: Biking and walking also make important connections to transit more convenient, including to Bay Area Rapid Transit (BART) stations where parking availability can be limited and to local and regional Alameda-Contra Costa Transit (AC Transit) bus connections.

Multi-use path crossing at Industrial Parkway.
Source: Kittelson & Associates. Inc.

Crosswalk with in-pavement illumination at Amador Street.
Source: Kittelson & Associates, Inc.

Bicyclist crossing at Fairway Street and Mission Boulevard.
Source: Kittelson & Associates, Inc.

Figure 1: City of Hayward



PLAN VISION AND GOALS

The Plan is guided by the following vision:

> **Vision:** The City of Hayward's transportation system provides a safe, comfortable, convenient, and connected walking and biking network for people of all ages and abilities and is supported by programs and policies that promote sustainable transportation and complete communities.

The Plan has four overarching goals that are related to this vision and guide the recommendations:

Plan Goals:

Performance measures were created in order to measure the goals above and to provide an easy way to track progress for the life of the Plan. These measures are listed below.

Table 1. Performance Measures

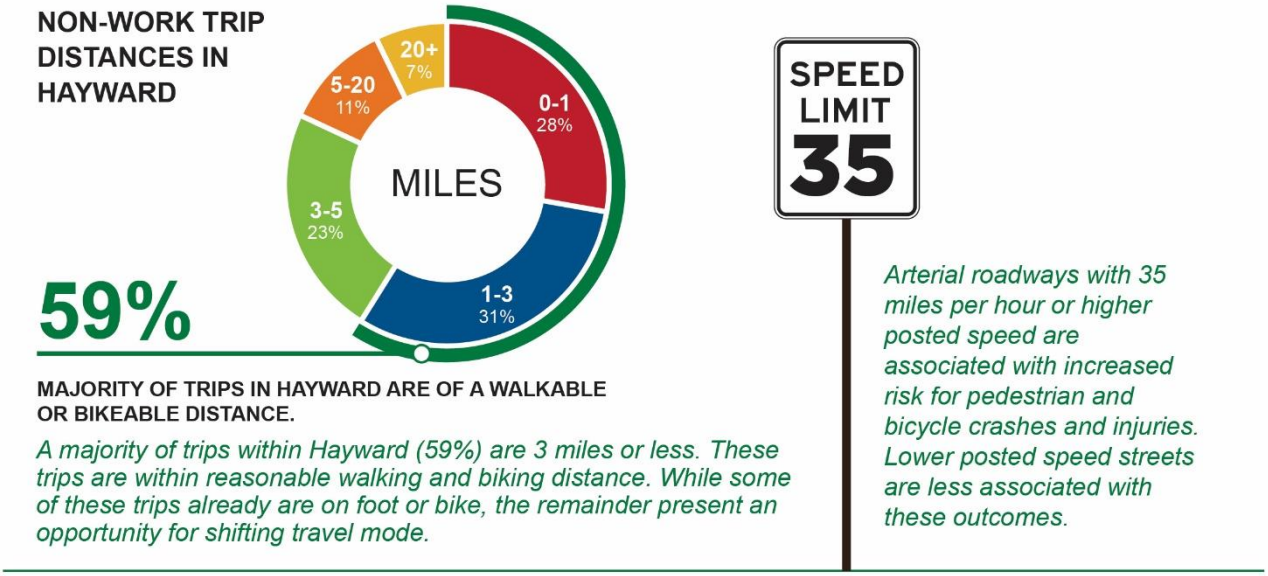
GOAL	PERFORMANCE MEASURE	EXISTING	TARGET
Safety	Average speed at specific locations measured annually*	*Varies by location*	↓
	Number of pedestrian/bicycle fatalities and severe injury collisions	3.5 fatal/severe injury bicycle collisions per year 9.4 fatal/severe injury pedestrian crashes per year	↓
Complete Streets	Miles of new or replaced sidewalk*	*Not inventoried*	↑
	Miles of new or upgraded bike lanes*	Class 1: 3 lane miles Class 2: 51 lane miles Class 3: 68 lane miles	↑
	Number of new or enhanced crosswalks*	*Not inventoried*	↑
Access & Mobility	Walk and bike mode share	Walk commute share: 2.3% Bike commute share: 1.1%	↑
	Number of ADA improvements	*Not inventoried*	↑
Funding & Implementation	Percentage of network implementation	*N/A*	**Recommended network 100% complete by 2030**
	Percentage of funding provided by grants*	*N/A*	↗

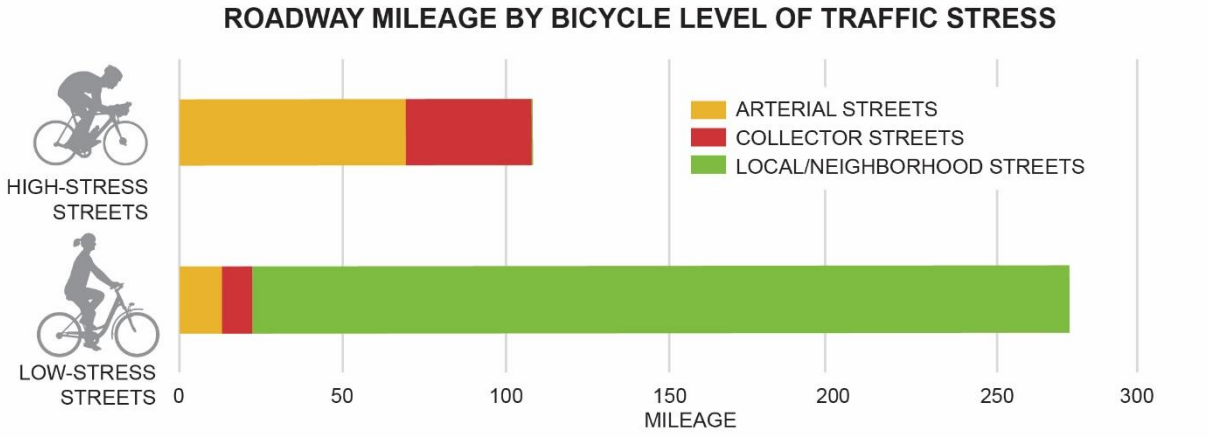
↓ DECREASE ↑ INCREASE ↗ MAINTAIN OR INCREASE

Source: Kittelson & Associates, Inc.

EXISTING CONDITIONS

Existing conditions were assessed to better understand prevailing trends and challenges within the City. Key findings are as follows:





Arterial streets make up the majority of high-stress streets in Hayward. This plan identifies opportunities to improve biking conditions along these streets, which would unlock low-stress connectivity among local and neighborhood streets.

Source:Toole Design Group; Kittelson & Associates, Inc.

PROJECT RECOMMENDATIONS

To encourage the implementation of complete streets, bicycle, pedestrian, and transit supportive investments are recommended together and held in equal importance. The project recommendations are thus presented as a package, with concurrent improvements to support all three travel modes. The network development and prioritization were conducted with respect to biking and walking. Once the network recommendations and proposed projects were developed, transit infrastructure costs were incorporated to the project cost estimates as well.

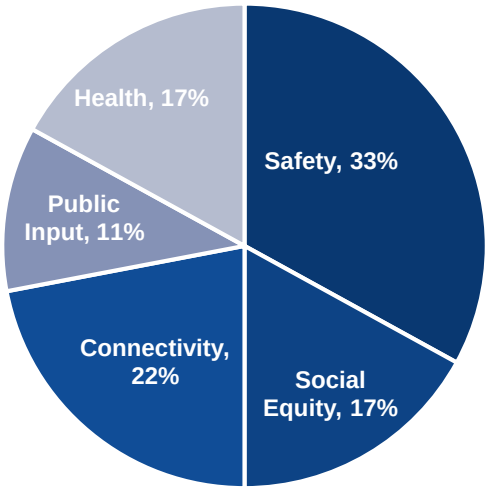
PROJECT PRIORITIZATION AND METHODOLOGY

A prioritization framework was used to identify candidate pedestrian and bicycle project locations. The prioritization criteria were developed in cooperation with the Technical Advisory Committee and align with the Plan's goals.

These factors were given weights to emphasize safety and connectivity. The weights were used to calculate priority scores for all road segments in the city, grouped by pedestrian and bicycle prioritization. The details of the prioritization process and scoring are provided in Appendix A.

The prioritization factors and criteria are shown in Figure 2, along with their relative weights.

Figure 2: Prioritization Weights



Source: Kittelson & Associates, Inc.

ALL AGES AND ABILITIES NETWORK

The Plan's vision includes creating a safe, comfortable bicycle network that can be enjoyed by all residents, commuters, and visitors. With this in mind, an all ages and abilities bicycle network was developed to provide bikeways that will allow the largest segment of the population to feel comfortable while biking and will support pedestrians with infrastucture that promotes safety, accessibility, and a pleasant walking environment. The all ages and abilities network concept conveys that the recommended bicycle and pedestrian network provides connectivity suitable for as much of the population as can be achieved through infrastructure solutions.

Recommended Bicycle Network

With the implementation of this network, every resident in Hayward would have access to low-stress, comfortable bikeways that connect to major destinations throughout the city, along with connected sidewalks and frequent and appropriate crossing locations and designs. These facilities are also supported by connectivity and gap closure recommendations that may not meet the American Association of State Highway and Transportation Officials (AASHTO) criteria for all ages and abilities bikeways, but are important for other safety or local access purposes.

The existing and proposed bicycle network (Figure 3) illustrates the existing and proposed facility recommendations. Once the network was developed, the plan used the prioritization methodology to rank each project corridor. The full project list can be found in Appendix B. The recommended facilities include:

- 32 miles of Class I paths
- 35 miles of Class II bike lanes
- 18 miles of Class III bike routes
- 68 miles of Class IV separated bike lanes

Recommended Pedestrian Network

The recommended pedestrian network was developed in tandem with the recommended bicycle network using a complete streets approach. A suite of pedestrian treatments is recommended to be implemented along project corridors, with different project assumptions based on roaway functional classification. In this way, when near-term or longer-term improvements are being identified, bicycle and pedestrian improvements can be planned for, designed and implemented together. The pedestrian improvements include high-visibilty crosswalks, ADA curb ramps, curb extensions, midblock RRFBs and PHBs, and signal improvements. Figure 4 presents the recommended pedestrian network.

Transit Infrastructure

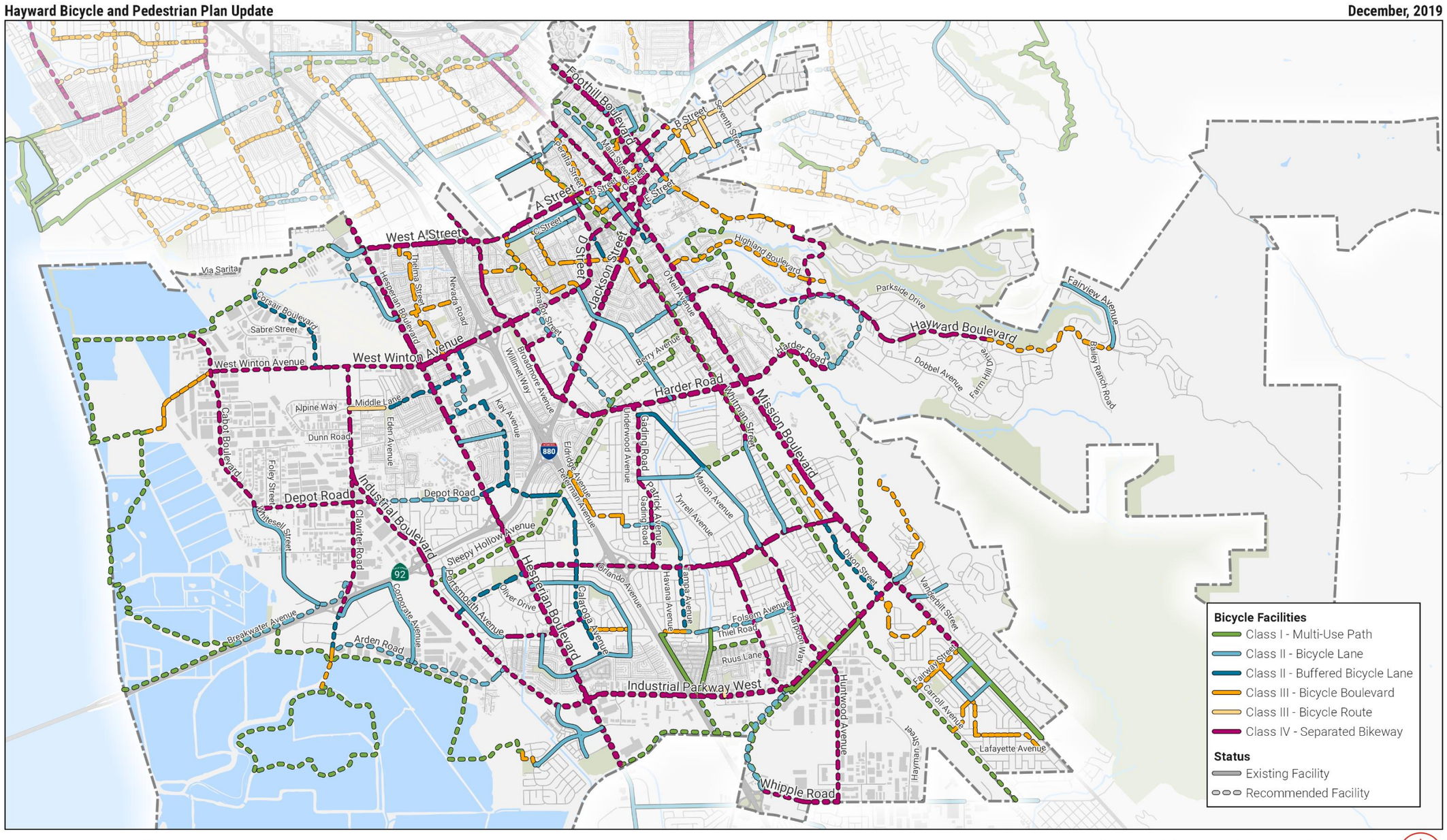
Once the recommended bicycle and pedestrian networks were developed, right-of-way improvements that support and facilitate walking access to transit and bicycle safety in transit interactions were layered into the recommendations. These improvements generally include transit stop area improvements on the sidewalk and in the roadway and are organized and classified by transit corridor priority indicating the level of infrastructure recommended to provide pedestrian access and improve bicyclist safety. Incorporating all three elements together allows projects to be implemened as complete corridors rather than as separate projects by mode. Figure 5 presents the locations and cost levels of recommended transit infrastructure.

Priority Intersections

In addition to the recommended bicycle and pedestrian network, there are intersection locations in the City that exhibit a relatively high pedestrian collision history relative to the rest of the network in terms of severity and frequency. These intersections should be considered for future pedestrian safety improvements and are presented with their 2012-2016 pedestrian collision history:

- **West Tennyson Road and Huntwood Avenue**: eight pedestrian collisions (including three severe injury collisions)
- **Jackson Street and Silva Avenue / Meek Avenue**: five pedestrian collisions (including one severe injury and one fatal collision)
- **Whipple Road and Dyer Street**: four pedestrian collisions (including two severe injury collisions)
- **Foothill Boulevard and City Center Drive**: two pedestrian collisions (including one fatal and one severe injury collision)

Figure 3. Existing and Proposed Bicycle Network



HAYWARD BICYCLE & PEDESTRIAN MASTER PLAN

Existing and Recommended Facilties

KITTELSON & ASSOCIATES

TOOLE DESIGN

Figure 4: Recommended Pedestrian Network

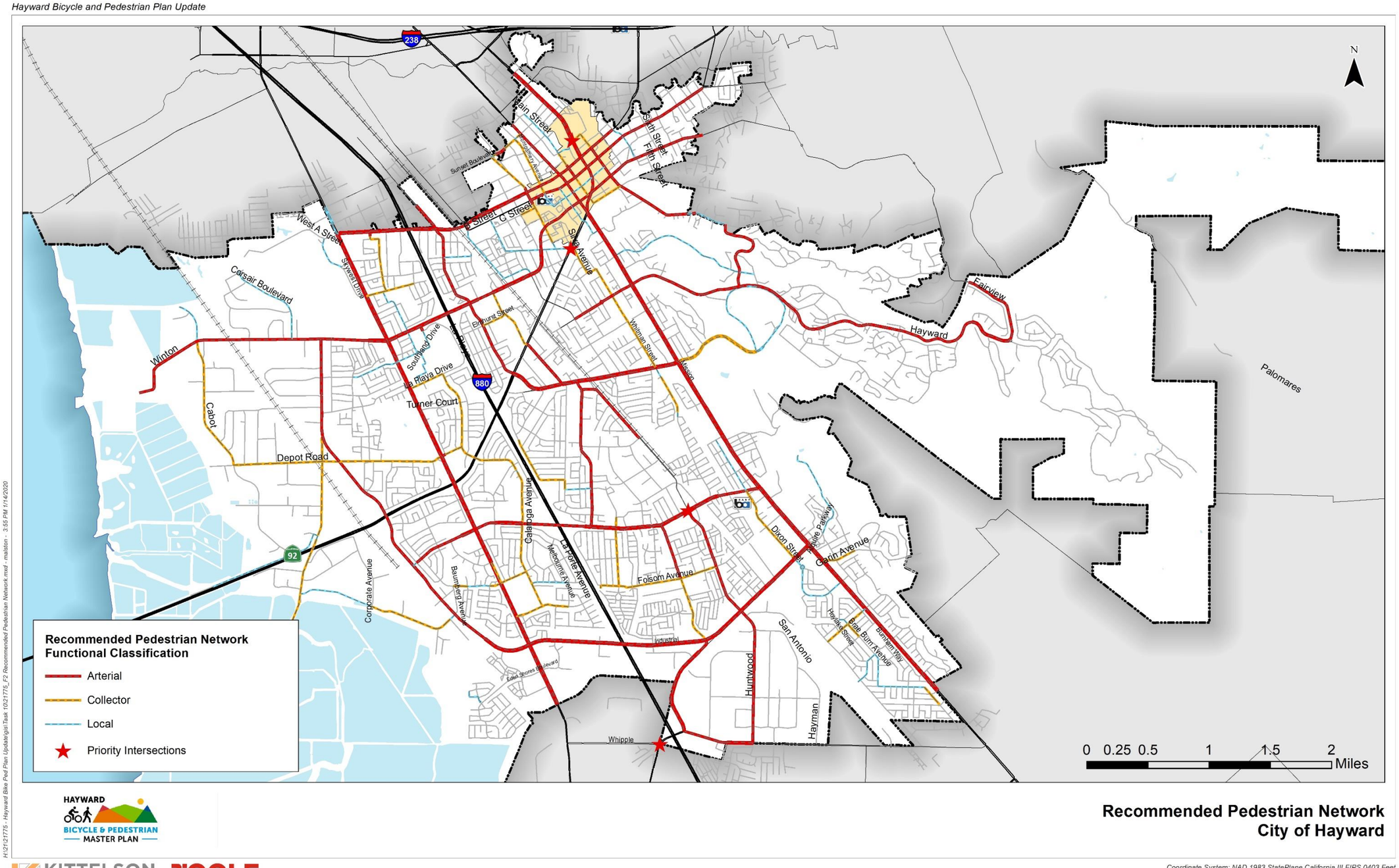
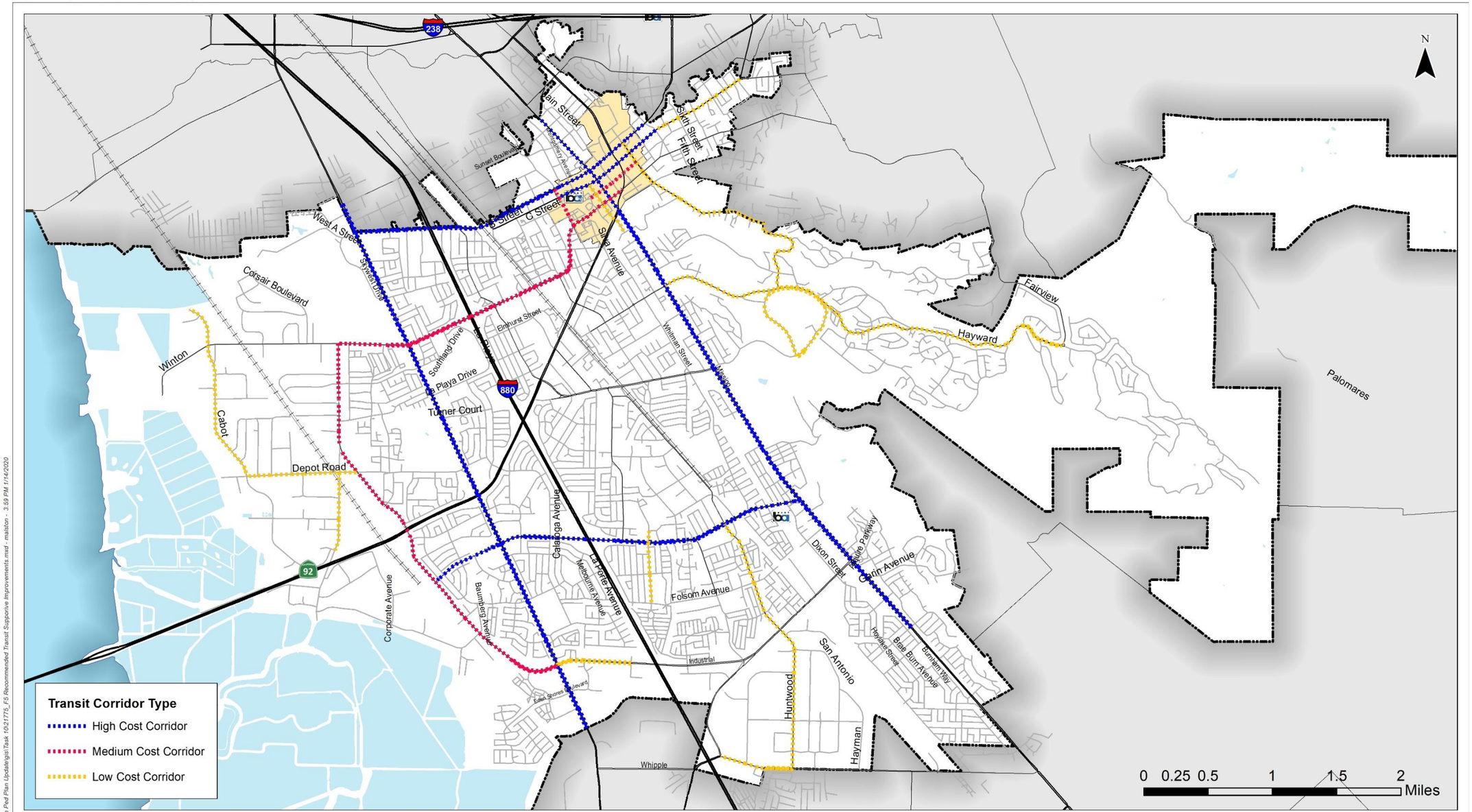


Figure 5: Proposed Transit Supportive Improvements

Hayward Bicycle and Pedestrian Plan Update



HAYWARD BICYCLE & PEDESTRIAN MASTER PLAN

Recommended Transit Supportive Improvements
City of Hayward

KITTELSON & ASSOCIATES TOOLE DESIGN

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

H:\21\21775 - Hayward Bike Ped Plan Update\gis\Task 10\21775_F5 Recommended Transit Supporive Improvements.mxd - malston - 3:59 PM 1/14/2020

PROGRAM AND POLICY RECOMMENDATIONS

As part of developing the Plan, the City has identified policies, programs, and practices to improve conditions for residents and visitors who walk and bike in Hayward. City staff from multiple departments including Public Works, Environmental Services, and Planning participated in an interview to assess how the City is implementing existing policies, programs, and practices.

City staff from multiple departments including Public Works, Environmental Services, and Planning were interviewed as part of the recommendations development. The interviews focused on five main categories of recommendations. City staff ranked the highest priorities, shown in Table 2, for inclusion in the Plan.

Table 2. Summary of Recommendations for Policies, Programs, and Practices

Category	Topic Area	Recommendations
Infrastructure and Operations	Attention to Crossings and Barriers	• Accommodating bicycles and pedestrians at freeway interchanges
	Bike Parking Requirements	• Short-/long-term bicycle parking requirements and standards
	Intersections and Interchanges	• Develop standards for Leading Pedestrian Interval (LPI) applications • Develop standards for modifying signals for full accessibility
	Crosswalks and Traffic Control Devices	• Design standards and applications for Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFPs) • Develop a crosswalk installation policy and/or decision matrix including applications for midblock crossings
	Design Guidance	• Develop and adopt bicycle and pedestrian design standards
	Off-street Multi-Use Paths and Separated Facilities	• Develop language for implementing easements and private property paths
Evaluation and Planning	Development Standards, Site Plan Review, and Traffic Impact Studies	• Develop an Americans with Disabilities Act review checklist
Funding	Strategies for Funding	• Develop a list of potential grant and alternative funding strategies
	Staff	• Hire a dedicated Bicycle and Pedestrian staff person
Project Implementation	Construction Zones	• Create guidance for accommodating bicyclists and pedestrians in construction zones
	Rapid and Interim Facilities	• Develop strategies for rapid network implementation and interim design treatments
Education and Enforcement	Safety and Education	• Coordinate with the Alameda County Safe Routes to School program and encourage all Hayward schools to participate

IMPLEMENTATION STRATEGY

The total cost of all the projects identified in the Plan is between approximately $97-114 million. This cost estimate represents complete corridor costs including bicycle, pedestrian, and transit infrastructure improvements. These planing-level cost estimates include design costs but not right-of-way acquisition, as recommendations are taiolred to what can reasonably be provided with existing rightis cost provides an opportunity for the City to seek funding for implementation of the bikeway and pedestrian facility improvements as complete street projects that support multiple modes rather than as individual improvements.

The total cost for all bicycle facilities is $25.9 to $43.3 million; the total cost for pedestrian facilities is approximately $61.2 million; and the total cost for all transit elements is approximately $9.6 million. (All costs are presented in 2019 dollars). A range for the cost estimate for bicycle facilities is provided to account for potential low-cost and high-cost implementation scenarios for Class IV Separated Bikeways which will need to be determined on a corridor by corridor basis.

Table 3. Costs for Recommended Improvements

Component	Low End Estimate ($Million)	High End Estimate ($ Million)
Bicycle Network	$25.9	$43.3
Pedestrian Network	$61.2	
Transit Supportive Facilities	$9.6	
Total	$96.7	$114.1

Source: Toole Design Group, Kittelson, 2019.
Note: All costs presented in 2019 dollars.

The implementation strategy is broken down into near-term investments and long-term investments. To implement projects rapidly, the City's near-term investments should focus on closing gaps in the existing network and providing access to transit and schools within the next five years. These investments should be balanced with investments throughout Hayward. Long-term investments focus primarily on large arterial projects where additional time may be needed for design and construction.

A funding strategy is included in the Plan and summarizes possible funding sources available for bicycle and pedestrian projects, policies, and programs over the life of the Plan. Sources include federal, state, regional, and local programs.

Primary sources of funding for the plan include the following sources:

- Federal Programs
  - Congestion Management & Air Quality (CMAQ) Program, administered by FHWA
  - Surface Transportation Block Grant (STBG) Program, administered by FHWA
- State Programs
  - Active Transportation Grant, administered by Caltrans
  - Affordable Housing and Sustainable Communities (AHSC) Program, administered by the Strategic Growth Council
  - Transformative Climate Communities (TCC) Program, administered by the Strategic Growth Council
- Regional Programs
  - One Bay Area Grant (OBAG), administered by MTC
  - Transportation Development Act (TDA) Article 3, administered by MTC
  - Regional Measure 1, 2, 3, and future regional measures, administered by MTC

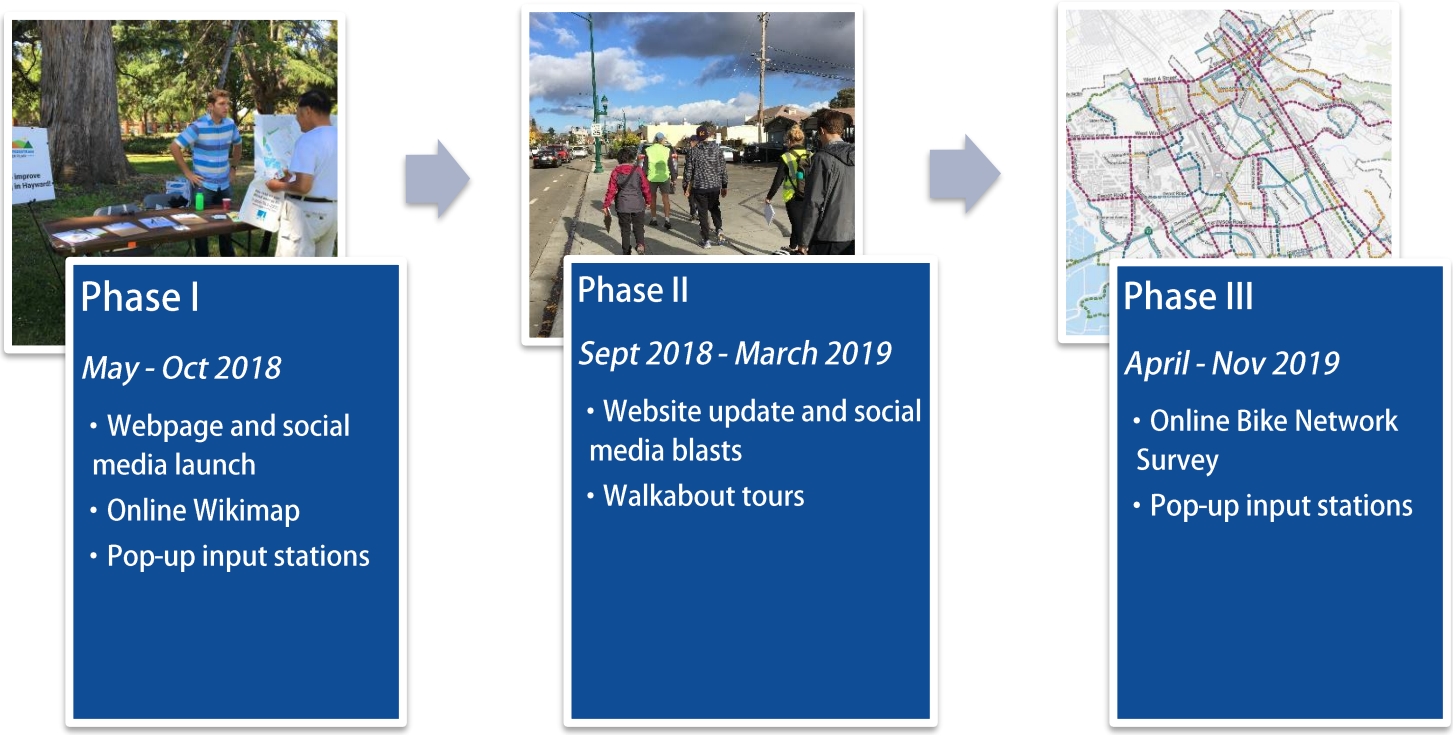
  - Regional Active Transportation Program, administered by MTC
  - Measures B and BB
- Local Developer and transportation impact fees

PLAN OUTREACH AND COMMUNITY ENGAGEMENT

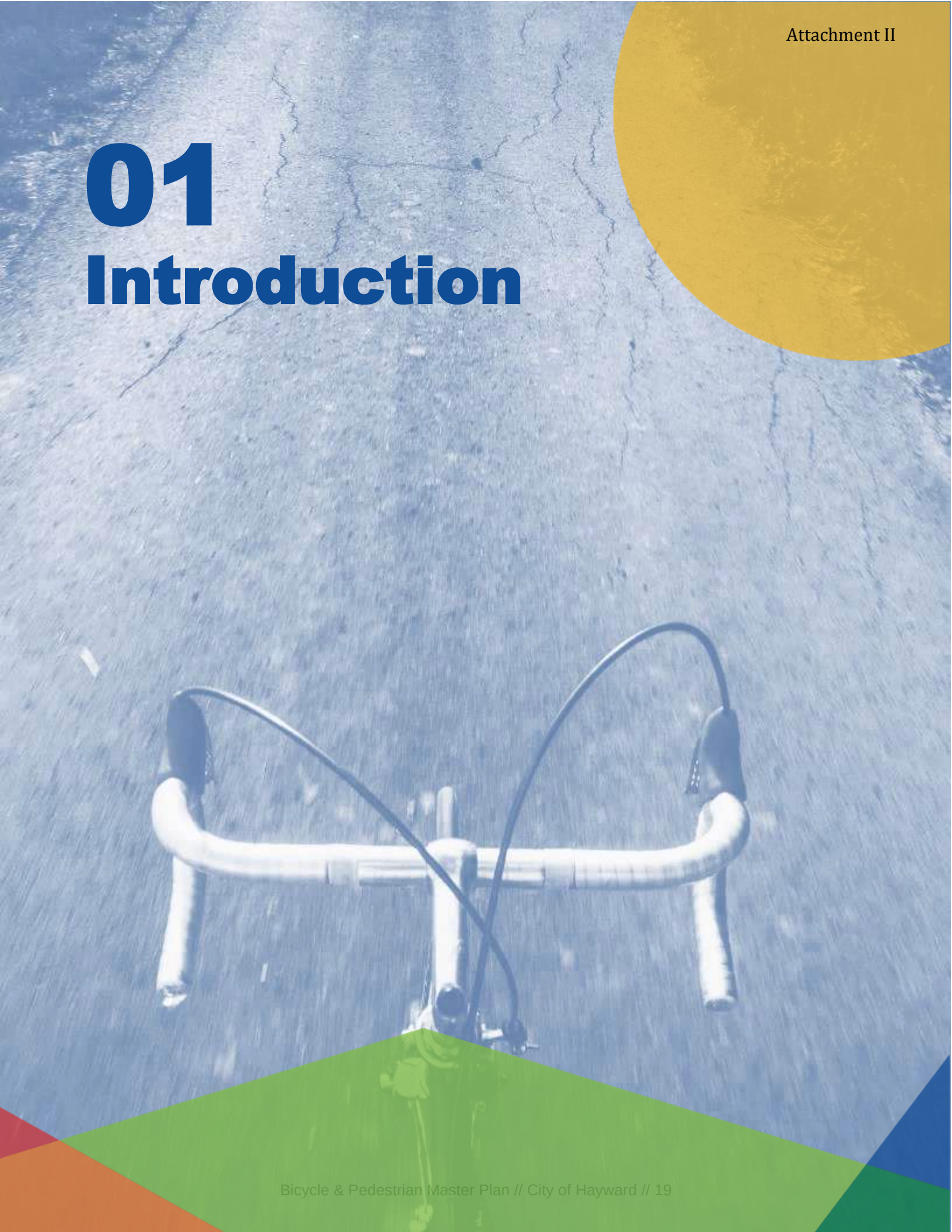
The public engagement was completed in three phases, as shown in Figure 7 and was supplemented by a Technical Advisory Committee (TAC). The TAC, which met four times during plan development, included staff from Public Works, Traffic engineering, development Services, transit agencies, local advocacy groups, Hayward Unified School District, representatives from neighboring jurisdictions, Caltrans, and local business representatives.

- Phase I, conducted from May through October 2018, focused on increasing community awareness of the plan and soliciting initial feedback on existing conditions and the plan's priorities. This phase established the foundation for planning efforts and included a website launch, an online Wikimap for providing feedback, and pop-up stations at community events.
- Phase II, conducted from September 2018 through March 2019, solicited community input regarding recommended projects to be implemented. Activities included three community walkabouts as well as more online engagement.
- Phase III, conducted from April through November 2019, was used to gather community feedback on initial project recommendations. These recommendations included the draft bicycle and pedestrian networks as well as the list of project. This feedback was gathered online via a Wikimap and through pop-up community events.

Figure 6. Public Engagement Process Summary



01 Introduction



INTRODUCTION

The City of Hayward's Bicycle and Pedestrian Master Plan (Plan) establishes the City's vision and comprehensive approach to improving walking and biking in Hayward. The Plan is consistent with the City's General Plan and Complete Street policies, which emphasize a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel.

PURPOSE OF THE PLAN

The Plan updates and replaces the City's 2007 Bicycle Master Plan. It includes both a bicycle and pedestrian emphasis and sets forth detailed goals and objectives that provide a universally accessible, safe, convenient, and integrated system that promotes walking and biking.

The Plan represents a comprehensive citywide effort that will be used to guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. The Plan seeks to increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for Hayward residents, visitors, shoppers, and commuters.

BENEFITS OF AND BARRIERS TO BIKING AND WALKING

Safe and convenient places for walking and biking are critical for vibrant, sustainable, and livable communities. Biking and walking bring the following benefits:

- **Environmental Benefits**: Together, biking and walking allow for sustainable and affordable travel, and improve access to employment, recreation, school and other opportunities. The current pace of global warming and sea level rise has the potential to make active transportation less comfortable, impact the available inhabitable land, and dramatically increase the cost of building and maintaining transportation infrastructure. Promotion of active transportation will play an important role in reversing these trends by promoting a reduction in greenhouse gas emissions from the transportation sector.
- **Public Health:** Promoting walking and biking as viable alternatives to driving can improve physical and emotional health and well-being. Walking and biking with frequency is associated with personal health benefits by providing an opportunity for individuals to incorporate physical activity into daily life. In order to achieve the recommended 30 to 60 minutes of physical activity per day, individuals are generally required to add leisure-time physical activity, including active transportation. Walking and biking also have potential psychological health benefits, including treating anxiety and depression and improving cognitive functioning and subjective well-being. Lastly, health benefits also result from a decrease in vehicle use. This includes improved air quality, reduced noise pollution, and reduced greenhouse gas emissions.
- **First and Last Mile Connections**: Biking and walking also make important connections to transit more convenient, including to BART stations where parking availability can be limited and to local and regional AC Transit bus connections.

There are also considerable barriers to biking and walking. A general typology of bicyclist types has been developed showing that 51% of the population is classified as "Interested but Concerned" with respect to riding.[1] Research has shown that there are barriers keeping these individuals from riding more, most notably including safe infrastructure. There may be other barriers, including inadequate end-of-trip facilities (secure long-term bike parking) or feeling uncomfortable on a bicycle (a need for bicycle education among youth and adults).

[1] "Types of Cyclists." *Jennifer Dill, Ph.D.*, 26 Mar. 2017, https://jenniferdill.net/types-of-cyclists/.

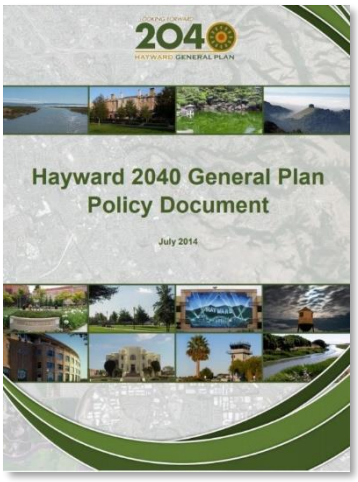
Similar safety and security barriers exist for walking. Land use patterns and road infrastructure play a big part in the perception of walking as a viable travel mode, and safe facilities are a prerequisite to encourage walking. As infill development continues in Hayward, higher levels of traffic and scarcity of parking may encourage walking, provided that the infrastructure is in place.

This section provides an overview of existing plans and documents relevant to the Plan. Table 4 lists relevant existing plans by the types of guidance and direction they can provide for the Plan. Additional detail on the plans and policies is summarized following the table, and further analysis can be found in Appendix C.

Table 4. Existing Plans & Policy Summary

Plan	Bike Policies	Pedestrian Policies	Facility/ Network Maps	Design Guidelines	Street-Specific Design Concepts	Program Recommen-dations
Hayward 2040 General Plan	●	●	●			●
2007 Hayward Bicycle Master Plan	●		●			●
Hayward Complete Streets Resolution	●	●				
Hayward Design Guidelines	●	●		●		
Mission Boulevard Corridor Specific Plan	●	●		●	●	
Route 238 Corridor Improvement Project	●	●		●	●	
South Hayward BART Development, Design, and Access Plan	●	●	●	●	●	
Downtown Specific Plan	●	●	●		●	●
Neighborhood Plans (16)	●	●	●			●

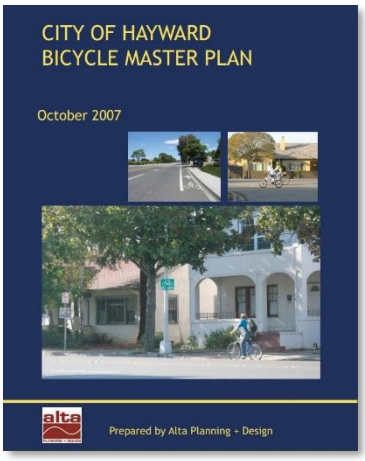
CITYWIDE PLANS AND POLICIES



Hayward 2040 General Plan (2014)

https://www.hayward2040generalplan.com/

The Hayward 2040 General Plan provides a blueprint for the City's land use, growth and development, safety, and open space conservation in the coming decades. The Mobility Element of the plan is most applicable to the Bicycle & Pedestrian Master Plan. It presents goals for providing a connected multimodal transportation system; reducing impacts of regional travel; providing complete streets; building a transportation network that is safe and accessible; and decreasing vehicular travel, congestion, and parking demand through transportation demand management strategies.



Hayward Bicycle Master Plan (2007)

https://www.hayward-ca.gov/sites/default/files/Hayward%20Bicycle%20Master%20Plan%202007.pdf

The 2007 Hayward Bicycle Master Plan (BMP) is an update of the 1997 Bicycle Master Plan. It provides long-term vision and direction for bicycle transportation and recreation in Hayward. According to the BMP, its purpose is to expand Hayward's bikeway network and close gaps in the existing network, integrate the city bicycle network into the regional network, develop an implementation strategy (i.e., provide cost estimates and potential funding sources) for proposed bicycle facilities, maximize funding sources, and enhance the quality of life in the city. This plan also inventories existing bike paths, bike lanes, and bike routes in the city (pre-2007) and provides a list of proposed bikeways, bicycle support facilities, and projects.

Hayward Complete Streets Resolution (2013)

https://www.hayward-ca.gov/your-government/city-council/complete-streets-strategic-initiative

The City of Hayward adopted a Complete Streets Policy in 2013 with the vision of creating and maintaining a safe and efficient transportation system that promotes the health and mobility of residents and visitors, supporting better access to businesses and neighborhoods, and fostering new opportunities. The resolution details complete streets commitments, safe travel requirements, effects on policies and studies, and performance standards and evaluation.

NEIGHBORHOOD AND SPECIFIC PLANS & POLICIES

Mission Boulevard Corridor Specific Plan (2014)

https://www.hayward-ca.gov/sites/default/files/documents/140128-MissionBlvdSpecificPlanEntireDocument.pdf

The Mission Boulevard Corridor Specific Plan guides the redevelopment of Mission Boulevard into a vibrant commercial corridor with safe, desirable, and pedestrian-friendly neighborhoods. The Specific Plan ties into many of the strategies listed in the Land Use Element of the 2040 General Plan, and it relies heavily on form-based code to regulate redevelopment of the corridor.

Route 238 Corridor Improvement Project (2015)

http://cityofhayward-ca.gov/CITY-GOVERNMENT/BOARDS-COMMISSIONS-COMMITTEES/PLANNING-COMMISSION/pc/2012/pca030812-P01.pdf

The Route 238 Corridor Improvement Project reconstructed curbs, gutters, drainage facilities, sidewalks, median islands and many pedestrian crossings to include accessible curb ramps. It also retrofitted streetlights and poles with LED lighting, relocated overhead utility lines underground along Mission Boulevard, replaced median concrete with landscaping and street trees, added downtown gateway enhancements, and upgraded traffic signals.

South Hayward BART Development, Design, and Access Plan (2006)

https://www.bart.gov/sites/default/files/docs/SouthHaywardDevelopDesignAccessPlanpartA.pdf

BART adopted a Development, Design, and Access Plan for the South Hayward station to help facilitate efforts to redevelop the station area into a more vibrant and pedestrian-friendly mixed-use neighborhood with increased BART ridership. The Plan works towards achieving BART's transit-oriented development policy, station modal access hierarchy, and mode split goals. The Plan encompasses all land owned by BART, including surface parking lots, a bus intermodal facility, and undeveloped parcels.

Downtown Specific Plan (2019)

https://www.hayward-ca.gov/downtown-specific-plan

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 outlining an implementation plan, delineating an inclusive, multimodal 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 lays out strategies for achieving seven goals, three of which are directly applicable to the Bicycle & Pedestrian Master Plan – community design, travel demand management and parking, circulation, and infrastructure and public facilities. For each goal, there are strategies, objectives and recommendations.

PUBLIC OUTREACH/ COMMUNITY INVOLVEMENT PLAN

As part of the Bicycle & Pedestrian Master Plan process, three phases of public engagement activities were conducted to gather input on various Plan components and report what was heard back to the community. The goal of outreach was to inform community members about the Plan, offer ways for individuals to comment on existing bicycle and pedestrian infrastructure, and allow community members to give feedback on where they would like new opportunities to walk or bike. The planned activities and events reached multiple audiences throughout Hayward, not just those who self-identify as bicyclists or pedestrians.

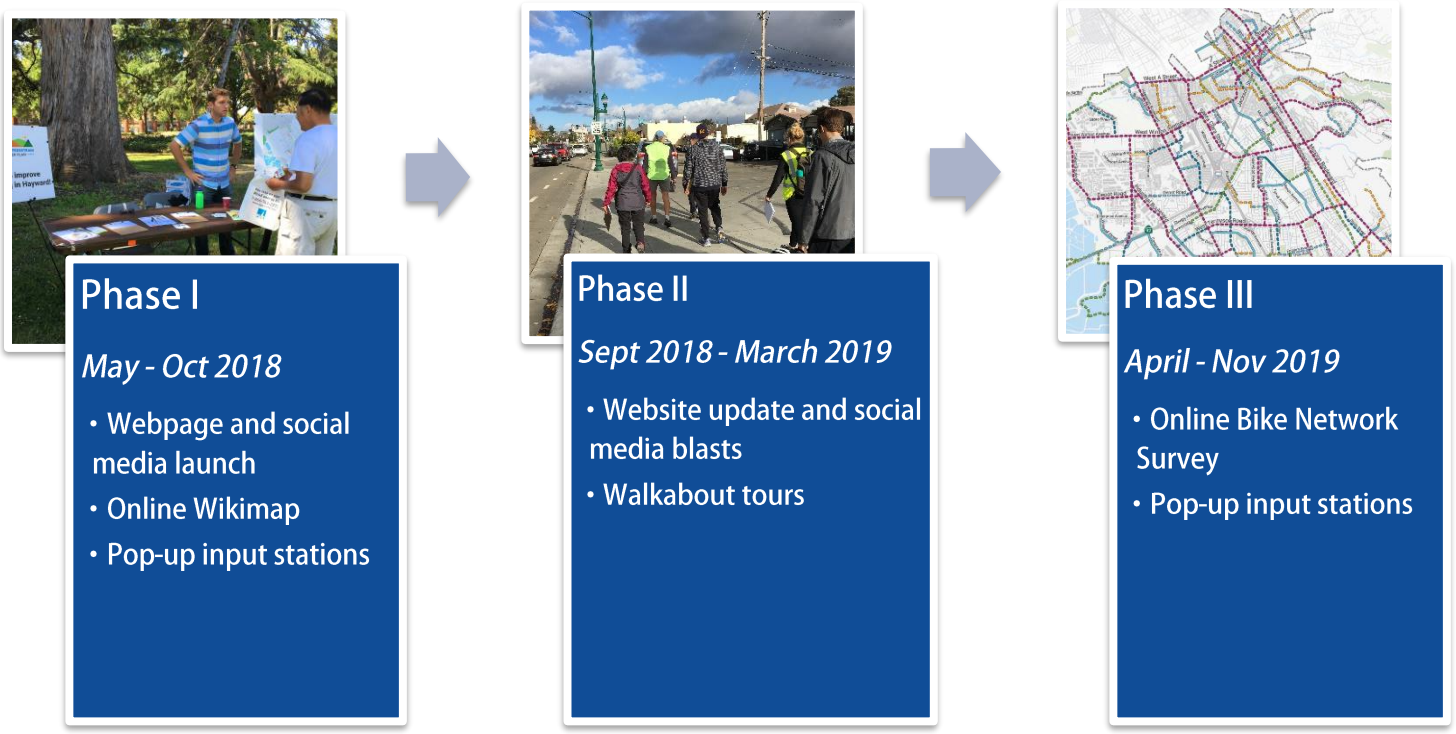
In general, the goals for the the Plan's public engagement strategy were:

- To inform the Hayward community about the Plan, planning process, and opportunities for involvement
- To identify and engage key stakeholders interested in, or potentially affected by, the proposed Plan policies, projects, and programs

- To solicit input on current biking and walking issues and opportunities in Hayward
- To identify community needs and priorities for enhancing biking and walking in Hayward
- To build momentum and support for the future implementation of bicycle and pedestrian projects
- To be equitable and balanced across the Hayward community

The public engagement was broken into three phases, as shown in Figure 7. The sections below detail the goals of each phase and what activities were conducted.

Figure 7. Public Engagement Process Summary



TECHNICAL ADVISORY COMMITTEE

Community involvement also included the formation and regular meetings of a Technical Advisory Committee (TAC). The TAC included staff from Public Works, Traffic Engineering, Development Services, transit agencies, local advocacy groups, Hayward Unified School District, representatives from neighboring jurisdictions, Caltrans, and local business representatives. The City of Hayward extends a very special thanks to members of the TAC who are listed in Table 5. The TAC met four times throughout the planning process at key project milestones and helped staff to confirm feedback received from the greater community, develop preliminary recommendations, and advise on project work.

Table 5. Technical Advisory Committee Members and Organizations

Name	Organization
David Berman & Nathan Landau	AC Transit
Chris Marks	Alameda County Transportation Commission
Ruben Izon	Alameda County
Mariana Parreiras & Charlie Ream	BART
Susie Hufstader	Bike East Bay
Sergio Ruiz & Gregory Currey	Caltrans District 4
Jeremy Lochirco	City of Hayward Development Services
Suzanne Philis	City of Hayward Economic Development
Erik Pearson	City of Hayward Environmental Services
Gale Bleth	City of Hayward Police Department
Rodney Alfonso	City of Hayward Streets Division
Justina Victoriano	Community Resources for Independent Living (CRIL)
Karl Zabel & Larry Lepore	Hayward Area Recreation and Park District
Kim Hugget	Hayward Chamber of Commerce
Tim Cody	Hayward Unified School District
Reh-Lin Chen	City of San Leandro
Carmela Campbell	City of Union City
Ben Schweng	United Merchants Downtown Hayward

PHASE I – ESTABLISHING THE FOUNDATION (MAY TO AUGUST 2018)

The first phase of public involvement focused on understanding the current experience of walking and biking in Hayward. Public engagement in this phase included developing online engagement resources (e.g., website and social media content), publishing a Hayward Stack article and an online Wikimap, and tabling at three city events.

Website Launch and On-going Social Media Presence

A project website was created for the project and went live in May 2018. It provided community members with information about the project including existing conditions, why the Plan is being updated, the Plan schedule, and information on engagement opportunities. The website can be found at: https://www.hayward-ca.gov/content/bike-and-pedestrian-master-plan-update.

In addition to the website, the content about the project and how to engage was created for Facebook and Twitter. The City posted content to Twitter on July 10th and July 14th and to Facebook on July 15th.

Figure 8. Example Screenshot of Project Website and Social Media Post

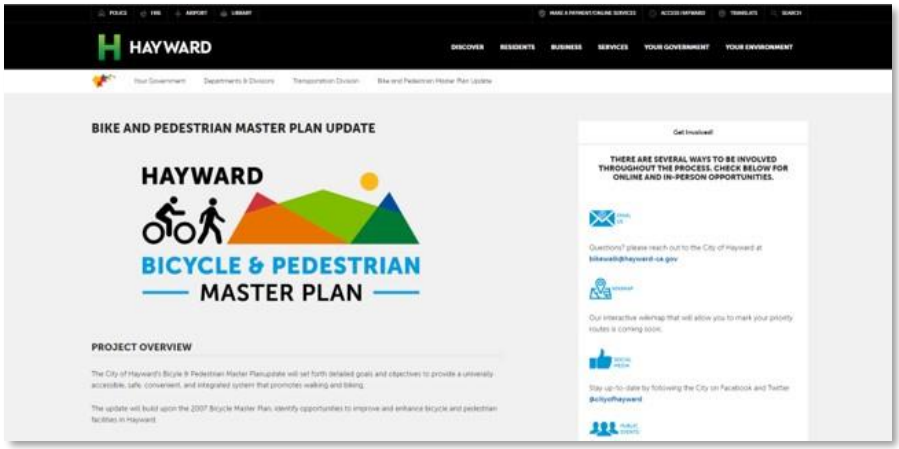
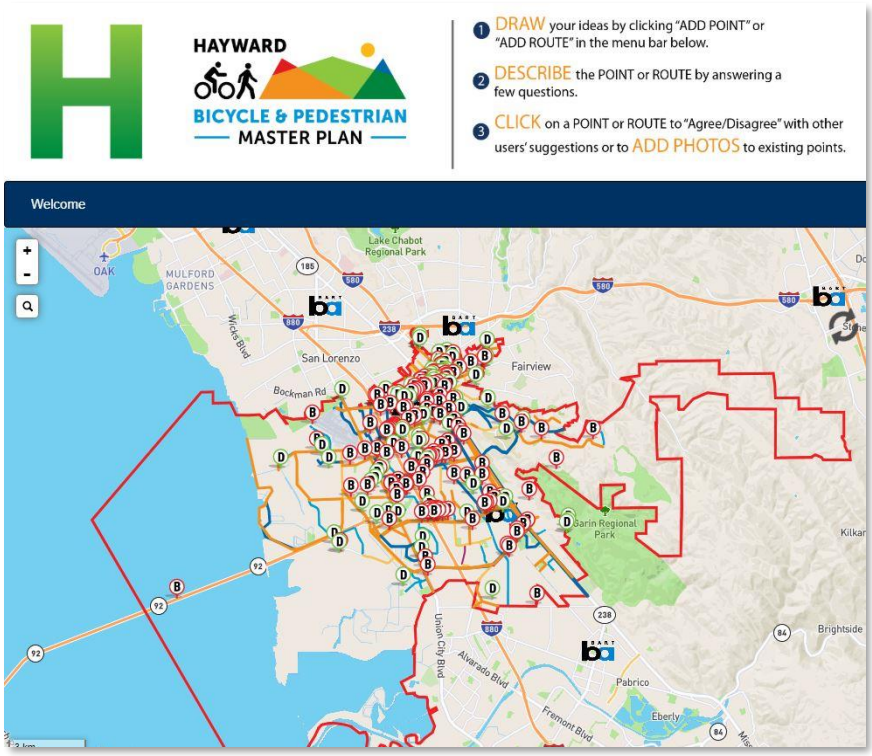


Figure 9. Online Wikimap



Online Wikimap

The online interactive Wikimap was accessible to the public via the City's website between May and August 2018. Using the Wikimap, participants were able to give location-specific feedback on existing conditions for walking and biking in Hayward. Participating community members were asked to provide basic demographic information and to mark locations on the map based on how comfortable they felt while walking and biking. Participants could note routes that they liked, stressful routes, barriers to walking or biking, and specific areas that they liked or would like to walk or bike to. A screenshot of the Wikimap is shown in Figure 9.

In-Person Pop-Up Stations

During Phase I, project staff attended three community events in Hayward where community members were asked to provide feedback on the existing walking and biking conditions in multiple locations across the city. Community members had the opportunity to write comments and mark up a map with stickers and markers to detail where they liked to walk or bike and where they felt uncomfortable walking or biking. These local events included:

- Downtown Hayward Street Party - June 21, 2018
- Summer Movies in the Plaza – June 29, 2018
- All American Festival - June 30, 2018

Plan Community Engagement Events
Source: Kittelson, City of Hayward, 2019.

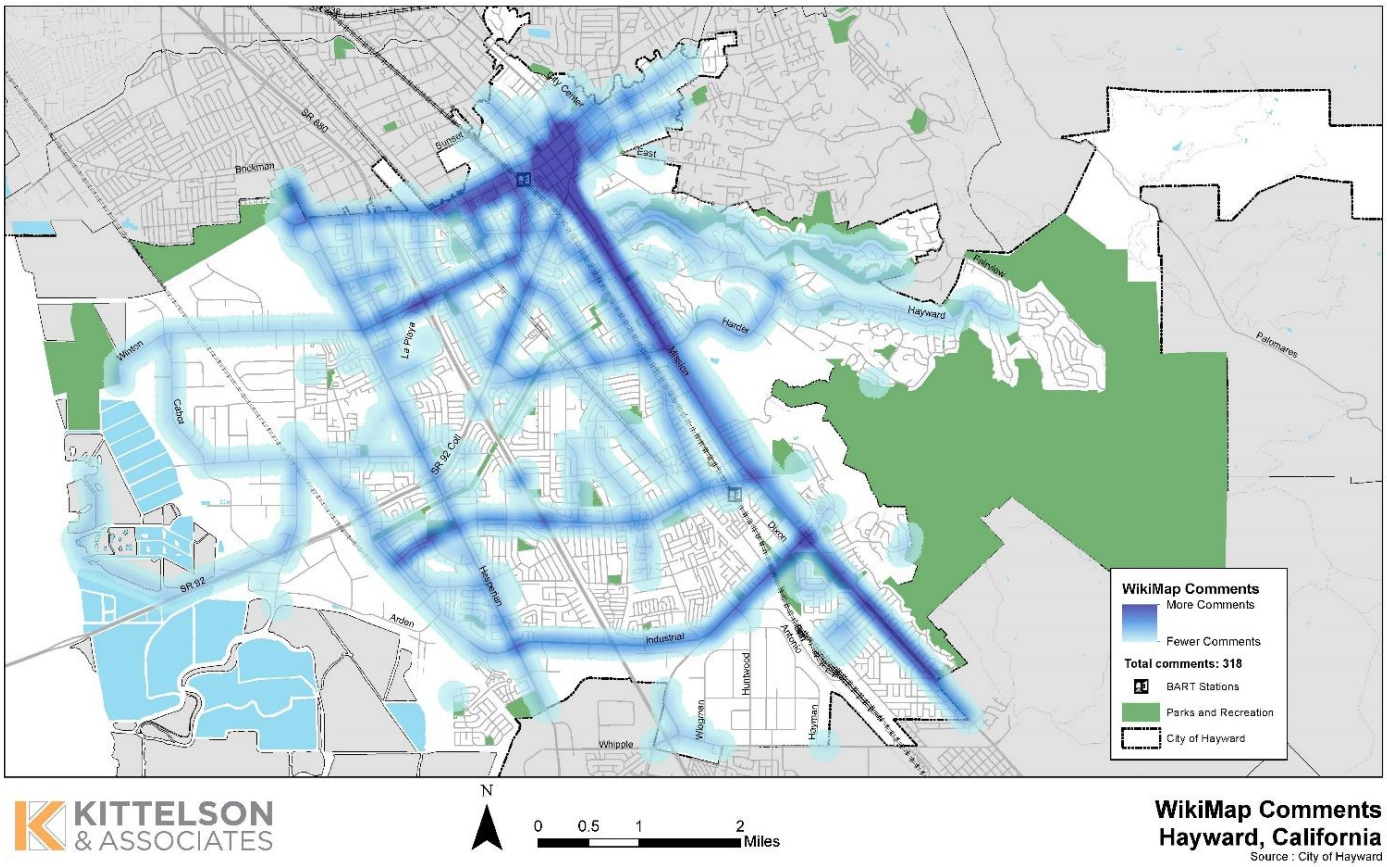
Summary of Feedback from Phase I

Input from both the in-person and online feedback were layered to create a set of maps showing where participants wanted to focus bicycle and pedestrian improvements. In general, over 300 comments identified that the key corridors needing bicycle and/or pedestrian improvements were Mission Boulevard, A Street, Winton Avenue/D Street, Harder Road, Tennyson Road, and Industrial Parkway.

Input from the in-person events varied slightly from the online engagement and highlight an interest in new opportunities in downtown Hayward while improving comfort and safety along critical corridors like Industrial Parkway, Tennyson Road, Huntswood Avenue, and Santa Clara Street. Additionally, many participants discussed the Interstate 880 freeway interchanges as a major barrier to east/west access through Hayward. Regional bikeway connectivity was supported through improvements near the potential East Bay Greenway, the San Francisco Bay Trail, and to California State University East Bay. Pedestrian comfort and crossing improvements were identified primarily along downtown corridors and on Jackson Street.

Online input focused on major high vehicle traffic corridors including Mission Boulevard, A Street, Hesperian Boulevard, Winton Avenue, and D Street. A Street in particular was requested to include pedestrian improvements as this route provides access between BART, Downtown Hayward, and the Amtrak station. Similar to the in-person input, there was a heavy focus on downtown Hayward and Tennyson Road. Figure 10 shows a heatmap summary of the areas where community members felt improvements were needed (in-person and Wikimap feedback layered together on a single map).

Figure 10. Heatmap Overview of All Input from Phase I Outreach



Beyond location-specific feedback themes, participants were asked about key trends regarding potential barriers to biking and walking in Hayward, as well as what makes biking or walking stressful. Table 6 summarizes these trends, based on the feedback provided.

Table 6. Top Barriers to Walking and Biking in Hayward

What makes bike routes stressful?	• No designated lanes • Traffic is too fast • Too much traffic
What makes walking routes stressful?	• Generally uncomfortable • Traffic is too fast • Not enough lighting
What are barriers to biking?	• High speed vehicles • Heavy traffic • Safety at intersections
What are barriers to walking?	• Safety at intersections • High speed vehicles • Highway or railroad Barriers

Source: Kittelson & Associates, Inc.

In addition to the feedback shown Table 6, community members identified some areas where Hayward's bike and pedestrian networks fall short. These included:

- Lack of crosswalks and curb ramps
- Lack of lighting under bridges and at railroad crossings
- Lack of bicycle detection at intersections
- Lack of enforcements for cars parked in bike lanes
- Bike lanes are not continued through intersections

PHASE II – INITIAL RECOMMENDATIONS (SEPTEMBER 2018 TO MARCH 2019)

Using public input from Phase I, multiple locations were selected for community walkabout tours. These tours offered opportunities for community members to interact with project staff and each other while experiencing the walking and biking environment in various areas of Hayward. The goal of the walkabouts was to identify priority projects within each neighborhood or area, which could then be integrated into the Plan's recommended project list.

The walkabouts were held at:

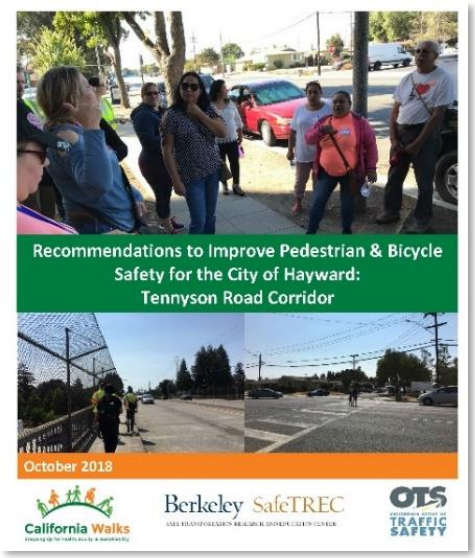
- Tennyson Corridor (September 21, 2018): Community Pedestrian & Bicycle Safety Training in partnership with CalWalks and UC Berkeley SafeTrec at the Weekes Community Center
- Downtown Hayward (December 1, 2018): Community walk from Hayward City Hall
- Hesperian Corridor (January 24, 2019): Community walk from Chabot College Community Event Center

Summary of Feedback from Phase II

At the end of each walkabout tour, each group produced a map that highlighted major challenges or barriers and reported what they experienced back to the group. To help narrow down priorities, each group was asked to identify the top three things in the project area that they would like to see included in the final project recommendations. The main issues and needs identified at each walkabout are described below along with accompanying pictures..

Tennyson Corridor (25 participants):

- Streetscape and roadway improvements with enhanced pedestrian crossing treatments on Patrick Avenue
- Pedestrian-oriented street lighting on primary street and at crossings community-wide
- Low-stress bikeways to connect with BART and across the freeway on Tennyson Road



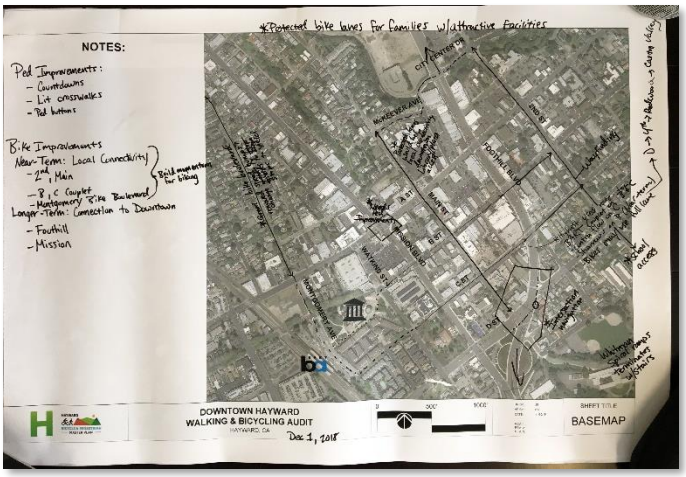
Tennyson Road Community Pedestrian & Bicycle Safety Training Cover
Source: City of Hayward

Group tour of the road work.
Source: Kittelson & Associates, Inc.

Downtown Hayward (12 participants):

- Pedestrian improvements, such as signal heads with countdowns, well-lit crosswalks, and push buttons community-wide
- Near-term bikeway connectivity on 2nd Street/Main Street and B Street/C Street Couplet
- Long-term bikeway connections to downtown on Foothill Road and Mission Boulevard

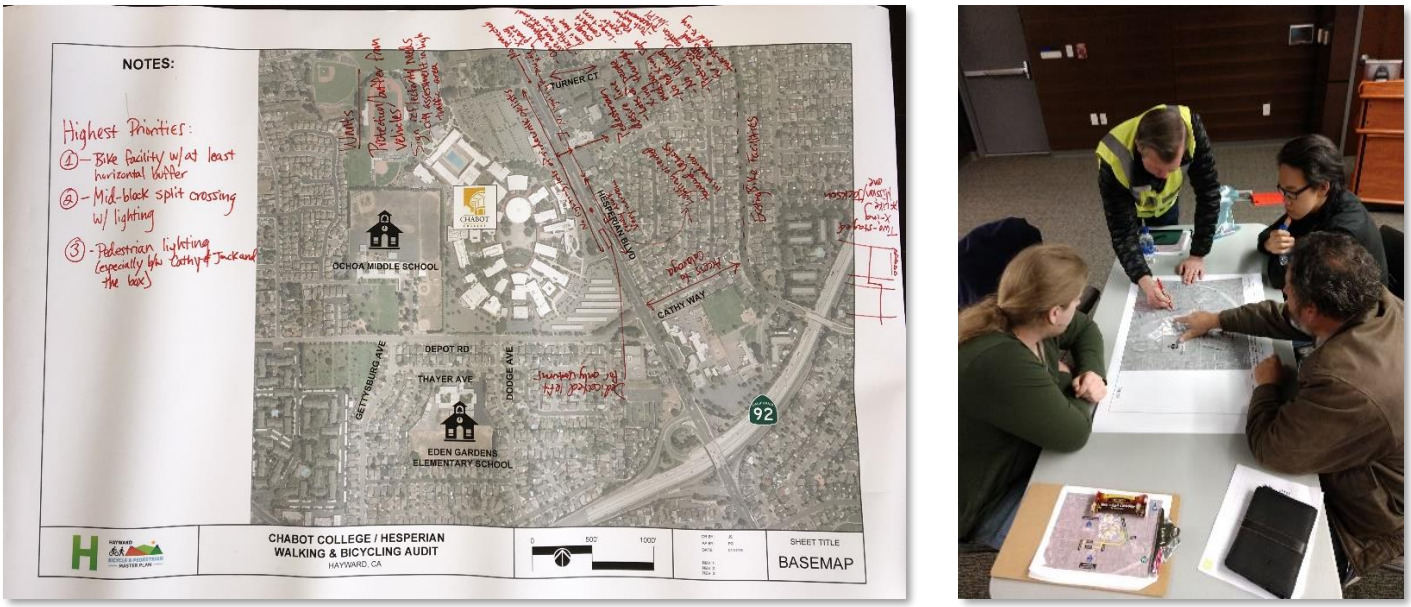
Figure 11. Downtown Walkabout Example Community Input Map and Tour Photo



Source: Kittelson, City of Hayward, 2019.

Hesperian Corridor (11 participants):

- Bike facilities with raised buffers on Hesperian Boulevard
- Midblock, split phase Pedestrian Hybrid Beacon crossing with lighting in front of Chabot College
- Better pedestrian-scale lighting community-wide
- Dedicated bike facility to provide access to Chabot College, Anthony W. Ochoa Middle School, and Eden Gardens Elementary School on Depot Road
- Traffic calming and intersection improvements to improve safety and comfort near Eden Garden Elementary School



Hesperian Boulevard Corridor Walkabout Example Community Input Map and Tour Photo
Source: Kittelson & Associates, Inc.

The feedback from these walkabouts was compared with a previous bike network evaluation which measured collision rates, determined level of traffic stress, and reviewed other citywide priorities. More about these efforts can be found in the Existing Conditions, Bicycle Network Development, and Program and Policy Recommendations sections of this Plan. This comparison helped the project team create a draft walking and bicycle network to be evaluated in Phase III.

PHASE III – PRIORITIZATION AND FINAL RECOMMENDATIONS (APRIL TO NOVEMBER 2019)

Public engagement for Phase III was designed to review the draft network and project list and to help identify which of the proposed facilities are the most important to prioritize. Phase III consisted of three components including an online interactive web map, pop-up input stations, and a Technical Advisory Committee meeting.

Online Interactive Web Map

An online interactive Wikimap was accessible to the public via the City's website for the months of May and June 2019. The Wikimap showed the current and proposed bicycle network and allowed participants to comment on whether they felt that the network needed any additions or edits. About 50 participants provided input on where they want improvements prioritized.

In-Person Pop-Up Input Stations

During Phase III, project staff attended two community events in Hayward where community members were able to comment on the proposed network and learn more about the implementation of the Plan. Participants were given three voting dots to indicate which proposed recommendations were most important to them. These local events are listed below, and photos from each event are provided in .

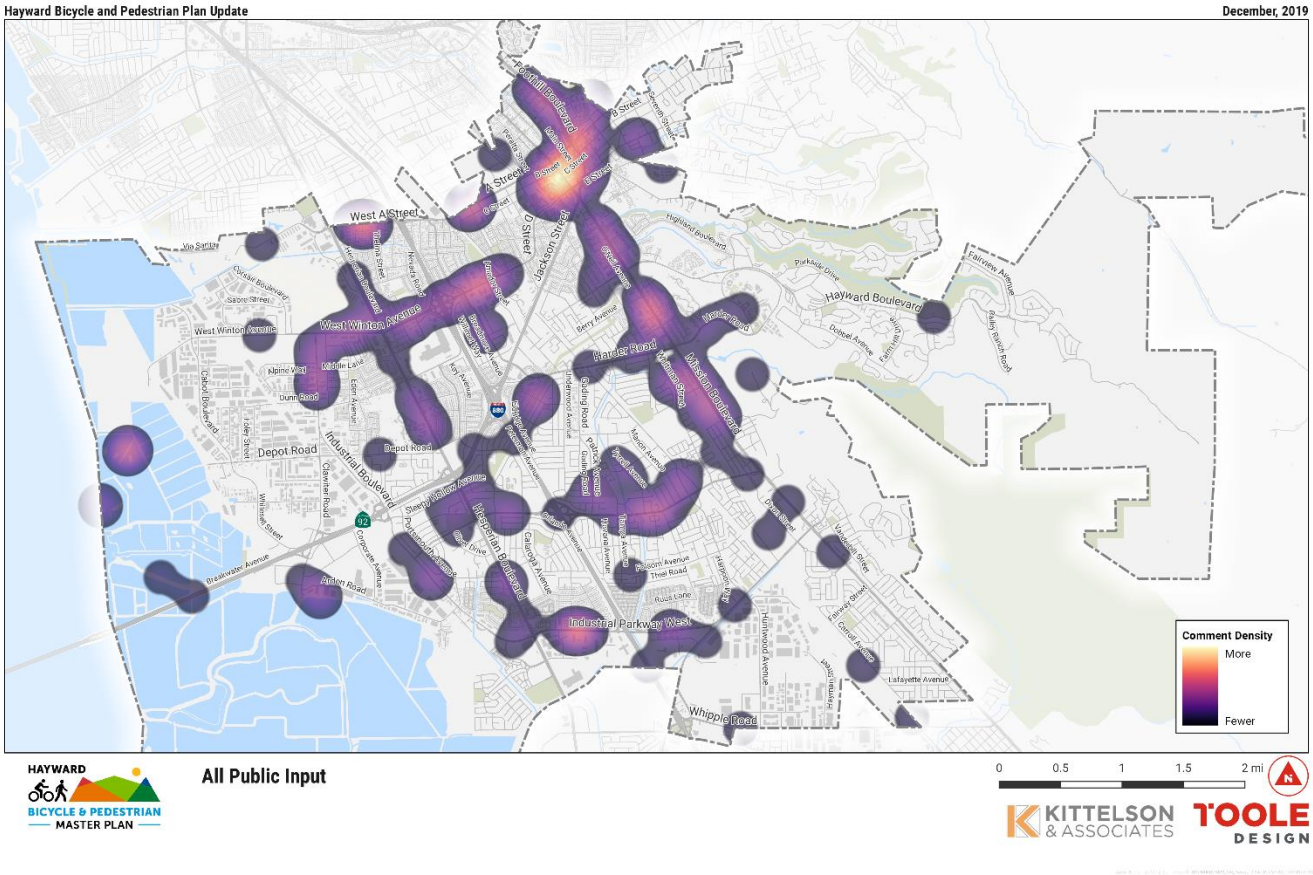
- Earth Day 36th Annual Clean-up (April 27, 2019)
- Bike to Work Day BART Energizer Stations: Downtown & South Hayward Stations (May 9, 2019)

Photos from the Earth Day and Bike to Work Day Pop-Up Input Events
Source: Kittelson & Associates, Inc.

Input from both the online survey and in-person pop-up input stations were then layered on top of each other to assess citywide priorities shows which corridors the public would like to see prioritized for new bicycle and pedestrian improvements. These corridors are also below and presented in
Figure 12:

- Downtown Corridors
  - A, B, C, and D Streets
  - Main Street
  - 2nd Street
  - Foothill Boulevard
  - Mission Boulevard
- Winton Ave/D Street
- West A Street
- Whitman Street
- Hesperian Boulevard
- Industrial Parkway
- Industrial Boulevard
- Tennyson Road
- Patrick Avenue
- Harder Road
- San Francisco Bay Trail
- East Bay Greenway
- Eden Greenway & I-880 Bicycle/Pedestrian Crossing
- Clawiter Road
- San Lorenzo Creek Trail

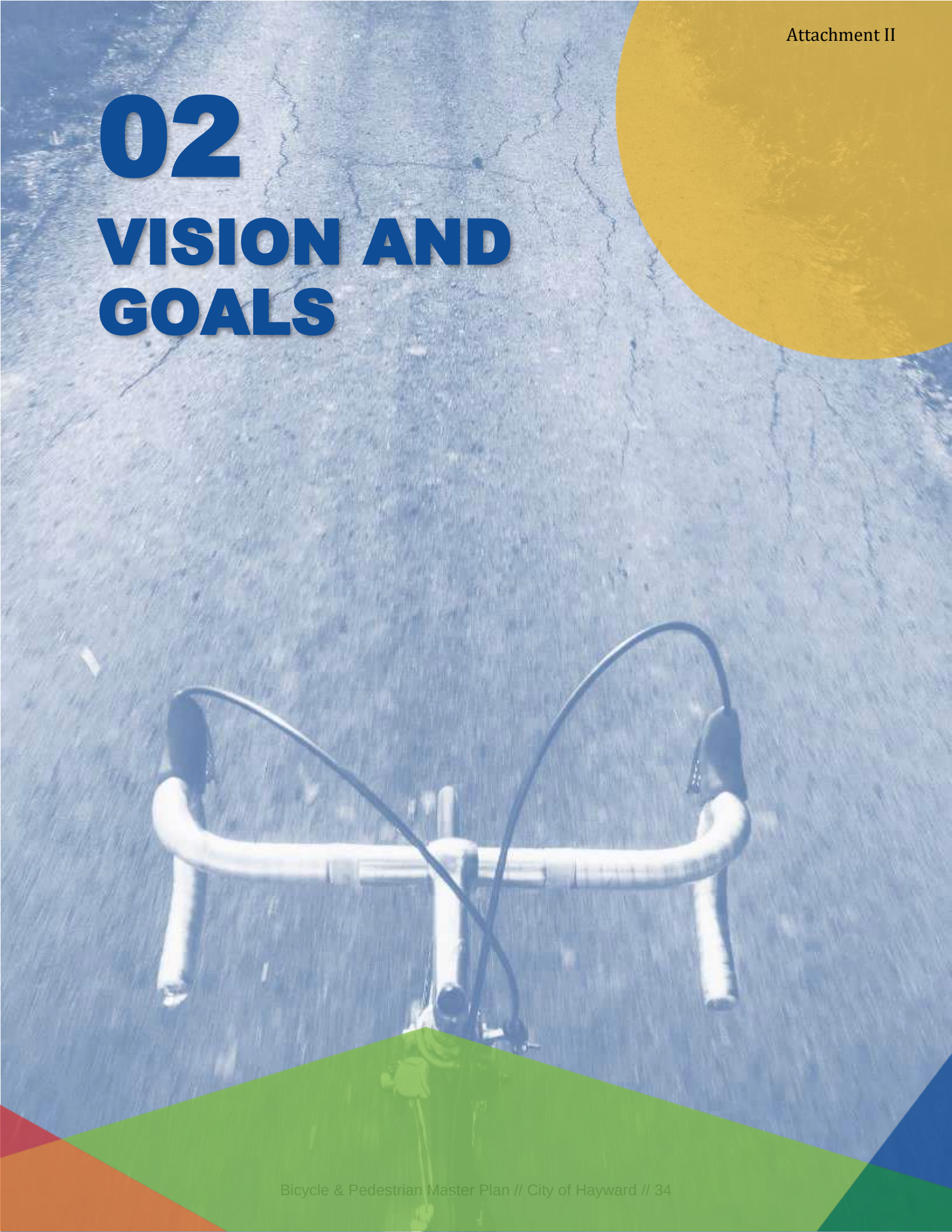
Figure 12. Heatmap Overview of All Input from Phase III Outreach



Plan Review (To be Updated After Public Review)

A draft Bicycle & Pedestrian Master Plan was released for public feedback. As appropriate, the feedback received over this period from the public and both the City of Hayward Council of Infrastructure Committee (CIC) and Council Sustainability Committee (CSC) was incorporated into the final Plan before submission to City Council for adoption.

02
VISION AND GOALS



VISION AND GOALS

This chapter presents the visions and goals developed to guide the City with improving active transportation. It also summarizes the performance measures that the City will use to track the progress of the Plan's implementation.

> The city of hayward's transportation system provides a safe, comfortable, convenient, and connected walking and biking network for people of all ages and abilities and is supported by programs and policies that promote sustainable transportation and complete communities.

VISION STATEMENT

The vision statement above is based on the following General Plan Guiding Principle and Complete Streets Strategy.

- **General Plan Guiding Principle 7**: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options.
- **Complete Streets Strategy** to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders.

GOALS

The vision helped to provide the framework for the Plan's goals to improve walking and biking in Hayward. The goals are based on those identified in the 2040 General Plan and Complete Streets Strategic Initiative. The goals of this Plan are Safety, Complete Streets, Access & Mobility, and Funding & Implementation.

Plan Goals

PERFORMANCE MEASURES

In order to measure the success of the goals listed above, performance measures and targets were developed to quantify each goal. These measures were developed and refined in consultation with the Plan's Technical Advisory Committee (TAC). Some of the performance measures were developed based on the City's Strategic Initiative, Two-Year Action Plan, and 2040 General Plan. These performance measures are intended to provide an easy way to track progress for the life of the Plan. These performance measures are listed in

Table **7**.

Table 7. Performance Measures

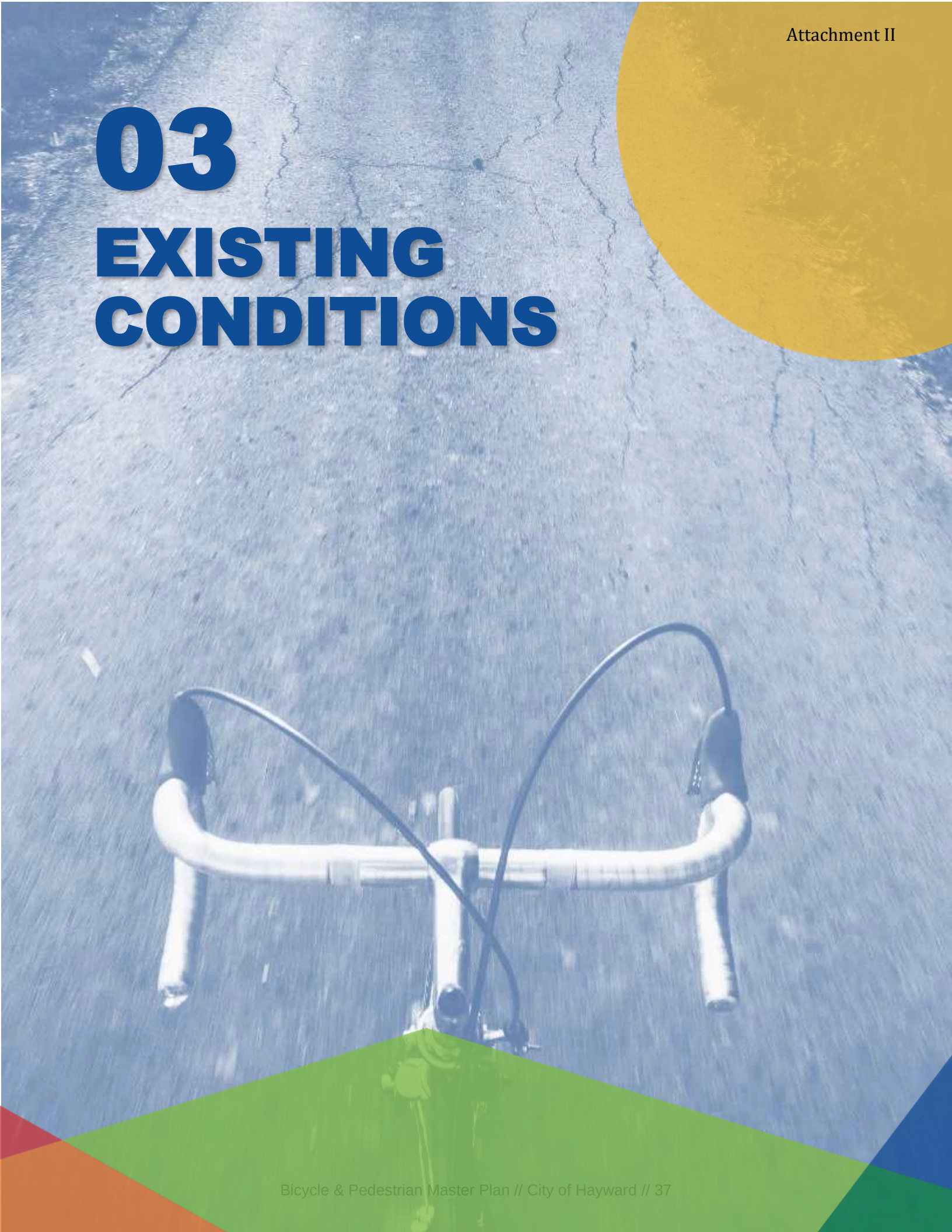
GOAL	PROPOSED PERFORMANCE MEASURE	TARGET
Safety	Average speed at specific locations measured annually*	↘
	Number of ped/bike fatalities and serious injury collisions	↘
Complete Streets	Miles of new or replaced sidewalk*	↗
	Miles of new or upgraded bike lanes*	↗
	Number of new or enhanced crosswalks*	↗
Access & Mobility	Walk and bike mode share	↗
	Number of ADA improvements	↗
Funding & Implementation	Percentage of network implementation	**100% priority network complete by 2030**
	Percentage of funding provided by grants*	↗

↘ DECREASE ↗ INCREASE ↗ MAINTAIN OR INCREASE

Notes:

** indicates performance measure from the Complete Streets Strategic Initiative: https://www.hayward-ca.gov/your-government/city-council/complete-streets-strategic-initiative*

03 EXISTING CONDITIONS



EXISTING CONDITIONS

This chapter discusses the state of biking and walking in Hayward, the existing bicycle and pedestrian network, and the analyses performed with resect to these networks.These findings helped to determine recommendations for programs and policies, bikeway and pedestrian facility improvements, and the overall creation of the Plan.

STATE OF BIKING AND WALKING IN HAYWARD

To better plan for future walking and bicycle infrastructure and programs, it is important to understand who is currently being served by existing infrastructure and who could be better served by the Plan. Table 8 summarizes the key demographic trends related to walking and biking in Hayward. The following sections go into more detail on why these trends exist and the data behind them.

Table 8. Demographic Summary

WHO IS WALKING MORE	WHO IS BIKING MORE
• Low-income workers • High school and college students • Young families and professionals aged 25 to 44 • People slightly above the poverty line • People with one or two vehicles available at home • Women • Hispanic/Latinx residents	• Low-income and high-income workers • High school and college students • Young families and professionals • People below the poverty line • People with no vehicles available • Men • Hispanic/Latinx residents • People aged 65 and older
WHO IS WALKING LESS	**WHO IS BIKING LESS**
• High-income workers • Middle-aged families and established professionals aged 45 to 55 • People with three or more vehicles available at home • People aged 65 years and older • Men	• Moderate-income workers • Workers aged 45 to 55 years old • People with only one vehicle available at home • Women • Black or African American Residents

As the table reveals, the prevailing grous of people walking and biking in Hayward are consistent with general trends. Vehicle ownership and income are negatively associated with walking, and families of the age with young children are more likely to drive. Hispanic/Lantinx residents walk and bike more relative to other races and ethnicities.

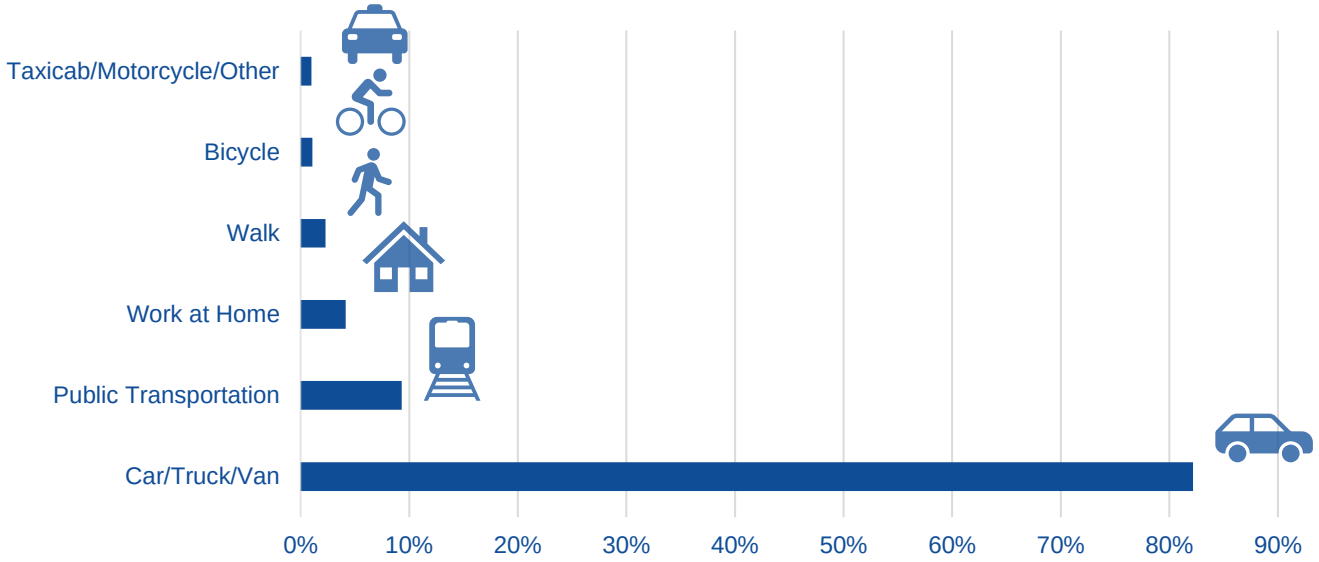
SUMMARY OF COMMUTING DATA

Hayward is located in the heart of the San Francisco Bay Area in central Alameda County. It is a major suburban center with a growing downtown, and it is uniquely situated to provide access to major employment hubs in Oakland, San Francisco, Silicon Valley, and the Tri-Valley. Hayward is the third largest city in Alameda County, with a population of approximately 160,000 people.

Approximately 75,000 Hayward residents commute to work throughout the Bay Area, with most people commuting by car (82% of commuters). A much smaller proportion of residents take transit (9.3%), walk, or bike to work (2.3% and 1.1% respectively). Of the 9.3% who take transit to work, many may walk or bike to reach transit stops, as shown in Figure 13. Additionally, over 75% of Hayward residents commute outside of the city for work including 35% of residents who travel outside of Alameda County for work. Commute data provides an understanding of how people travel to and from work. However, the US Census only provides Journey to Work data for the primary mode of transportation, which would not

include information on other trips, such as walking or biking trips that connect with regional transit services. Additionally, work and work-related trips only account for 16% of all travel.

Figure 13. Community Mode Share, Hayward Residents

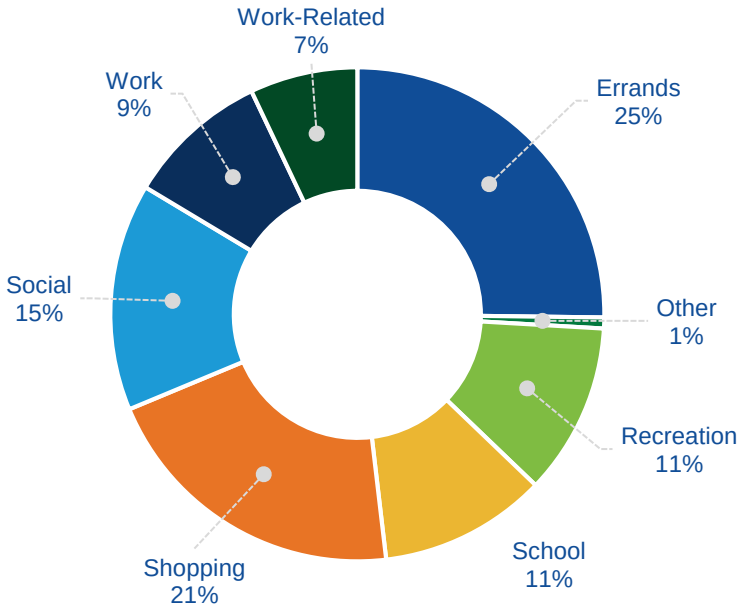


Source: US Census, ACS 2016 1 year estimates

Non-Commute Trips

Hayward residents travel for many reasons other than work commutes. In fact, as shown in Figure 14, running errands and shopping account for almost half of all trips within Hayward. Recreational and social outings account for another quarter of all trips made within the city. Planning for better connections to key destinations for shopping, entertainment, and recreation areas may provide more opportunities to encourage people to walk or bike.

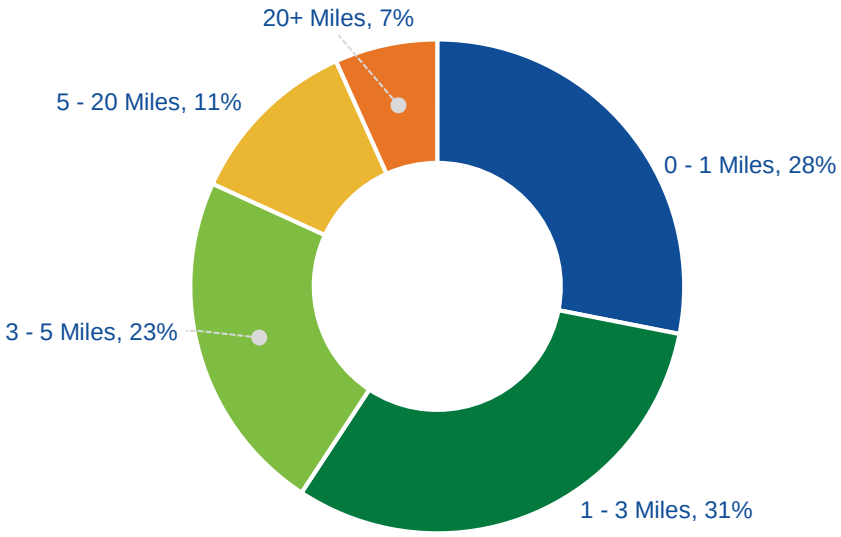
Figure 14. Trip Purposes for All Transportation Modes



Source: California Household Travel Survey, 2013

Almost 30% of all non-work trips made by Hayward residents are less than one mile in length. Short trips present an opportunity for walking or biking. Additionally, another 30% of all non-work trips that start or end within the city fall within the one to three-mile range which is a relatively accessible biking distance for many people, depending on a number of factors including age, ability, comfort level, equipment, weather, perception of safety, vehicle speeds and volumes, presence of bike facilities, and topography. Figure 15 shows the distribution of trip distances among non-work trips that start or end within the city.

Figure 15. Non-Work Trip Distances for All Trasnportation Modes



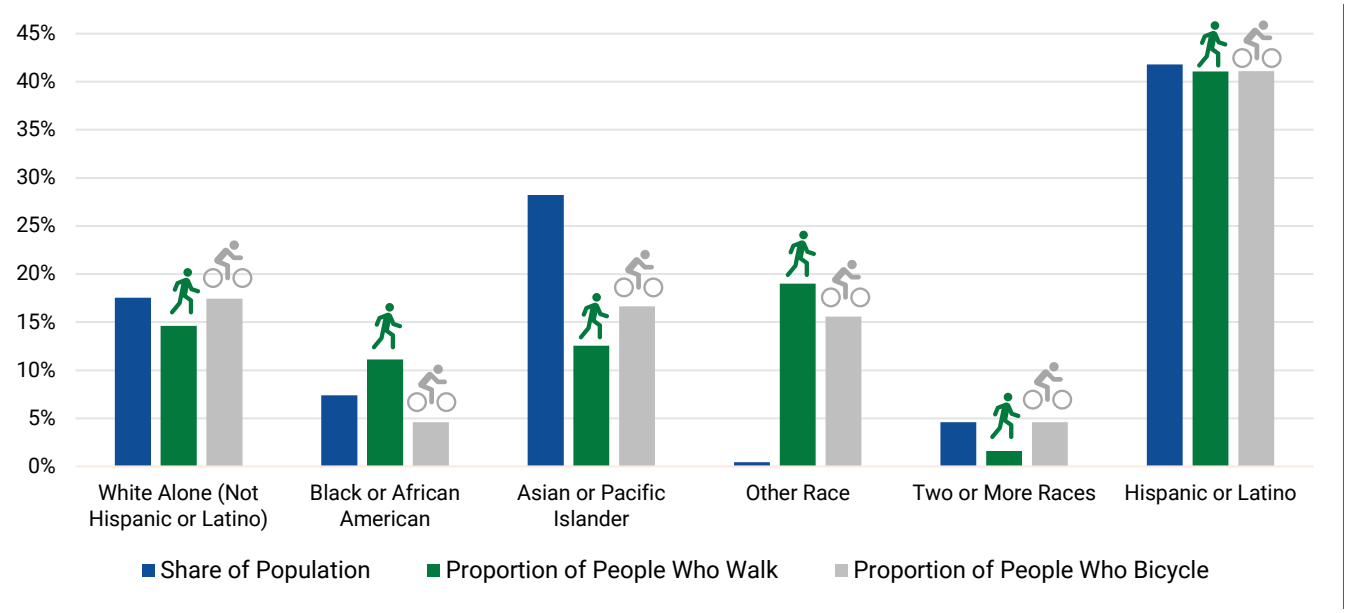
Source: California Household Travel Survey, 2013

DEMOGRAPHICS

Race & Ethnicity

As demonstrated by Hayward's Commitment for an Inclusive, Equitable, and Compassionate Community (CIECC), Hayward supports diverse and inclusive communities. Approximately 42% of Hayward's population is Latinx, 28% is Asian or Pacific Islander, 18% is White, 7% is Black, and 5% are of mixed race.
presents Hayward's population by racial groups, as well as biking and walk commute rates by race. Latinxs make up the largest proportion of the population and almost half of the proportion of users who walk or bike, at approximately 42%. Asian or Pacific Islanders make up the second highest proportion of the population but make disproportionately fewer walk or bike trips (approximately 27%) relative to their population share.

Figure 16. Population and Walk/Bike Commute Mode Share by Race

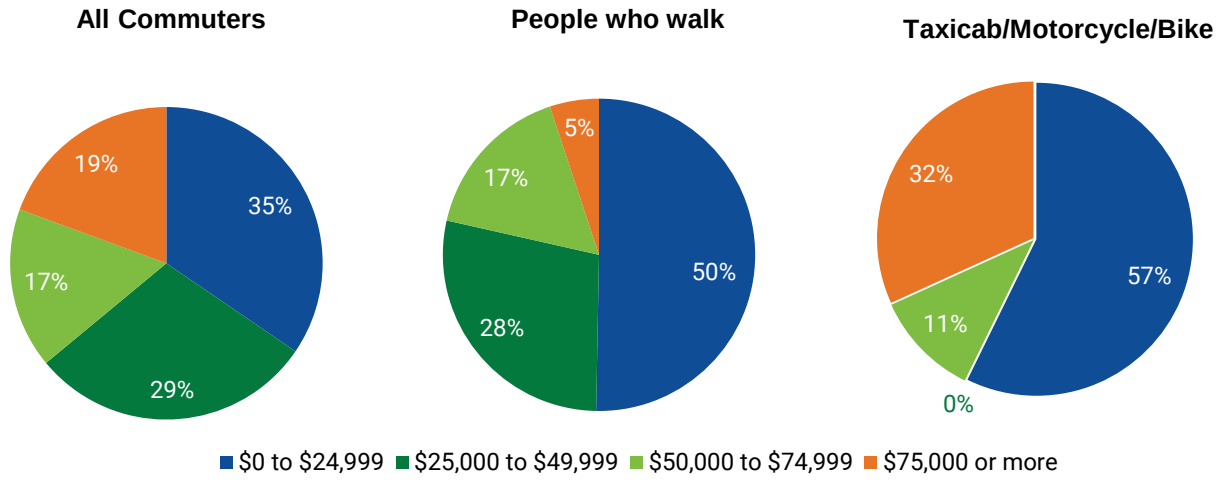


Source: US Census, ACS 2016: 1-year estimate

INCOME & POVERTY STATUS

Approximately 35% of workers in Hayward earn an annual income of less than $25,000 per year. More than half of walking and bicycle commuters have incomes below $25,000 per year. Workers with annual incomes over $75,000 make up about 20% of the population but approximately 32% of the bicycle commuter population. This means that people in both the highest and lowest annual income categories are more likely to bike to work. However, residents making over $75,000 per year are far less likely to walk to work. Figure 17 shows all commuter income levels compared with those of just people who walk or bike.

Figure 17. Income and Walk/Bike Mode Share



Source: US Census, ACS 2016: 1-year estimates

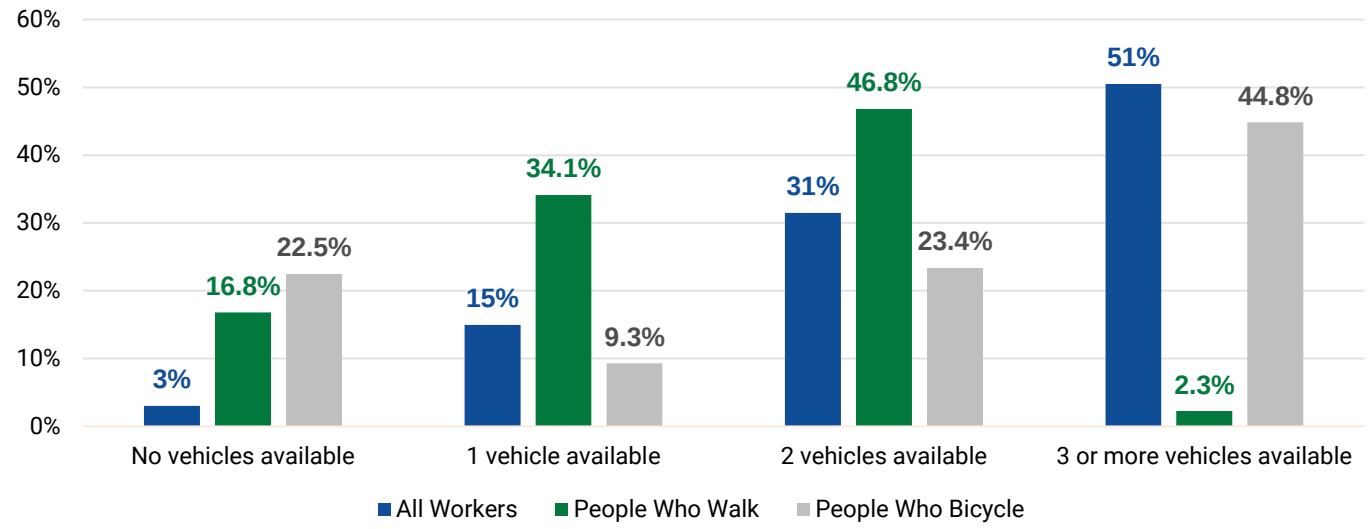
Many of Hayward's residents may need to walk or ride out of necessity, as a way to get to work. Poverty status is one indicator of need; the Census sets poverty thresholds based on family size (i.e., number of children). For a family of four, the poverty line is approximately $25,000 annual income. Almost five percent of Hayward's population is below the poverty line while another six percent makes at or below 1.5 times the poverty threshold.

VEHICLE OWNERSHIP

Over 80% of Hayward workers have two or more vehicles available at home. Almost half of people who walk to work own two or more vehicles. Interestingly. over 40% of people who bike to work own three or more vehicles, as shown in Figure 18.

The number of vehicles available to a household is not by itself a predictor of commute mode in Hayward.

Figure 18. Vehicle Ownership and Walk/Bike Mode Share

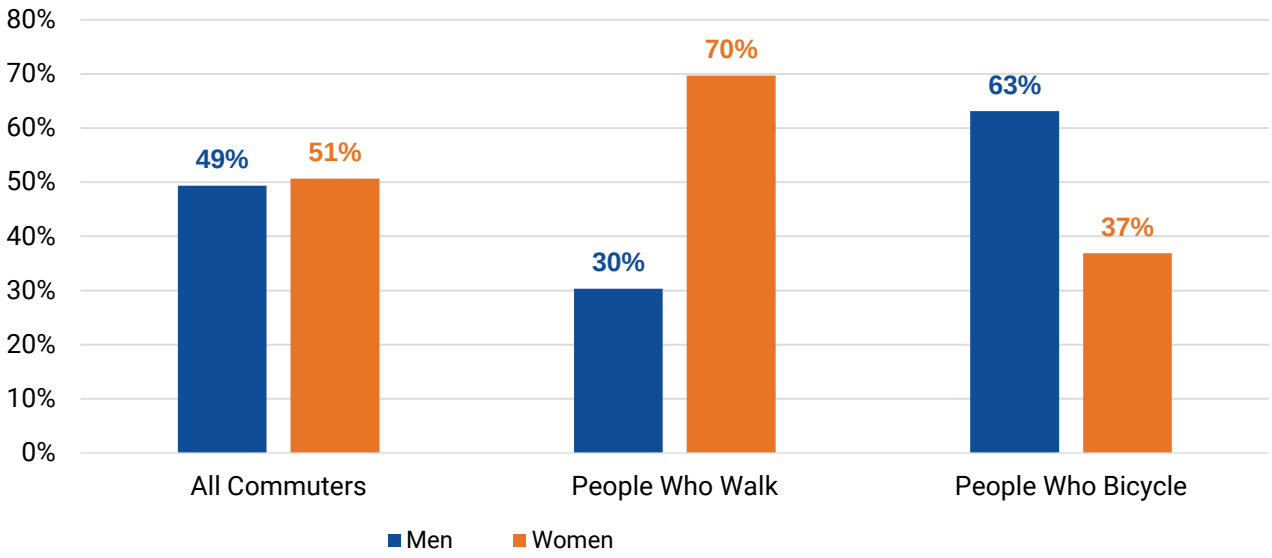


Source: US Census, ACS 2016: 1-year estimate

Gender

Hayward has an almost 50/50 split of male and female commuters, as seen in Figure 19. However, consistent with national trends, men are more likely than women to bike to work. In contrast, the number of women that walk to work is twice the number of men that walk to work.

Figure 19. Gender and Walk/Bike Mode Share



Source: US Census, ACS 2016: 1-year estimates

DISADVANTAGED NEIGHBORHOODS

Local neighborhood characteristics and equity issues were assessed using the Office of Environmental Health Hazard Assessment's (OEHHA) CalEnviroScreen tool. The CalEnviroScreen tool uses socioeconomic and environmental health data to map disadvantaged areas as determined by a number of indicators. Specifically, it uses pollution exposure, environmental effect, sensitive population, and socioeconomic indicators. Table 9 provides a summary of the pollution burden and population characteristics analyzed as part of the CalEnviroScreen tool.

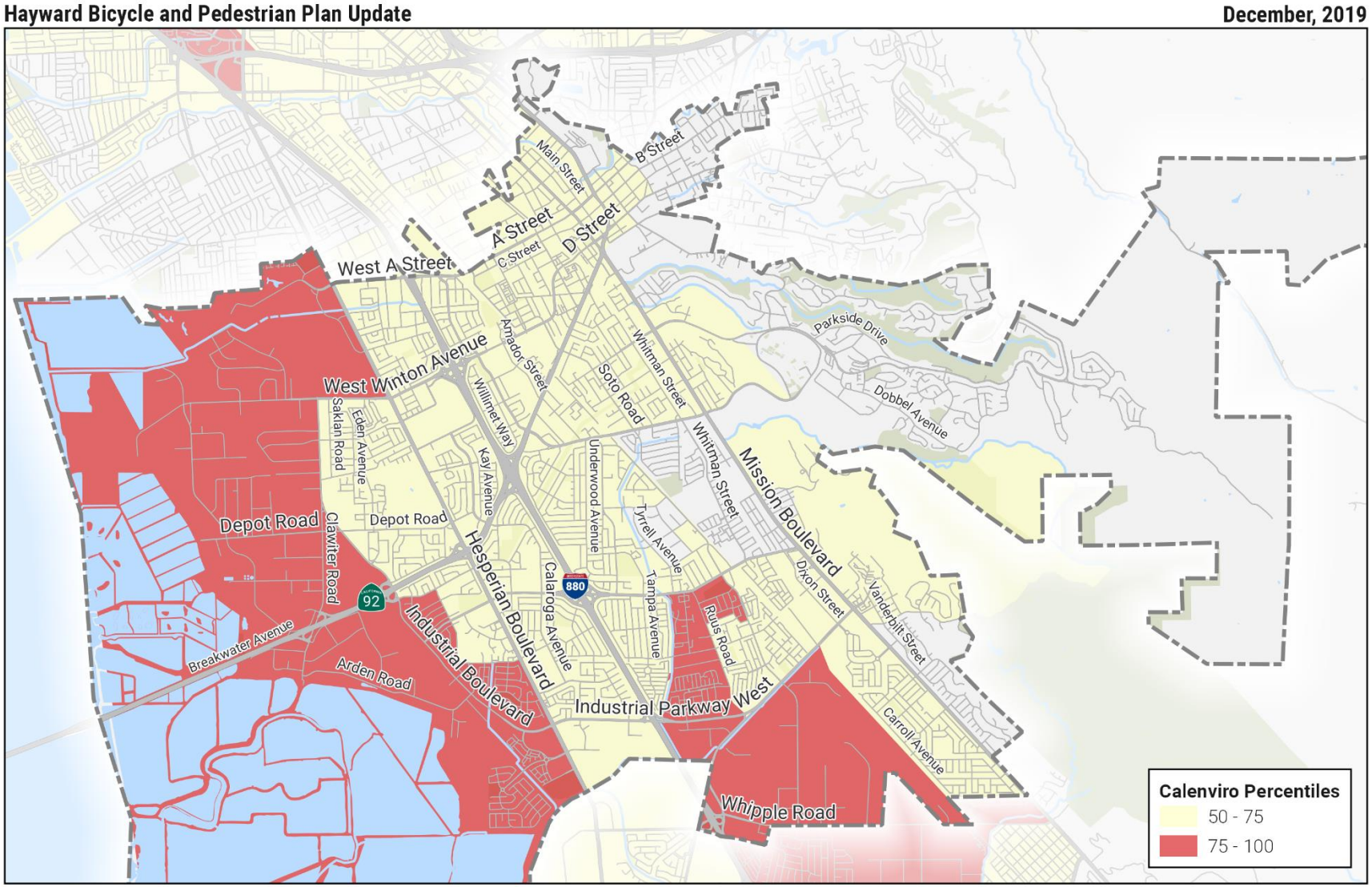
Table 9. CalEnviroScreen Disadvantaged Communities Indicators

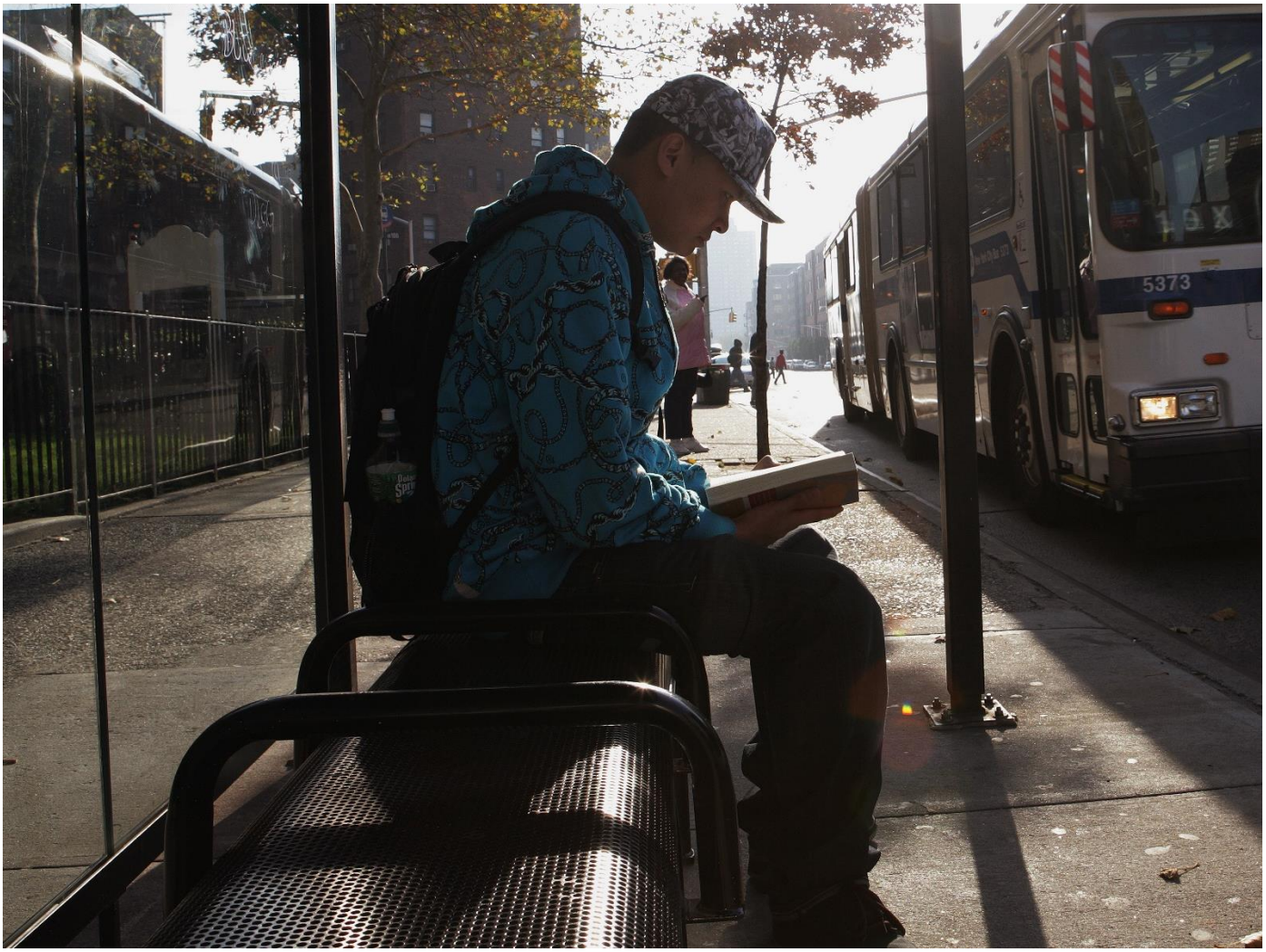
Pollution Burden	Population Characteristics
EXPOSURE • Ozone concentrations in air • PM 2.5 concentrations in air • Pesticide Use • Diesel particulate matter emissions • Drinking water contaminants • Toxic releases from facilities • Traffic density	**SENSITIVE POPULATIONS** • Asthma emergency department visits • Cardiovascular disease (emergency department visits for heart attacks) • Low birth-weight infants
ENVIRONMENTAL EFFECTS • Toxic cleanup sites • Groundwater threats from leaking underground storage sites and cleanups • Hazardous waste facilities and generators • Impaired water bodies • Solid waste sites and facilities	**SOCIO-ECONOMIC FACTORS** • Educational attainment • Housing burdened low income households • Linguistic isolation • Poverty • Unemployment

Source: CalEnviro Screen, California Office of Environmental Health Hazard Assessment

The CalEnviroScreen tool produces an overall score for each census tract and compares the results as percentiles across all of California. Communities within the top 25th percentile statewide are considered disadvantaged communities under the California Department of Transportation (Caltrans) Active Transportation Program grant guidelines. These areas within Hayward are located in the western and southern industrial portions of the city. Additional opportunity focus areas that do not meet the statewide definition but are still within the top 40th percentile are adjacent to many of the industrial areas and along major transportation corridors. Figure 20 shows the areas of Hayward that fall within the top 25th percentile as well as the 60th-100th percentile.

Figure 20. Disadvantaged Communities (Top 25th Percentile) and Opportunity Focus Areas (Top 40th Percentile)



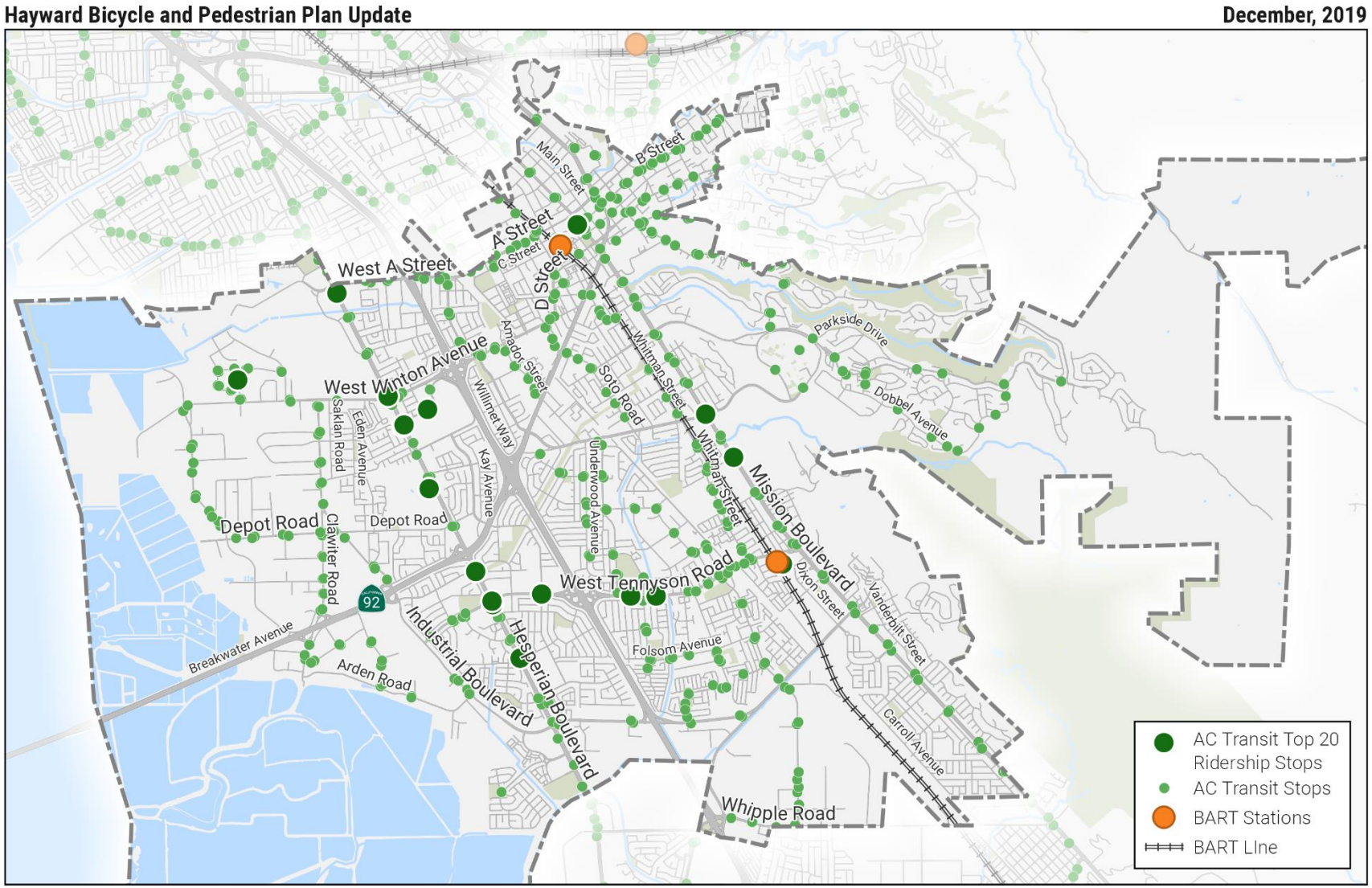


Source: Kittelson & Associates, Inc.

TRANSIT ACCESS/ VEHICLE USE

The two largest transit providers in Hayward are BART (for rail service) and AC Transit (for bus service). Additionally, California State University East Bay operates a shuttle service that connects with the Hayward and Castro Valley BART stations and is provided for free or at a reduced cost for students and faculty. Figure 21 shows all AC Transit bus stops in Hayward and identifies the top 20 stops in terms of daily boardings/alightings. The highest ridership stops typically fall along major arterials within Hayward (e.g., Hesperian Boulevard, Tennyson Road, and Mission Boulevard) at large retail sites, employment centers, transportation hubs, or schools (e.g., Southland Mall, Chabot College, AC Transit Division 6 Facility, Hayward and South Hayward BART stations, and downtown Hayward). Most of these stops are not well connected to Hayward's existing network of bike lanes and signed bicycle routes.

Figure 21. AC Transit Bus Stops in Hayward – Top 20 Boardings/Alightings

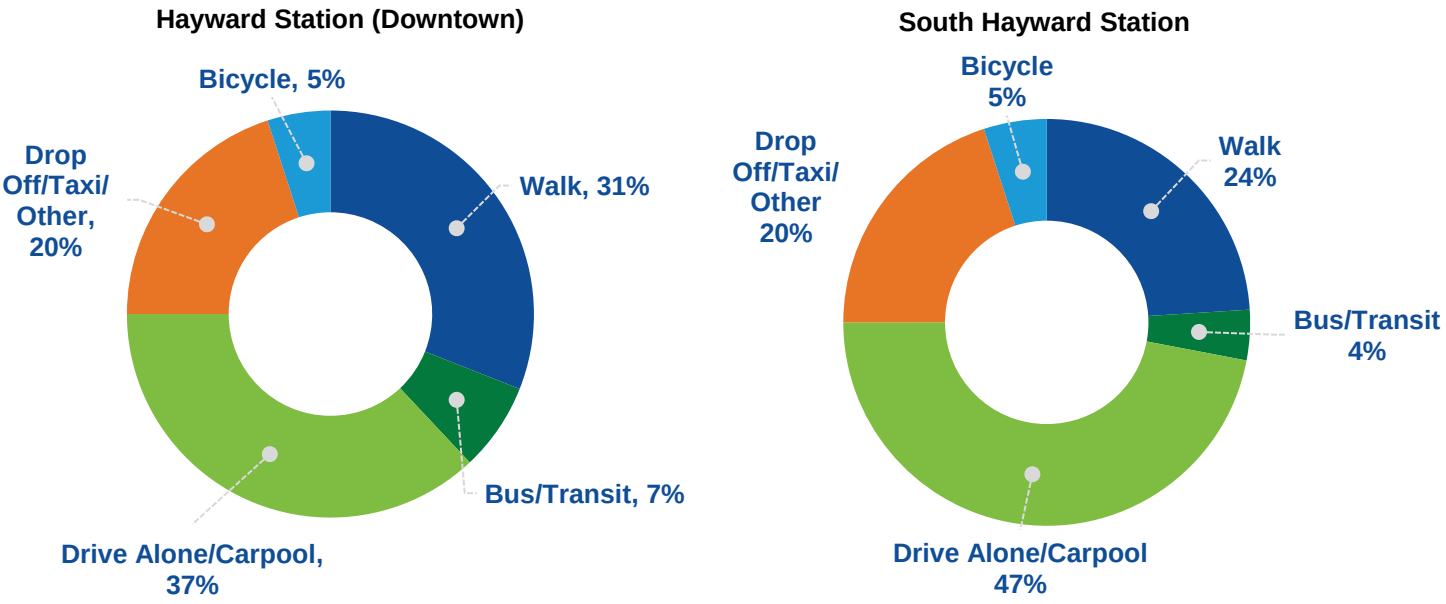


d

Located in Hayward's downtown, the Hayward BART station serves about 5,600 daily riders. The South Hayward BART station serves almost 3,500 daily riders and is located in a primarily residential setting between the Tennyson-Alquire and Mission-Garin neighborhoods in the southeastern portion of the city. Figure 22 shows the makeup of the different transportation modes used to get to and from each BART station. Almost one-third of riders using the downtown Hayward BART station and a quarter of riders using the South Hayward station walk to access BART. A larger proportion of transit riders walk to BART at each Hayward station (24-31%) than bike to each (5%). A lower bicycle mode share to BART stations may be attributed to relatively disconnected or existing high-stress networks of bicycle facilities serving each station area and a low number of secure bicycle parking spaces at the stations. The Hayward BART station has 106 total bike parking spaces, of which only 26 are secure spaces (electronic or keyed lockers). The South Hayward BART station has 132 total bike parking spaces, of which 46 are secure spaces. Neither BART station has a dedicated bicycle station like those at the 19th Street station in downtown Oakland or the Downtown Berkeley station.

With almost 10% of residents using public transportation to get to work, there is an opportunity to encourage more people to walk or bike to transit. This can be accomplished by focusing on convenient, safe first-mile/last-mile connections to these stations and secure end-of-trip facilities.

Figure 22. Mode Split for Access to BART Stations



Source: Bart Station Profile Study, 2015

EXISTING BICYCLE/ PEDESTRIAN NETWORK

TYPES OF BIKEWAYS

Hayward's existing bikeway system consists of a network of bicycle paths, bicycle lanes, and bicycle routes, as shown in Figure 27

There are four types of bikeways as defined by Chapter 1000 of the Caltrans Highway Design Manual (2017):

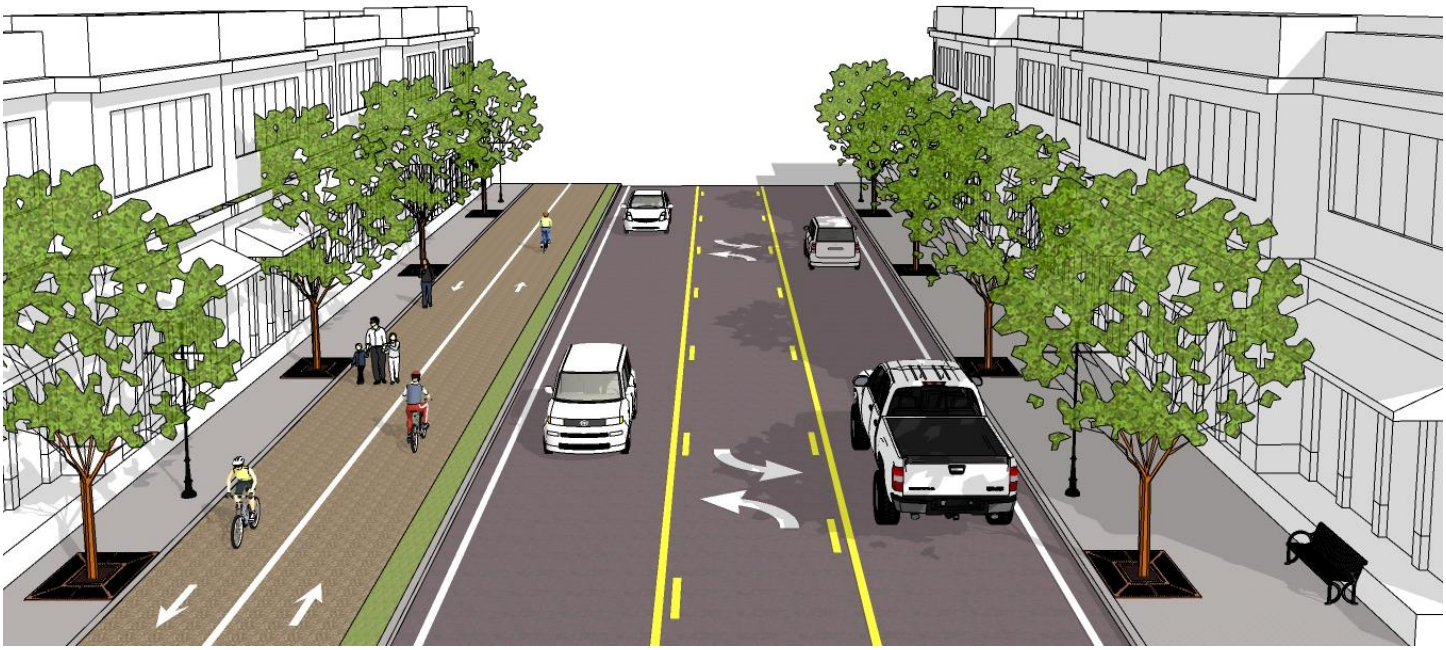
- Bicycle Paths (Class I)
- Bicycle Lanes (Class II)
- Bicycle Routes (Class III)
- Separated Bikeways (Class IV)

Of these types, the first three have been implemented in Hayward, while the fourth type, separated bikeways, has not yet been implemented.

Bicycle Path (Class I)

Bicycle paths provide a completely separate facility designed for the exclusive use of bicycles and pedestrians with minimal vehicle crossflows. Generally, bicycle paths serve corridors not served by streets or are parallel to roadways where right-of-way is available. Bicycle paths provide both recreational and high-speed commute routes for bicyclists with minimal conflicts with other road users. This class of bikeway exists on the southern section of Mission Boulevard in the southeastern portion of Hayward.

Figure 23. Rendering of Class I Bikeway

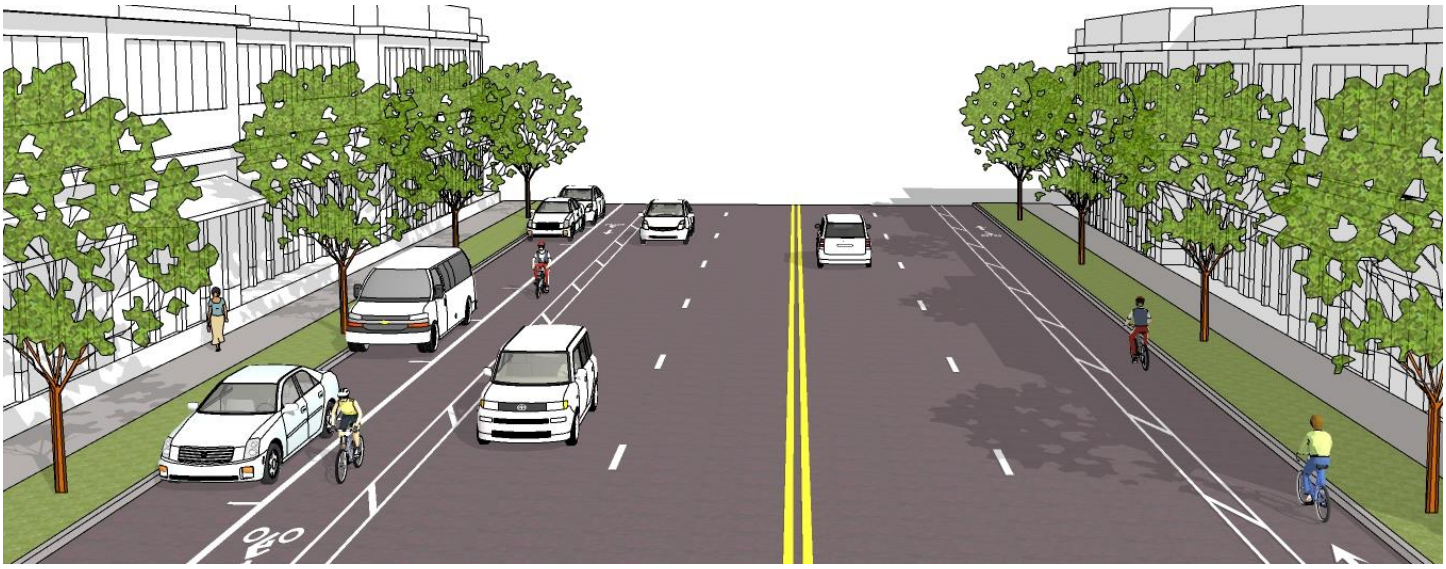


Source: Kittelson & Associates, Inc.

Bicycle Lane (Class II)

Bicycle lanes are on-street bikeways that provide a designated right-of-way for the exclusive or semi-exclusive use of bicycles.

Figure 24. Rendering of Class II Bikeway



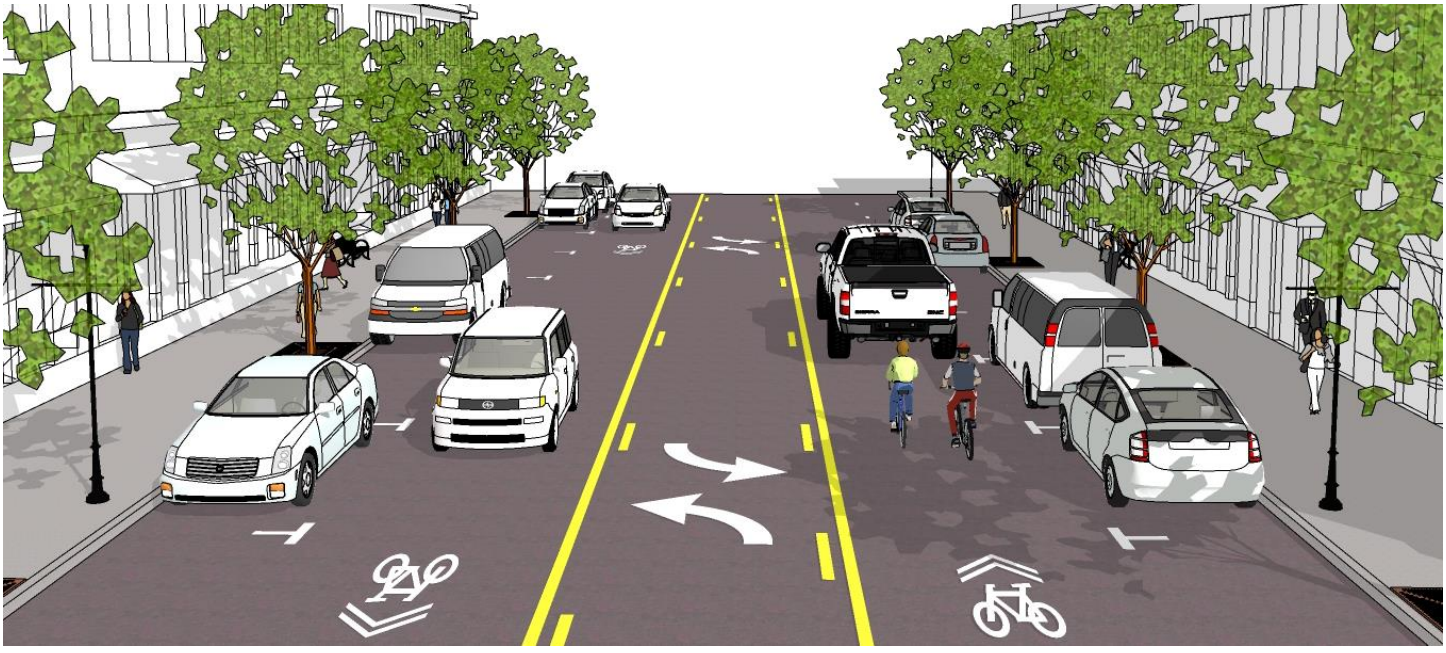
Source: Kittelson & Associates, Inc.

Through travel by motor vehicles or pedestrians is prohibited, but vehicle parking and crossflows by pedestrians and motorists are permitted. This class of bikeway exists along Harder Road up to Mission Boulevard.

Bicycle Route (Class III)

Bicycle routes provide a right-of-way designated by signs or permanent markings and shared with motorists. Roadways designated as Class III bicycle routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Shared lane markings (“sharrows”) can be used to provide an additional alert to drivers of the shared roadway environments with bicyclists. This class of bikeway exists on Clawiter Road.

Figure 25. Rendering of Class III Bikeway

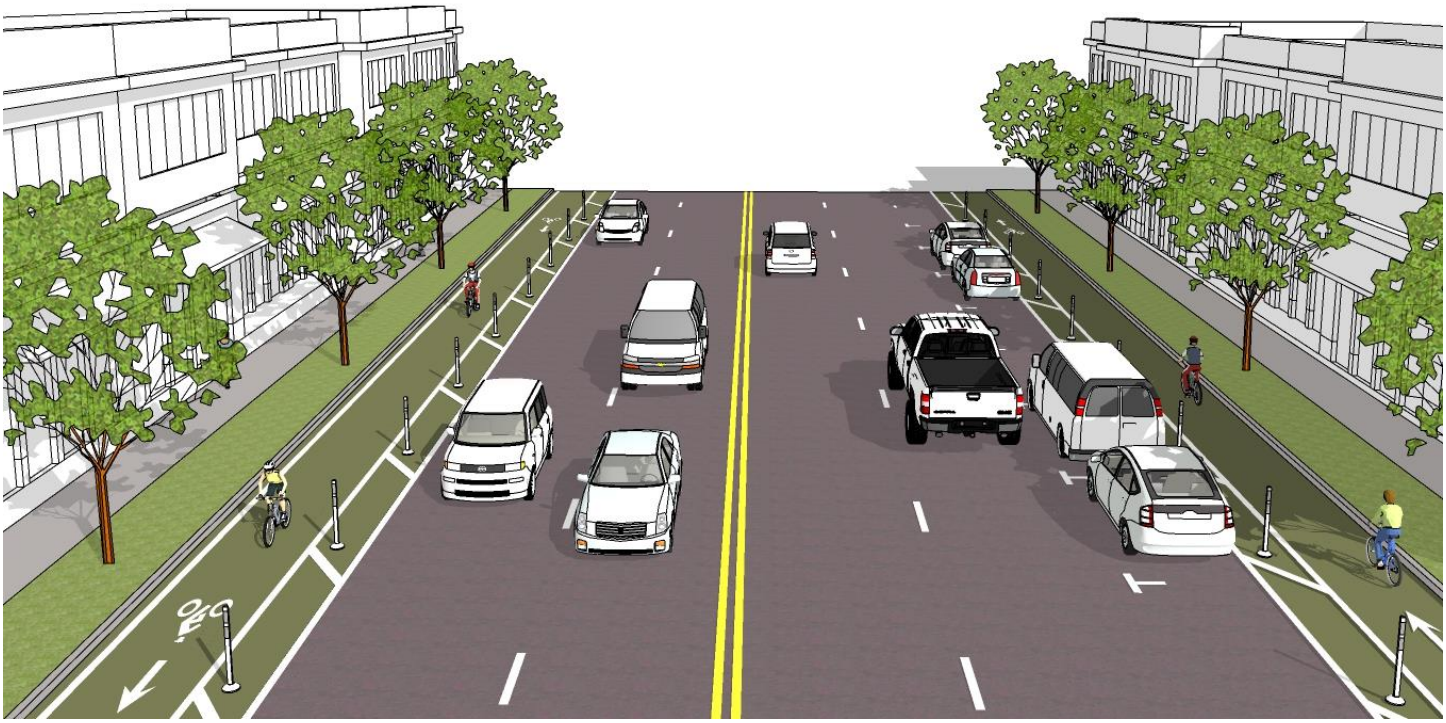


Source: Kittelson & Associates, Inc.

Separated Bikeway (Class IV)

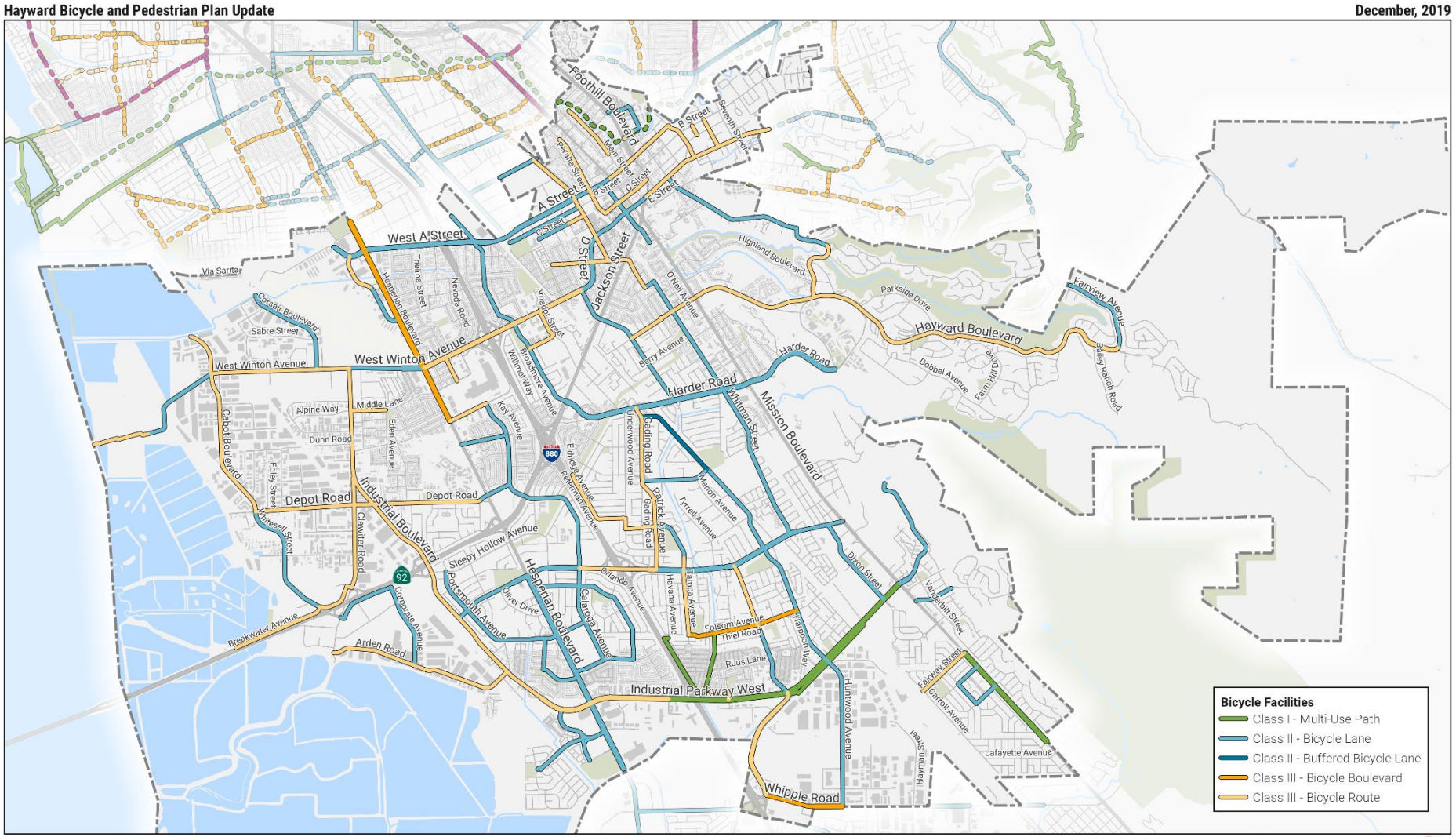
Separated bikeways provide a physical separation from vehicular traffic. This separation may include grade separation (i.e., provided at sidewalk level), flexible posts, planters or other inflexible physical barriers, or on-street parking. These bikeways provide some bicyclists a greater sense of comfort and security, especially in the context of high speed roadways. Separated facilities can provide one-way or two-way travel and may be located on either side of a one-way roadway. This class of bikeway has not yet been implemented in Hayward.

Figure 26. Rendering of Class IV Bikeway



Source: Kittelson & Associates, Inc.

Figure 27. Existing Bike Network



OTHER SUPPORTING INFRASTRUCTURE

Other bicycle infrastructure is also essential to support biking as a viable mode of trasnportation. Some of these elements are discussed below.

Bicycle Parking

Secure short-term and long-term bicycle parking are necessary to support biking. The amount of parking necessary generally relates to the land uses served. Short-term bicycle parking is adequate for retail land uses, for example, while long-term bike parking is more appropriate for residential and office land uses where people will be expected to park their bicycle for several hours or days at a time. New development provides an opportunity to ensure adequate provision of short- and long-term bicycle parking. Currently, the City's municipal code does not specify bicycle parking requirements associated with land uses. Section 10-2.406 City's Municipal Code requires bicycle parking only for land uses where more than 50 vehicle parking spaces are required. There is a credit system in place by which four bicycle spaces provided can provide credit for one vehicle parking space. Refer to Appendix D for more information on bicycle parking.

Bke rack in Hayward, CA
Suorce: Kittelson & Associates, Inc

Bike Share

Bike sharing allows for flexible transportation options and can introduce biking to community members who previously lacked access to a bicycle. The City currently does not have any options for bike share.

Miami Beach, FL bike share bikes
Suorce: Kittelson & Associates, Inc

LEVEL OF STRESS ANALYSIS

Level of Traffic Stress (LTS) is a measure given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. It is based on the premise that a person's level of comfort on a bicycle increases with separation from vehicular traffic and is negatively impacted as traffic volumes and speeds increase.

When interpreting LTS analysis, it is important to consider the range of people who ride bikes. On one end of the bicyclist spectrum are people who are comfortable riding with traffic. These are highly confident bicyclists (e.g., adult regular bike commuters), and they are willing to ride on roads with little or no bicycle infrastructure. The other end of the bicyclist spectrum includes those who are not comfortable riding with or adjacent to traffic (e.g., children, the elderly, and non-regular adult bicyclists). They prefer off-street bicycle facilities or biking on low-speed, low-volume streets. They may not bike at all if bicycle facilities do not meet their comfort preferences.

The middle of the spectrum includes bicyclists who prefer separated facilities but are willing to ride with or adjacent to traffic if needed. Figure 28 provides additional information on different types of bicyclists and their preferences when biking. A full summary and methodology of the LTS Analysis conducted for this Plan can be found in Appendix C

Figure 28. Comfort Typology of Bicyclists

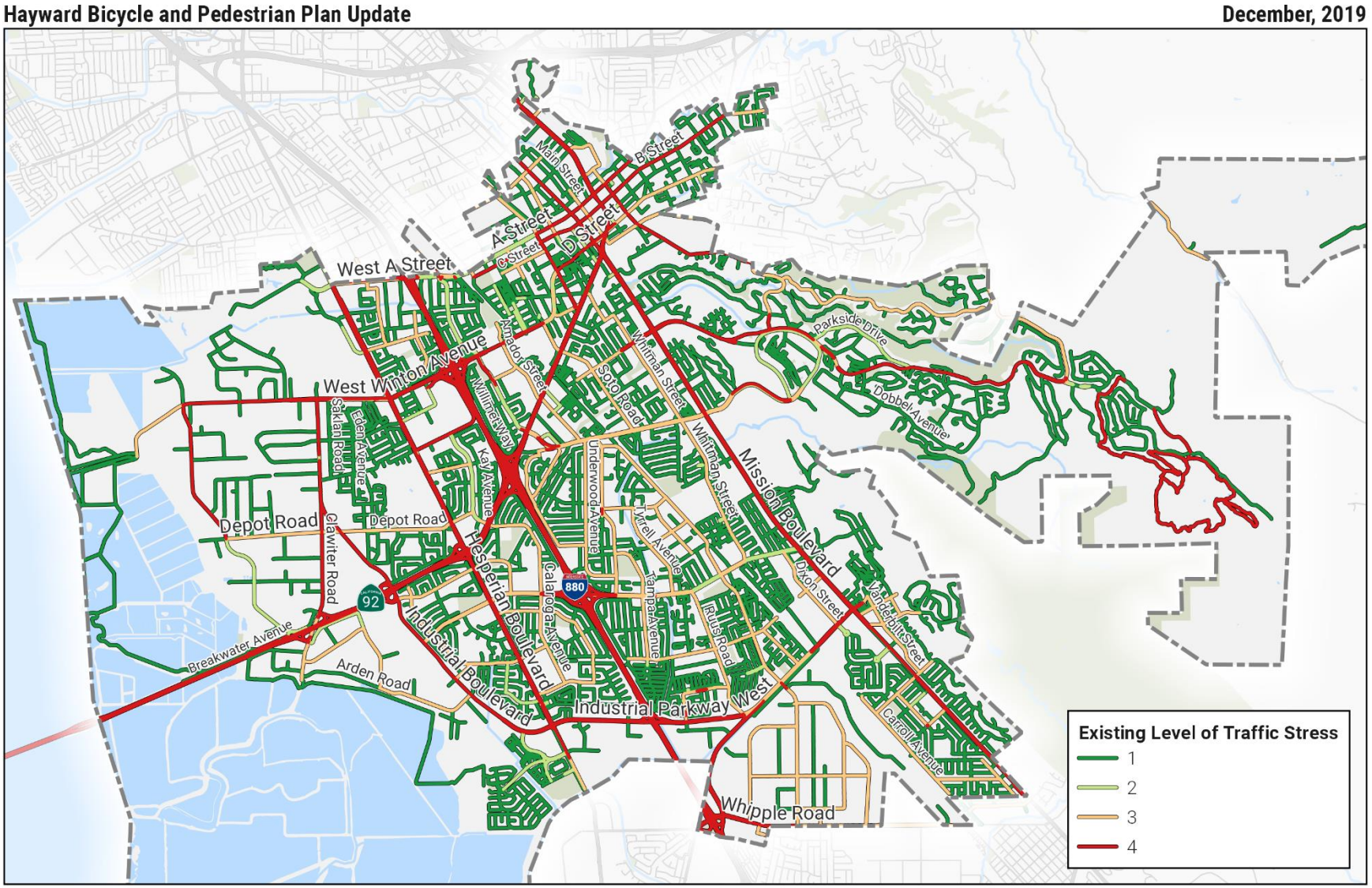
Comfort Typology of Bicyclists

Design User Profile	Non-Bicycle	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

Source: Toole Design Group

Figure 29 displays the LTS results for all facilities within the city. The major arterial roadways in Hayward present the most stressful conditions to the average bicyclist. This is due to a lack of bicycle facilities on these roadways, with little separation from high-speed, high-volume traffic. However, it is also important to note that Hayward's street network is predominantly comprised of low-stress local streets,which can be used to support a citywide network by offering alternatives to using arterials, as necessary. The connections among those low-stress routes is key to promote biking among the interested but concerned riders.

Figure 29. Existing Level of Traffic Stress for All Streets



The LTS findings are useful in determining appropriate low-stress bicycle facilities and where these facilities should be located in the city. Hayward's extensive network of low-speed, low-volume local neighborhood streets already serves as a backbone for a low-stress biking network; however, these streets are currently isolated pockets throughout the city, separated by higher stress arterial and collector streets.

Enhancements to some of these low-stress streets coupled with separated bicycle facilities on targeted segments of higher speed and higher volume collectors and arterials would result in a connected low-stress bicycle network serving key destinations in the city. For example, a separated bicycle lane on Hesperian Boulevard from Sleepy Hollow Avenue to Cathy Way would help to provide a low-stress north-south connection between Hayward's Glen Eden and Mount Eden neighborhoods, each of which currently has a large network of low-stress local streets. This link would also serve as a low-stress connection over State Route 92, a major barrier to Hayward's street network, and provide access to Chabot College and Southgate Park.

COLLISION ANALYSIS

Historical pedestrian and bicyclist collision data was analyzed to capture safety trends citywide. Analysis results are presented with descriptive findings summarizing the factors, severity, and temporal nature of collisions as well as spatial results which are used to identify high injury corridors.

These findings helped determine which areas to prioritize for bicycle and pedestrian safety improvements.

Data and Approach

The analysis used the most recent complete five years of collision data (2012 to 2016), which included reported totals of 177 bicycle collisions and 292 pedestrian collisions. Collisions that occurred on freeways or freeway ramps were omitted from the data used for analysis, as these roadways grade-separated and under the jurisdiction of the Caltrans. Collisions that occurred at ramp terminal intersections and all other city roads were included in analysis.

Roadway Data

Roadway data provided by the City of Hayward was used in order to associate roadway characteristics with spatial collision patterns. This data was supplemented with data from OpenStreetMap data. The roadway data included the following characteristics:

- Functional class;
- One-way or two-way designation;
- Bicycle infrastructure presence; and,
- Posted speed.

Bicyclist Collisions

In the five-year period from 2012 to 2016, total bicyclist collisions maintained a steady trend between 30 and 40 collisions per year, as presented in Table 10. Five of the 177 reported bicyclist collisions were single party collisions, while the remaining 165 collisions involved two parties or more.

Table 10. Bicyclist Collisions Year over Year, Hayward, 2012 – 2016

Year	2012	2013	2014	2015	2016
Reported Collision Count	33	39	30	38	37

Source: SWITRS

Further analysis included identifying trends among the following attributes:

- **Collision severity:** The reporting officer's assessment of the most severe injury incurred.
- **Primary collision factors:** A road user's violation or movement associated with the collision. These categories represent an aggregation of California Vehicle Code violations.

Collision Severity

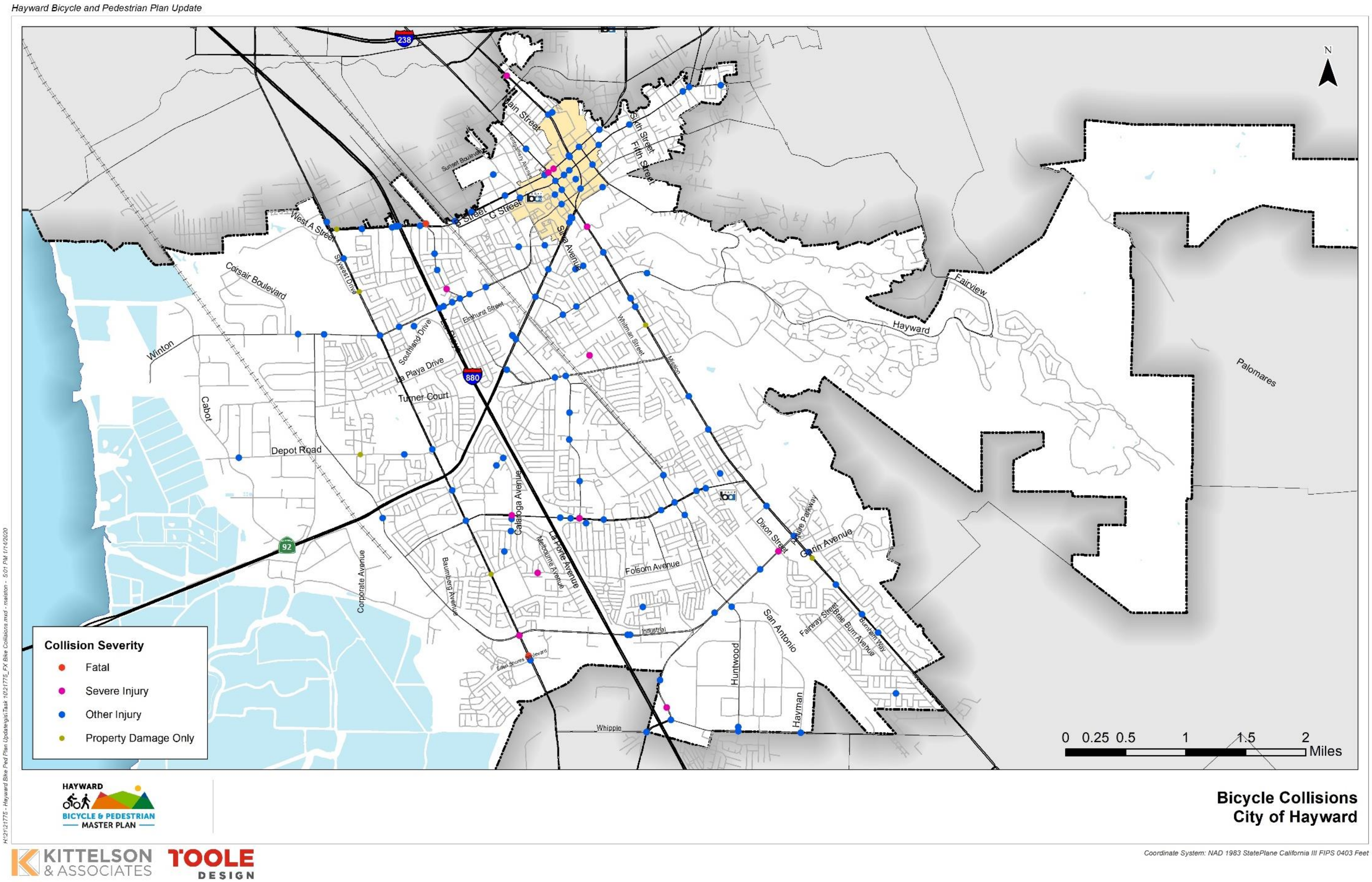
Among the 177 bicycle collisions, 15 collisions (8%) resulted in severe injury, and two collisions (1%) resulted in fatality. Table 11 presents collisions by severity level.Figure 30 presents a map of the reported collisions by severity.

Table 11. Severity of Bicyclist Collisions, Hayward 2012 – 2016

Collision Severity	Collision Count	Collision Share
Fatal	2	1%
Injury (Severe)	15	8%
Injury (Other)	147	83%
Property Damage Only (PDO)	13	7%
Total	177	100%

Source: SWITRS

Figure 30: Bicyclist Collisions, Hayward, 2012-2016



Source:BART; AC Transit;SWITRS

Primary Collision Factors of Bicyclist Collisions

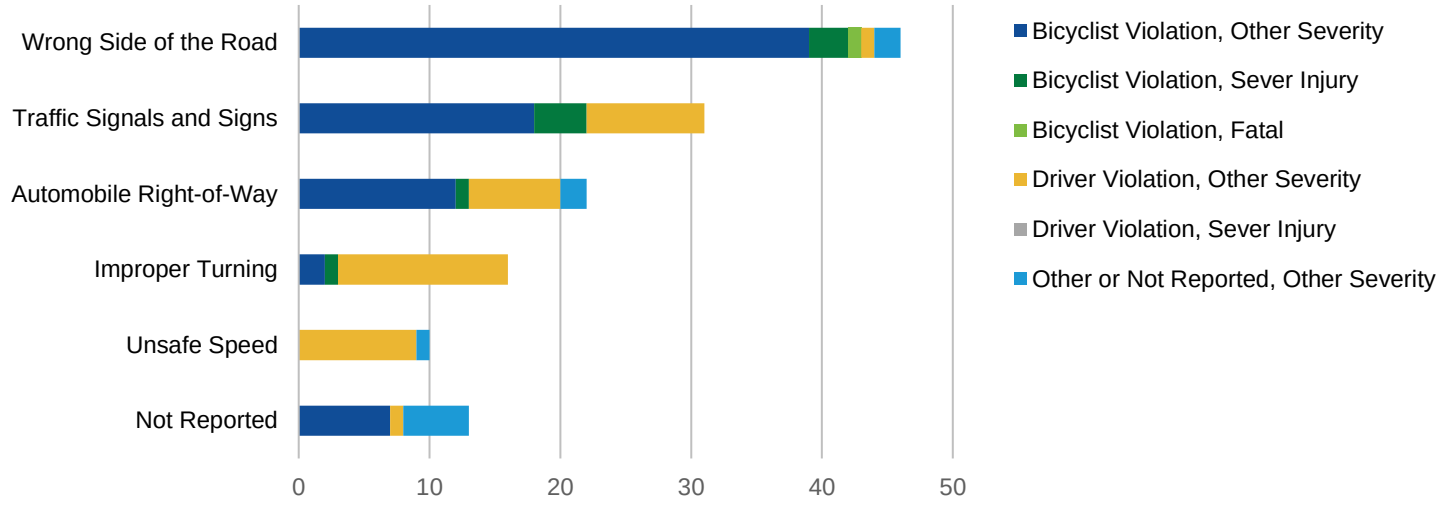
Figure 31 presents the six primary collision factors most commonly cited in bicyclist collisions. The most commonly reported primary collision factors among bicyclist collisions were:

- Wrong side of the road riding
- Traffic signals and signs
- Automobile right of way

The most common primary collision factors among collisions resulting in a fatal or severe injury were the following:

- Traffic signals and signs: 4 severe injury collisions
- Wrong side of the road: 1 fatal, 3 severe injury collisions
- Unsafe lane change: 1 fatal, 1 severe injury collision

Figure 31. Top Six Primary Collision Factors in Bicyclist Collisions



Source: Kittelson & Associates, Inc.

The top six primary collision factors are defined thusly:

- **Wrong Side of Road** refers to a collision in which a road user was on the wrong side of the road.
- **Traffic Signals and Signs** refers to a collision in which a road user failed to comply with a traffic control device (e.g., traffic signal, yield sign, or stop sign).
- **Automobile Right-of-Way** refers to a collision in which one road user failed to yield the right of way to another road user.
- **Improper Turning** refers to a collision in which a road user failed to account for a gap in traffic or failed to signal appropriately before turning.
- **Not Reported** refers to a collision in which a primary collision factor was not reported.
- **Unsafe Speed** refers to a collision in which a vehicle driver either exceeded the speed limit or drove too fast for given conditions in the reporting officer's assessment.

Pedestrian Collisions

In the five-year period from 2012 to 2016, total pedestrian collisions maintained a steady trend, as shown in Table 12.

Table 12. Pedestrian Collisions Year over Year, Hayward, 2012-2016

Year	2012	2013	2014	2015	2016
Reported Collision Count	63	58	51	61	59

Source: SWITRS

Further analysis includes trends among the following attributes:

- Collision severity
- Pedestrian location and actions preceding collision

Collision Severity

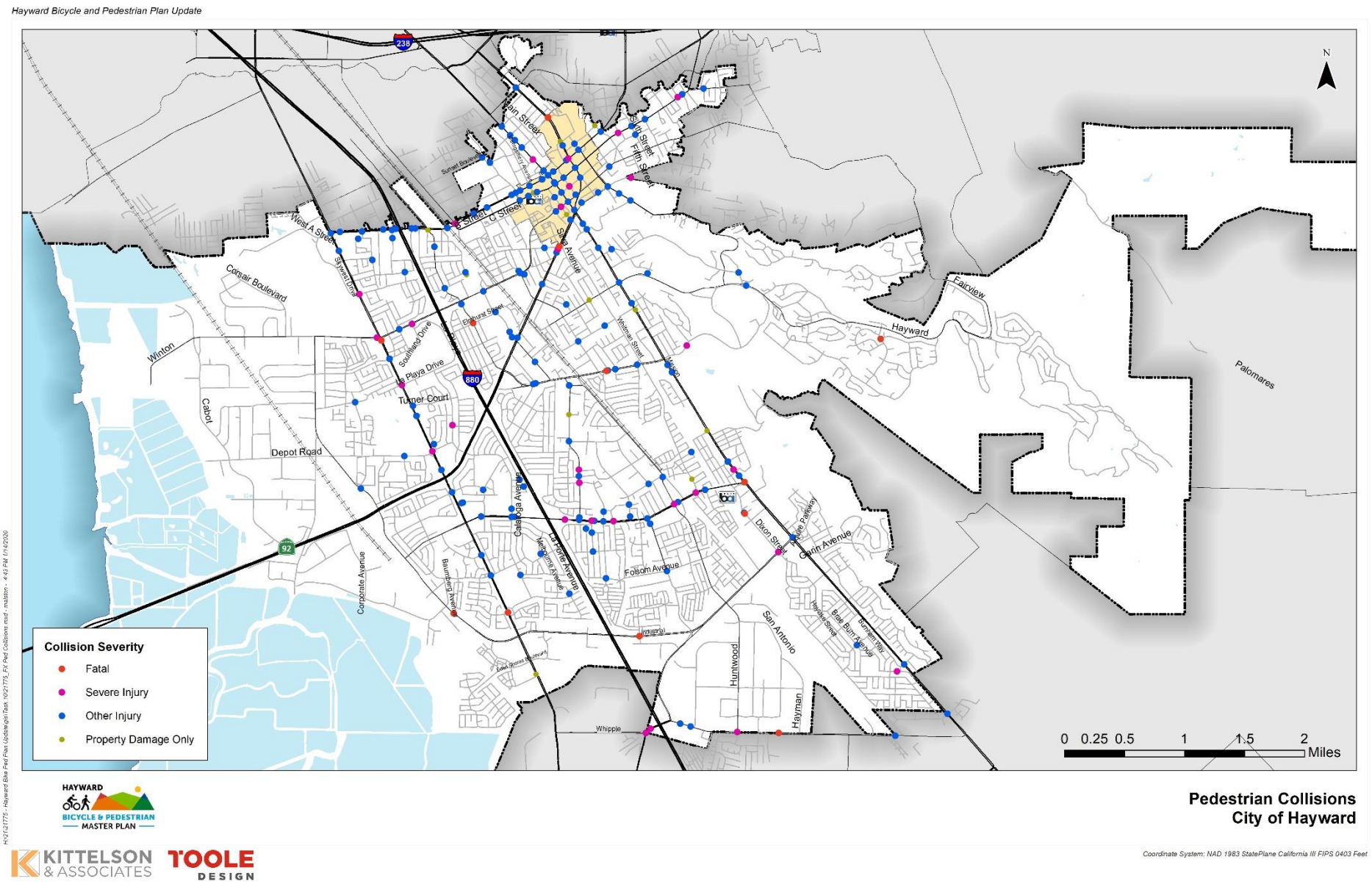
As illustrated in Table 13, between 2012 and 2016, there were 292 reported collisions involving pedestrians in Hayward in the five years of analyzed data, including 13 fatal collisions and 34 collisions resulting in a severe injury. Figure 32 presents a map of the reported collisions by severity level.

Table 13. Severity of Pedestrian Collisions, 2012-2016

Collision Severity	Collision Count	Collision Share
Fatal	**13**	**4%**
Injury (Severe)	**34**	**12%**
Injury (Other)	**226**	**78%**
PDO	**19**	**7%**
Total	**292**	**100%**

Source: SWITRS

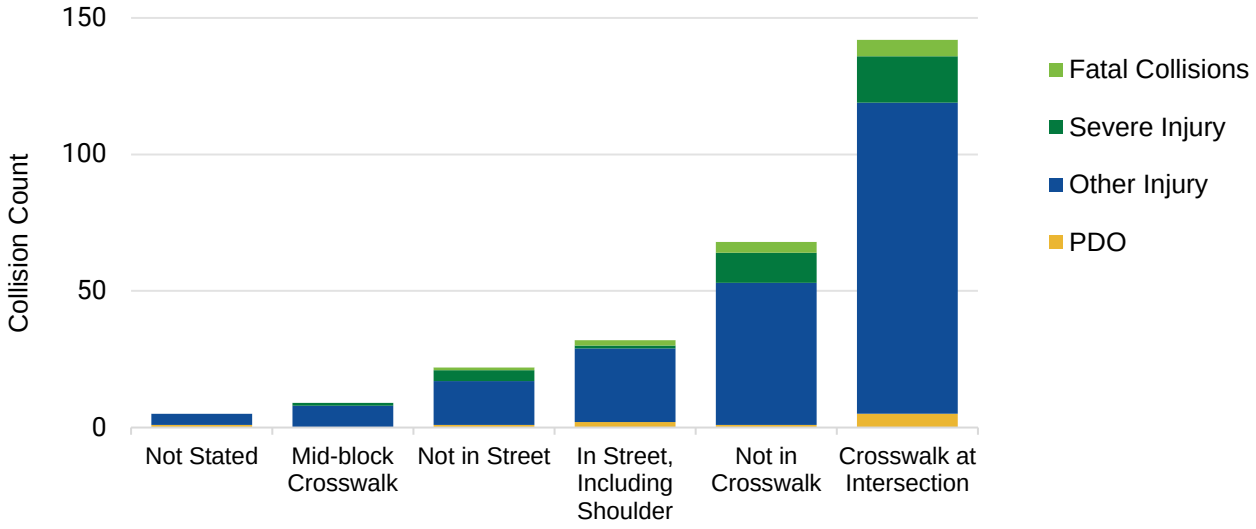
Figure 32. Pedestrian Collisions Hayward, 2012-2016



Pedestrian Collision Locations

Figure 33 presents pedestrian collisions by location and severity. The most common location for pedestrian collisions was on a crosswalk at an intersection, which accounted for 51% of collisions. 25% of pedestrian collisions occurred outside of a crosswalk. This trend indicates that there may be locations in Hayward where pedestrians' desire lines do not match existing infrastructure, and better infrastructure provision would improve safety outcomes for pedestrians.

Figure 33. Location of Pedestrian Collisions, Hayward, 2012-2016



Source: SWITRS

HIGH INJURY CORRIDOR ANALYSIS

An analysis of the citywide roadway network was conducted to identify a set of "high injury corridors," which constitute the worst performing street locations based on severity and frequency of collisions.

Data and Approach

The analysis used the most recently available collision data, representing 2012 to 2016, and weighted collisions by reported severity, using weights based on the average societal cost of the outcomes (property damage, injuries, or death) established by Caltrans. The weights generally reflect an order of magnitude difference between the societal costs of fatal and severe injury collisions versus non-severe injury collisions. For more information on the screening process, refer to Appendix C.

Screening Results

The top 10 Bicycle and Pedestrian High Injury Corridors identified by the high injury corridor analysis are presented in Table 14 and Table 15, respectively. Figure 34 provides a map of the High Injury Corridors.

Figure 34. Bicycle and Pedestrian High Injury Corridors

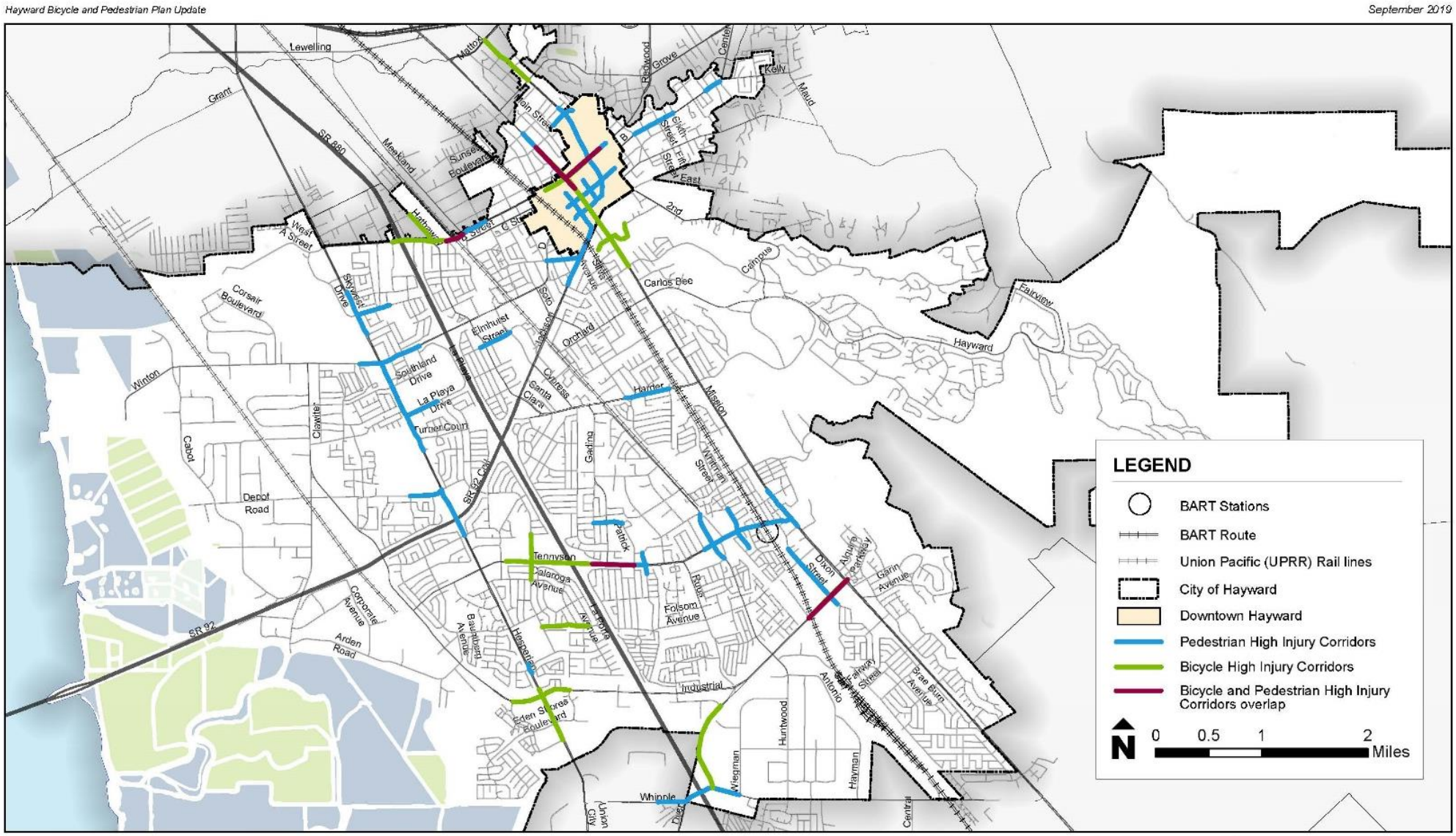


Table 14. Top 10 Bicycle High Injury Corridors

Roadway	From	To
West Tennyson Road	East of Sleepy Hollow Avenue South	Tampa Avenue
A Street	Montgomery Avenue	2nd Street
Hesperian Boulevard	Technology Drive	Eden Park Place
Calaroga Avenue	Ashbury Lane	Bolero Avenue/ Miami Avenue
Mission Boulevard	Simon Street	Sycamore Avenue
Industrial Parkway West	Mission Boulevard	Pacific Street
West A Street	West of 880 Freeway	Meekland Avenue
Industrial Boulevard/Industrial Parkway West	Marina Drive	Hall Road
Industrial Parkway Southwest	Addison Way	Whipple Road/ 880 Freeway Intersection
Fletcher Lane	Dead-end west of Mission Boulevard	West of Janssen Court

Table 15. Top 10 Pedestrian High Injury Corridors

Roadway	From	To
West Tennyson Road (Western Section)	Just east of 880 Freeway Interchange	Dickens Avenue
West Tennyson Road (Eastern Section)	Manon Avenue	Leigid Court/railroad crossing
Jackson Street	Park Street	Watkins Street, just west of Mission/Foothill Boulevards
Huntwood Avenue	Harris Road/Leidig Court	Panjon Street/Lustig Court
Meek Avenue	Alice Street	Jackson Street
Mission Boulevard	Sunset Boulevard	B Street
Whipple Road	Just west of 880 Freeway interchange	Wiegman Road
Foothill Boulevard	Rex Road	Mission Boulevard/Jackson Street
Hazel Avenue/City Center Drive	Rio Vista Street	Valencia Place
D Street	Atherton Street	Foothill Boulevard

EXISTING CONDITIONS SUMMARY

The existing conditions analysis presented in this chapter provide an overview of the relative level of biking and walking activity in Hayward, including who is typically walking and biking more frequently:

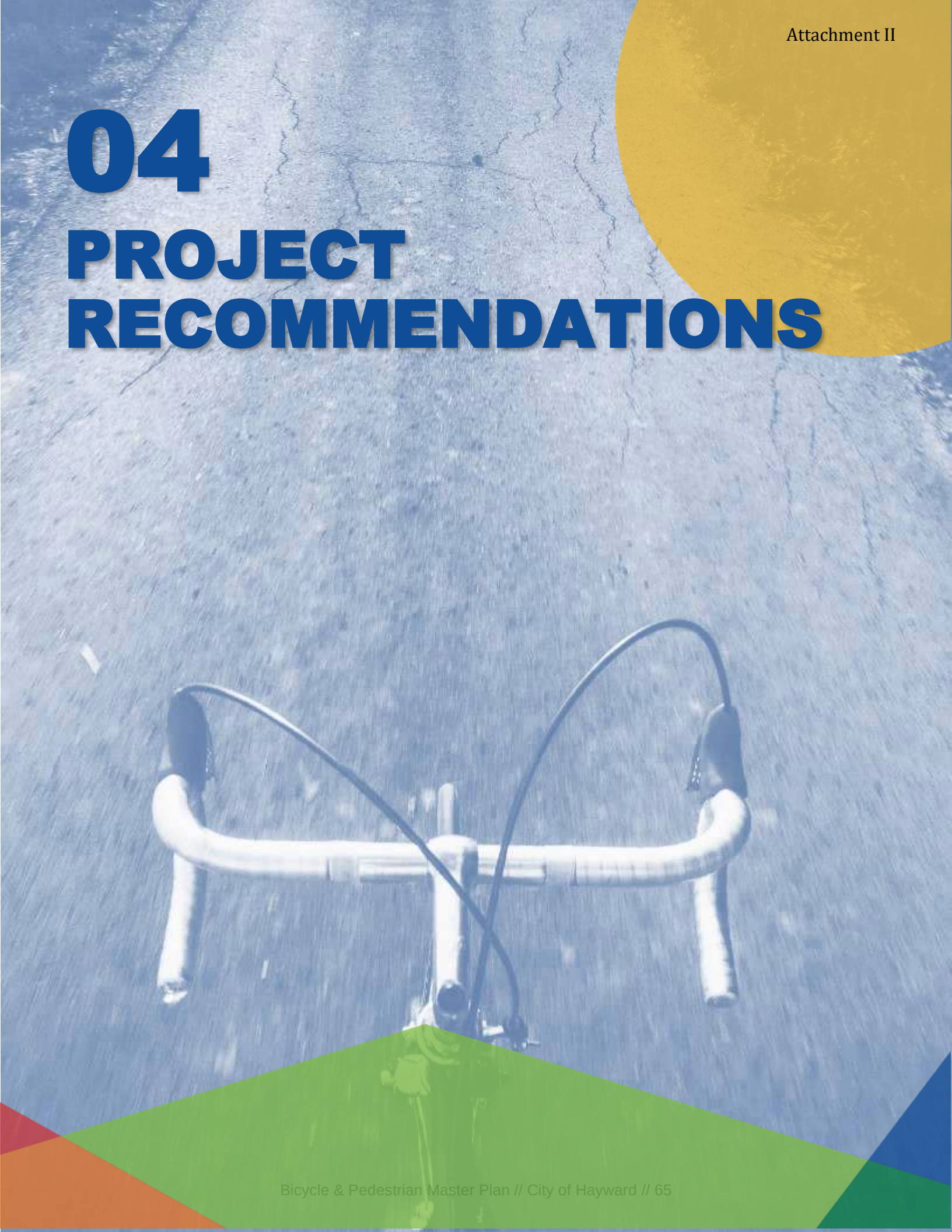
- Low-income workers, high schools and college students, young families and professionals, and Hispanic/Latinx residents are shown to walk and bike more relative to other groups within the City.
- High-income workers, people with no vehicles available at home, and men are shown to biek more relative to other Hayward residents.

Citywide LTS analysis shows that arterial and collector streets represent a relatively small share of City centerline miles relative to local streets, but arterials and collectors are overwhelmingly high-stress streets to ride on. A map of citywide LTS (Figure 29) illustrates the extent to which these major streets present barriers for people biking and walking, and can be addressed with the development of the proposed networks.

A citywide screening for high-injury locations also provides the intersections and roadway segments with the most extensive collision history, and where bicycle and pedestrian safety improvements will be critical to protect vulnerable users and promote walking and biking as viable travel modes.

Neighborhood sidewalk in Hayward, CA
Source: Kittelson & Associates, Inc .

04 PROJECT RECOMMENDATIONS



PROJECT RECOMMENDATIONS

This chapter discusses the overall bicycle and pedestrian network recommendations, as well as the prioritization framework and criteria used to develop them.

PROJECT PRIORITIZATION AND METHODOLOGY

A prioritization framework was used to identify candidate pedestrian and bicycle project locations. The prioritization criteria were developed in cooperation with the TAC and align with the Plan's goals.

FACTORS, EVALUATION CRITERIA, AND WEIGHTING

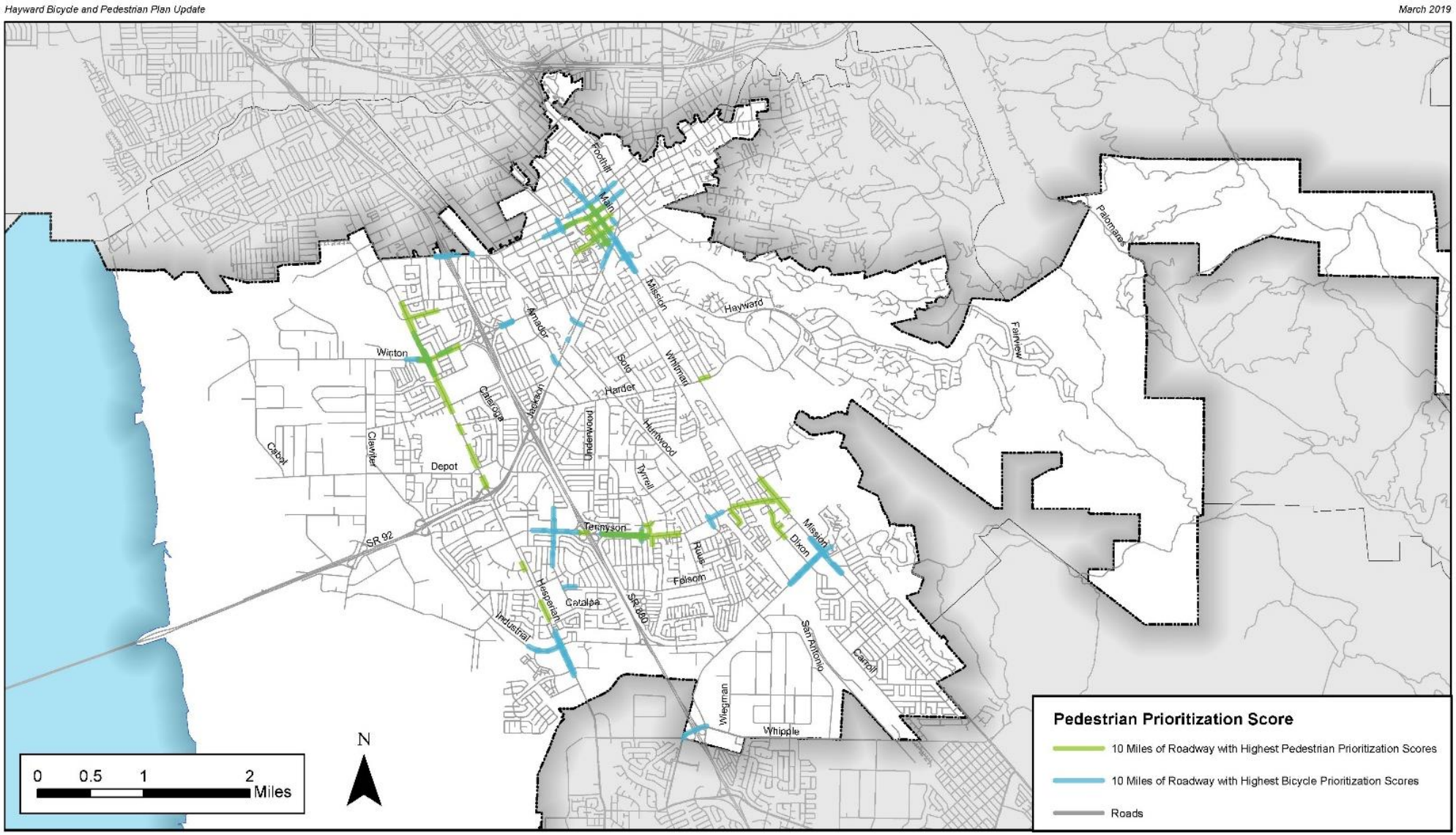
The evaluation methodology to develop the prioritization criteria was based on national best practices and input from the Plan's TAC. A detailed description of the methodology is included in the *Prioritization Framework* memo dated included in Appendix A.The prioritization factors and criteria are shown in Figure 35.

Figure 35. Priorization Factors and Weights

Source: Kittelson & Associates, Inc.

The factors were given the weights displayed to emphasize safety and connectivity. These weights were used to calculate priority scores for all road segments in the city, grouped by pedestrian and bicycle prioritization. Figure 36 shows the top 10 roadway miles with the highest pedestrian and bicycle prioritization scores.

Figure 36. Bicycle and Pedestrian Prioritization Screening Map: Top 10 Roadway Miles



KITTELSON & ASSOCIATES

Bicycle and Pedestrian Prioritization Screening Map: Top 10 Roadway Miles
Hayward, California

Source: 2012 – 2016 Statewide Integrated Traffic Reporting System Data, 2016 Caltrans Data, KAI Analysis

BICYCLE NETWORK DEVELOPMENT

The ultimate goal of the Plan is to identify a connected, low-stress citywide bicycle network for people of all ages and abilities. The network was developed in three phases:

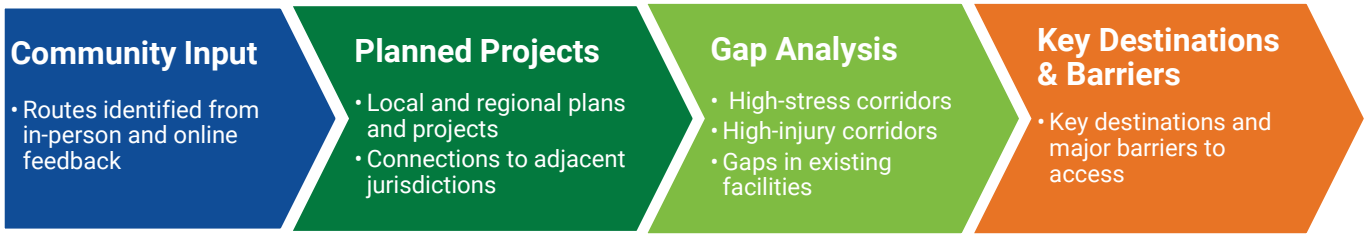
- Phase I: Network Framework
- Phase II: Network Evaluation
- Phase III: Network Refinement.

The following sections describe the process and outputs of each phase.

PHASE I: NETWORK FRAMEWORK

Building a framework for the bicycle network begins by compiling a variety of sources - community feedback, projects that are already planned, a gap analysis, and an evaluation of key destinations and barriers as displayed in Figure 37. Ultimately, the goal of a low-stress network is to expand Hayward's existing bikeway network so that more people feel comfortable and safe making trips via bike for commutes, errands, and recreation.

Figure 37. Network Framework Development Process



Each of these individual inputs were placed as layers into an online map, called the Network Framework map, to show the basic network structure for all corridors that would be included in Phase II.

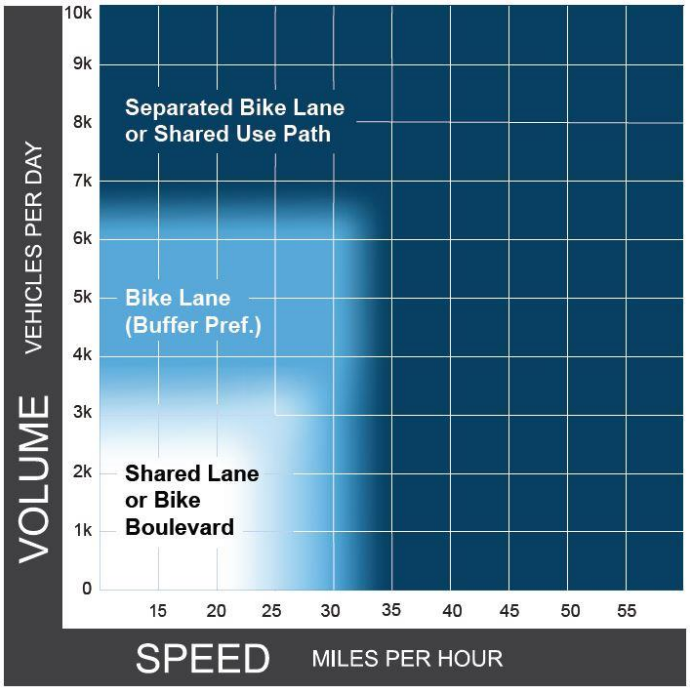
PHASE II: NETWORK EVALUATION

Once the Network Framework map was created, facility types were assigned to each segment within the proposed network. Facility selection was determined by roadway operational characteristics, facility feasibility, and an assessment of alternative routes – the following sections describe these steps. The results of this phase were a proposed bicycle network map with designated facility types and a proposed bicycle project list.

Step 1: AASHTO Bikeway Selection Guide Screening

All corridors depicted on the proposed network framework were evaluated using the AASHTO *Guide for the Development of Bicycle Facilities 4th Edition* (Guide) to select initial low-stress bicycle facility recommendations. The Guide considers traffic volumes and prevailing vehicle speeds in determining appropriate facilities.

Figure 38. AASHTO Bikeway Facility Selection Chart



Source: AASHTO Guide for the Development of Bicycle Facilities 4th Edition

Step 2: Implementation and Feasibility Screening

Once the appropriate facility was determined for each segment in the network through the AASHTO screening, the feasibility of constructing these facilities was determined by analyzing roadway space reallocations, lane eliminations or reassignments, signal adjustments, land-use context, and other operational changes needed to implement such facilities.

Step 3: Alternative Route Assessment

After reviewing the draft implementation methods with the City, the project team evaluated alternative routes for draft recommendations that may be challenging to develop into all ages and abilities facilities. Potential parallel routes were identified that provide similar access to destinations and the preferred corridor.

Step 4: City Review of Administrative Draft Network Facility Map & Project List

City staff and TAC members then provided input on the initial draft network and identifed any proposed facility recommendations that may not be financially or politically infeasible.

PHASE III: NETWORK REFINEMENT

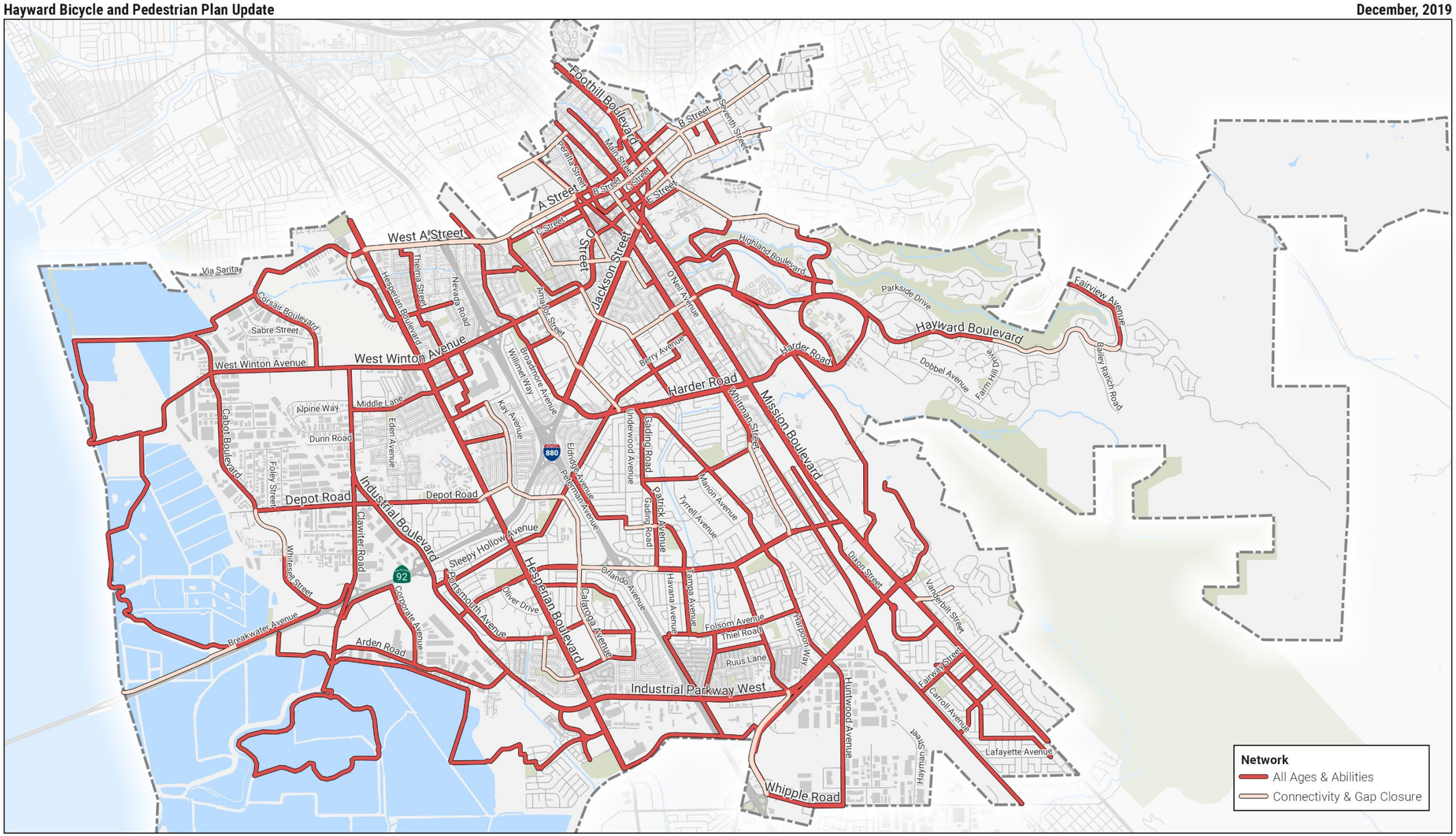
Based on feedback from City staff and TAC members, the project team refined the initial map and project list to create the draft network maps for public review. Project prioritization, implementation phasing, and cost estimates were developed once the unconstrained network was finalized.

ALL AGES AND ABILITIES NETWORK

The vision for the Plan includes creating a safe, comfortable bicycle network that can be enjoyed by all residents, commuters, and visitors. Figure 39 illustrates this all ages and abilities bicycle network. This network meets the criteria from the AASHTO Guide to focus on providing bikeways that will allow the largest segment of the population to feel comfortable while biking.

With the implementation of this network, every resident in Hayward will have access to low-stress, comfortable bikeways that connect to major destinations throughout the city. These facilities are also supported by connectivity and gap closure recommendations that may not meet the AASHTO criteria for all ages and abilities bikeways, but are important for other safety or local access purposes.

Figure 39. All Ages and Abilities Network



PROJECT RECOMMENDATIONS

BICYCLE NETWORK RECOMMENDATIONS

The bicycle network (see Figure 40) illustrates the existing and proposed facility recommendations. Once the network was developed, the project team used the prioritization methodology to rank each project corridor. The full project list can be found in Appendix B. In order to create a complete network, the City of Hayward will focus on the following implementation themes:

Separated Bikeways

The network is fundamentally based on a select number of separated bikeways that create complete east-west or north-south connections across the city, such as Mission Boulevard, West Winton Avenue, A Street, Hesperian Boulevard, Tennyson Road, and Industrial Parkway. Separated bikeways can be implemented as one-way facilities on both sides of the street or as two-way facilities on one side of the street. These facilities are the most commonly preferred by Interested but Concerned cyclists on higher vehicle volume streets and/or where vehicle speeds are higher. With limited consistent access on local streets over major barriers, like Interstate 880 and railways, separated bikeways on major arterial streets provide the best opportunity for increasing east-west access.

Example of separated bikeway in downtown Oakland, CA.
Source: Kittelson & Associates, Inc.

Clsss I Path at Industrial Parkway and Pacific Street in Hayward, CA
Source: Kittelson & Associates, Inc.

Trail Network Expansion

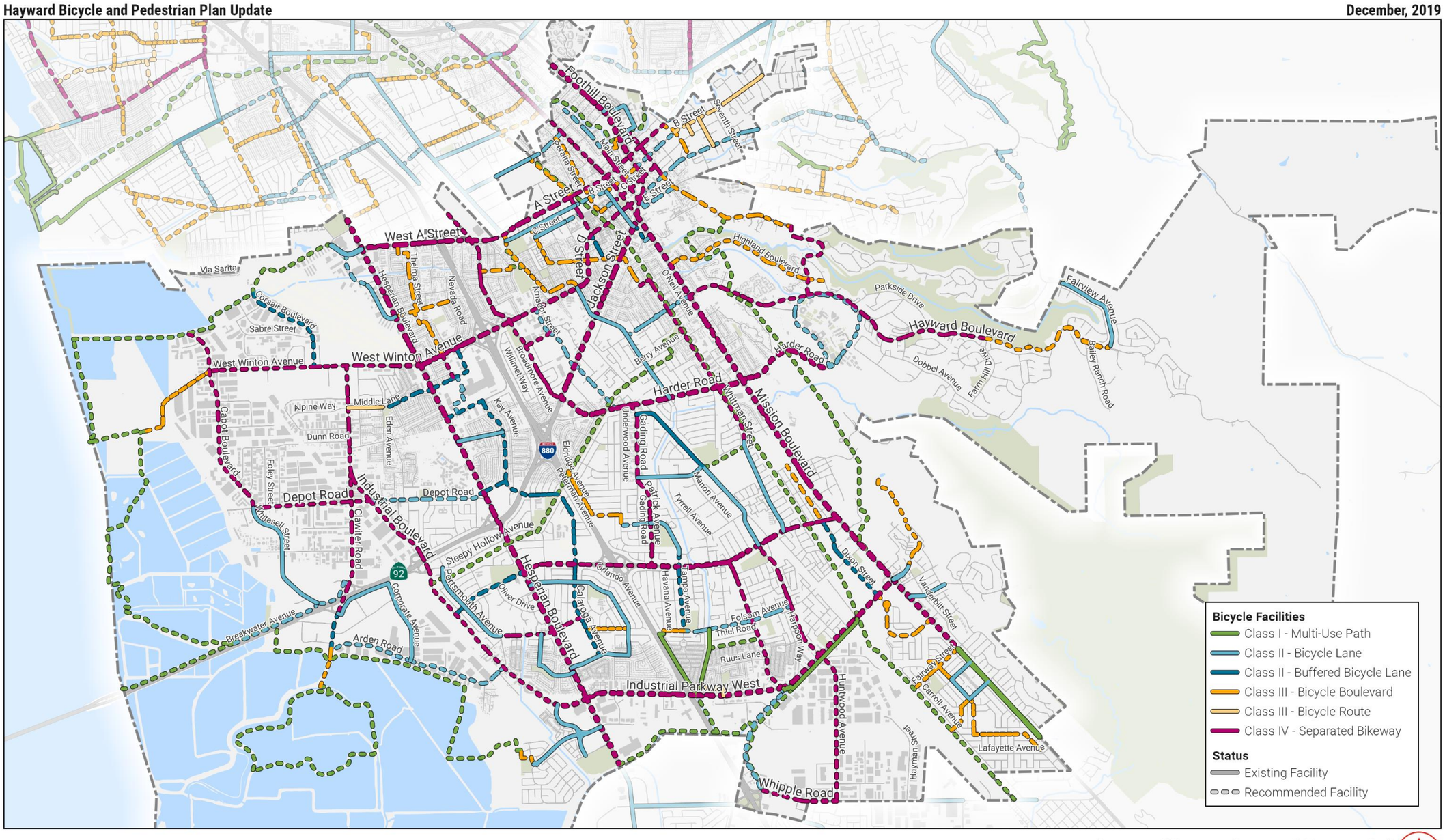
Hayward is fortunate to have a unique set of trail opportunities that can be connected across most of the city. For example, the San Francisco Bay Trail can be enhanced through improved connections from local neighborhoods. The Eden Greenway can be redeveloped for better bikeway travel at crossings and include a potential crossing over Interstate 880 to provide an off-street connection between east and west Hayward. The regional effort to develop the East Bay Greenway adjacent to the BART line in the Union Pacific Railroad corridor could provide connections from Fremont to downtown Oakland. Other regional efforts, like the San Lorenzo Creek Trail led by Alameda County, could tie into many of Hayward's existing and proposed on-street facilities.

Neighborhood Bikeways

Connnections to neighborhoods can be created by constructing bike boulevards, bike lanes, and buffered lanes on low vehicle volume and low speed streets. These locations often need less physical separation for bicyclists to feel comfortable navigating within neighborhoods. However, crossings of major arterials will require special attention to make connections more comfortable between neighborhoods. This is possible by continuing bike lanes through intersections, using proper detection at signalized crossings, installing Pedestrian Hybrid Beacons (PHBs) or Rectangular Rapid Flashing Beacons (RRFBs) to enhance unsignalized crossings, and constructing protected intersections that are designed for major intersecting bikeways. See Appendix D for more information on these treatments.

Example of a neighborhood bikeway on Fairway Street in Hayward, CA
Source: Kittelson & Associates, Inc.

Figure 40. Existing and Recommended Bikeway Facilities



PEDESTRIAN NETWORK RECOMMENDATIONS

The pedestrian network was developed in tandem with the recommended bicycle network using a complete streets approach. A suite of pedestrian treatments is recommended to be implemented along project corridors that constitute the recommended all ages and abilities bicycle network. In this way, when near-term or longer-term improvements are being identified, bicycle and pedestrian improvements can be planned for, designed and implemented together.

Along the all ages and abilities network where improvements are proposed, pedestrian corridor recommendations were developed based on street typology for local/neighborhood, collector, and arterial streets. The recommendations vary depending on the street type but all include smaller intersection improvements such as additional ADA curb ramp improvements and high-visibility crosswalk treatments. A high-cost and low-cost improvement assumption was generated for each street type to account for varying levels of possible investments where the same order of magnitude of improvements may not be required or where pedestrian improvements were not identified during the project develpoment and public engagement phase of the project.

Table 16 provides the recommended treatments to be implemented along project corridors, organized by roadway type and the scenario (high cost or low cost) for which they are recommended. For example, ADA curb ramps are recommended in the low-cost and high-cost scenarios for all roadway types, but signal improvements are only recommended along collector roads in the high-cost scenario (and in both scenarios for arterial roads). The approach reflects that more infrastructure is needed to suport a safe and comfortable waking environment along higher-volume and higher-speed roadways.

Table 16: Pedestrian Network Recommendations

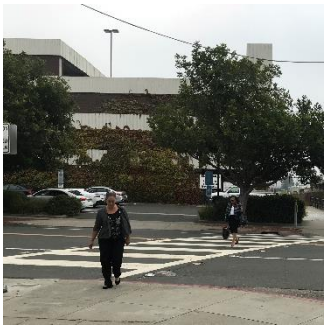
<table>
<tr><th rowspan="2">Recommended Improvements</th><th colspan="3">Roadway Functional Class</th></tr>
<tr><th>Local/Neighborhood Street</th><th>Collector Street</th><th>Arterial Street</th></tr>
<tr><td>ADA Curb Ramps
High-Visibility Crosswalks</td><td>Low Cost and High Cost Scenario</td><td rowspan="2">Low Cost and High Cost Scenario</td><td rowspan="4">Low Cost and High Cost Scenario</td></tr>
<tr><td>Midblock RRFBs
Curb extensions</td><td>High Cost Scenario</td></tr>
<tr><td>Signal Improvements</td><td>-</td><td>High Cost Scenario</td></tr>
<tr><td>Midblock Pedestrian Hybrid Beacons</td><td>-</td><td>-</td></tr>
</table>

Source: Kittelson & Associates, Inc.

The recommended treaments include the following:

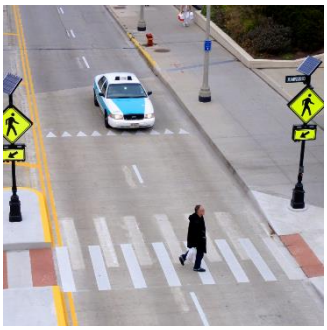
ADA curb ramps: ADA-accessible curb ramps provide a transition between the sidewalk and the roadway and make crossings accessible to pedestrians with assistive devices and pedestrians who are blind or have low vision. See more in the infrastructure recommendations section of the Plan and in Appendix D. They are assumed to be installed as directional curb ramps on all intersection corners.

Image Source: Kittelson & Associates, Inc.



High-visibility crosswalks: High-visibility crosswalks include markings that are parallel to a motor vehicle or bicycle's traveled way (referred to as *continental* markings). They are more visible to approaching road users relative to basic transverse markings. They are assumed to be installed on all marked crosswalks at every intersection on recommended corridors.

Image Source: Kittelson & Associates, Inc.



Midblock rectangular rapid flashing beacons (RRFBs): RRFBs provide a push-button activated warning light to drivers to promote yielding to help pedestrians cross. Where recommended, they are assumed to be installed midblock with an average frequency of two per mile.

Image Source: FHWA

Curb extensions: Curb extensions visually and physically narrow the roadway at intersection corners and other crossing locations. Where recommended, they are assumed to be installed at between 20% to 60% of intersections (more frequently along collectors than local roads, and more frequently along arterial than along collectors).

Image Source: NACTO

Signal improvements: Signal improvements can promote an improved pedestrian environment by allocating more time to crossing, providing leading pedestrian intervals, or altering signal phasing to separate pedestrian and vehicle conflicts in time. Where recommended, signal improvements were assumed to be implemented with an average frequency of approximately three intersections per mile.

Image Source: Kittelson & Associates, Inc.

Midblock pedestrian hybrid beacons (PHBs): PHBs are push-button activated traffic control devices that provide a red indication requiring drivers to stop. Where they are recommended, PHBs are assumed to be installed with an average frequency of one per mile.

Image Source: Kittelson & Associates, Inc.

For more information on these treatments, consult the infrastructure and operations section of the Plan and Appendix D: Engineering and Design Guidance Toolbox. Figure 42 presents the recommended pedestrian network, organized by functional class to designate the recommended suite of improvements at each location. In addition to the recommended network, there are intersections in the City with more frequent and severe crashes relative to the rest of the City's network. These intersections are listed below along with their pedestrian collision history from 2012 to 2016. These intersections should be considered for future pedestrian safety improvements:

- **West Tennyson Road and Huntwood Avenue**: eight pedestrian collisions (including three severe injury collisions)
- **Jackson Street and Silva Avenue / Meek Avenue**: five pedestrian collisions (including one severe injury and one fatal collision)
- **Whipple Road and Dyer Street**: four pedestrian collisions (including two severe injury collisions)
- **Foothill Boulevard and City Center Drive**: two pedestrian collisions (including one fatal and one severe injury collision)

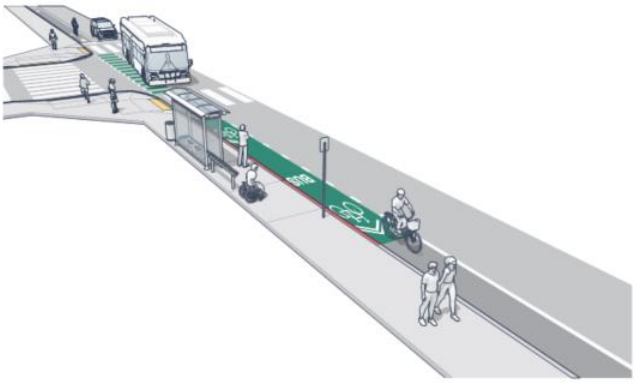
As opportunities arise, the identification of safety projects at these intersections can improve safety outcomes for pedestrians.

TRANSIT SUPPORTIVE INFRASTRUCTURE

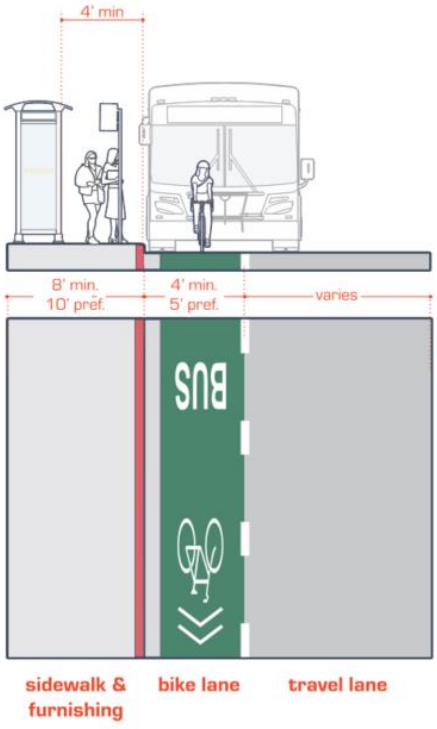
An essential part of complete streets design is infrastructure to support pedestrian connections to transit and bus stop designs that accommodate bikeway facilities. In collaboration with AC Transit, corridors with transit service were identified and sorted into high-, medium-, and low-cost corridors to identify recommended infrastructure. Based on the level of AC Transit priority and the recommended bikeway facility, bus stop typologies were identified from the AC Transit *Multimodal Corridor Design Guide*. Two bus stop typologies were applied to create recommended transit supportive infrastructure, presented in Figure 41. Typology 1 is preferred for Class II Bike Lane applications and low-cost Class IV Separated Bikeway applications where transit may mix with the bikeway at bus stops. Bus stop typology 2 is generally preferred where separate of transit and bicycle facilities is needed on higher frequency transit routes and where curb-separated Class IV facilities are desired. (Note that typology 2 may apply to both Class II and Class IV bike lanes). The improvements associated with these stop locations include a green thermoplastic paint for conflict areas and/or shared lanes, painted red curb, a transit shelter with benches, bike racks, restriping of high-visibliity crosswalks, and pavement markings. The typology 2 improvements also include a floating bus boaridng island, lean rail, and curb ramps with detectable warning surfaces.

Figure 41: Bus Stop and Bicycle Facility Typologies Recommended

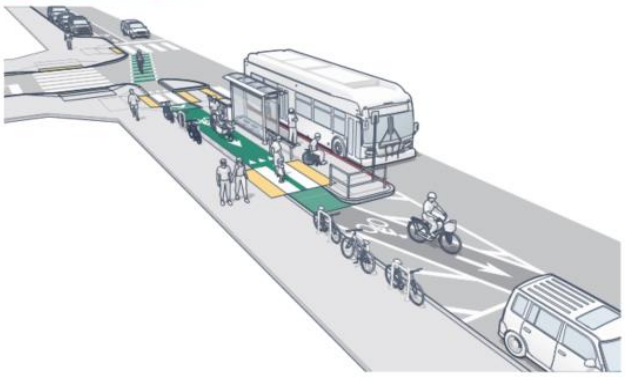
Typology 1
Class II Bicycle Facility between the Curb and a General Traffic Lane



A. Typology 1: Section View



Typology 2
Class II Bicycle Facility between Curbside Parking Lane and General Traffic Lane



B. Typology 2: Section View

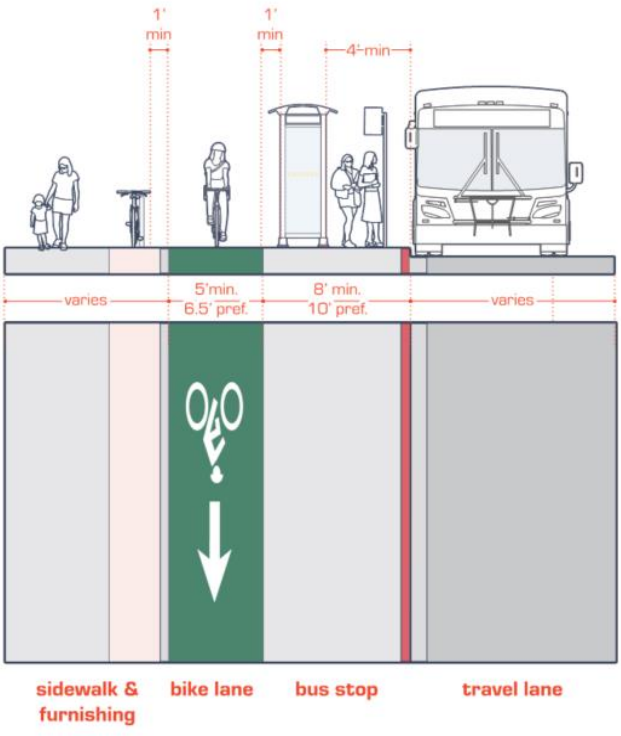


Image Source: AC Transit Multimodal Design Guide

Figure 42: Proposed Pedestrian Network

Hayward Bicycle and Pedestrian Plan Update

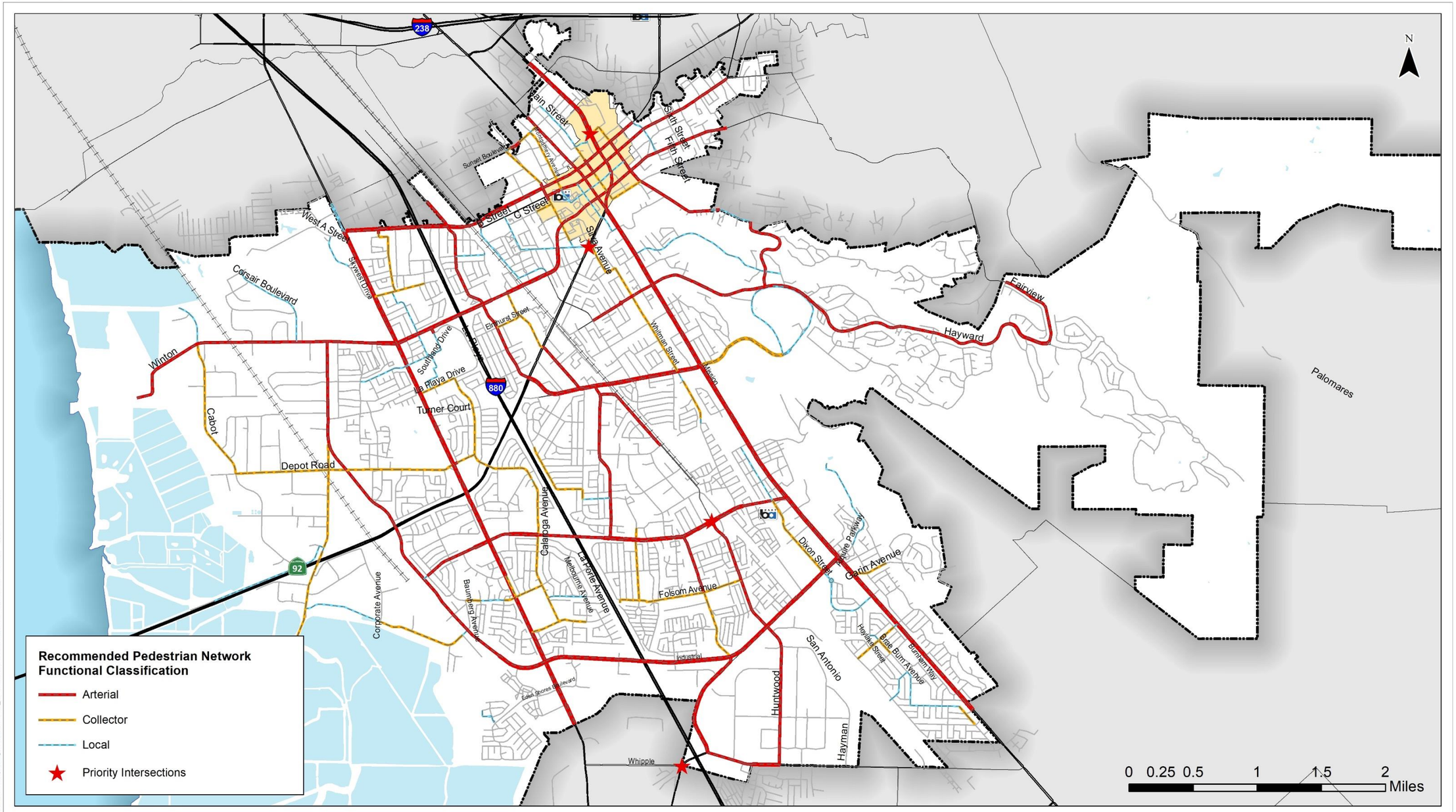
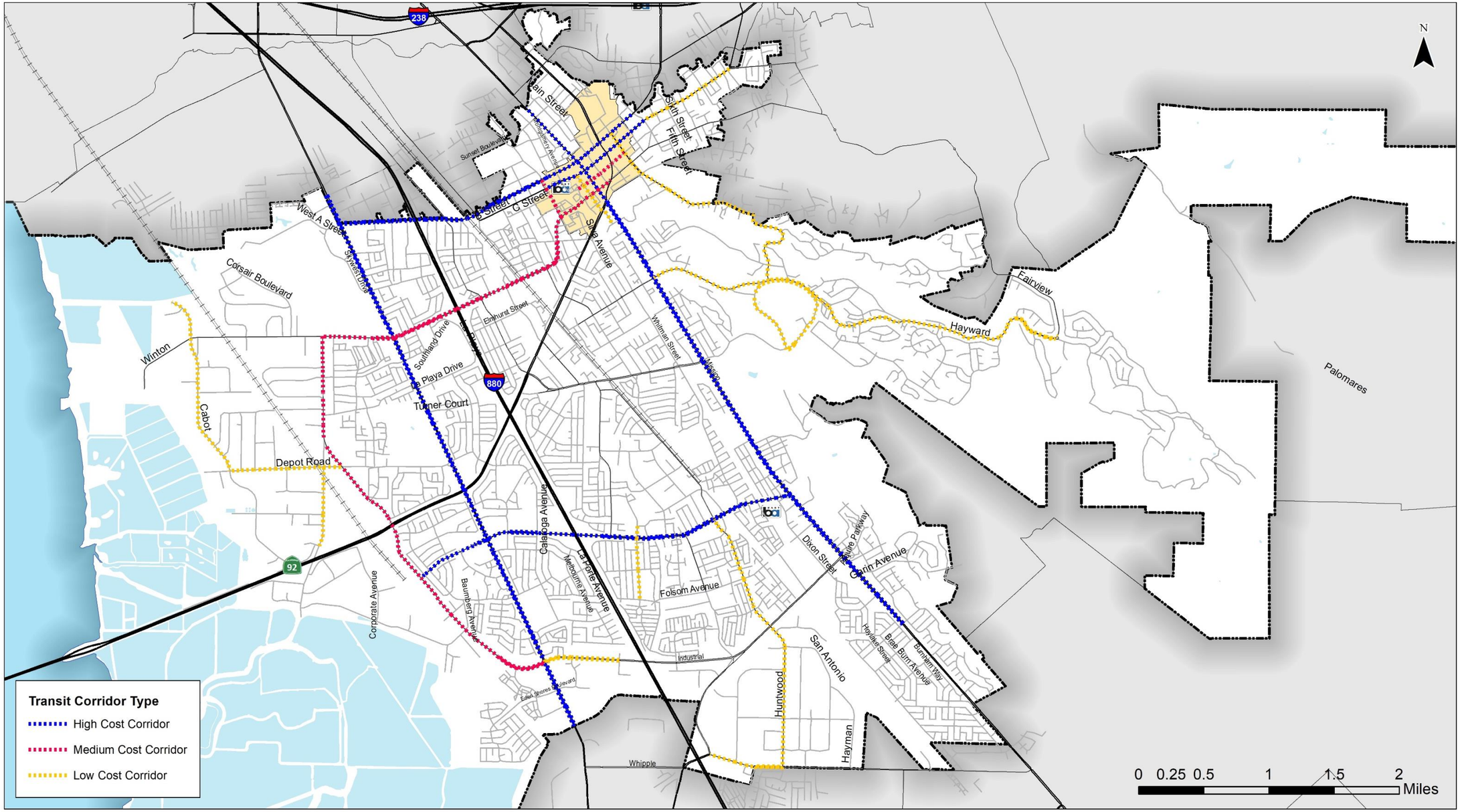


Figure 43: Recommended Transit Supporitve Improvements

Hayward Bicycle and Pedestrian Plan Update



HAYWARD BICYCLE & PEDESTRIAN MASTER PLAN

Recommended Transit Supportive Improvements
City of Hayward

KITTELSON & ASSOCIATES TOOLE DESIGN

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

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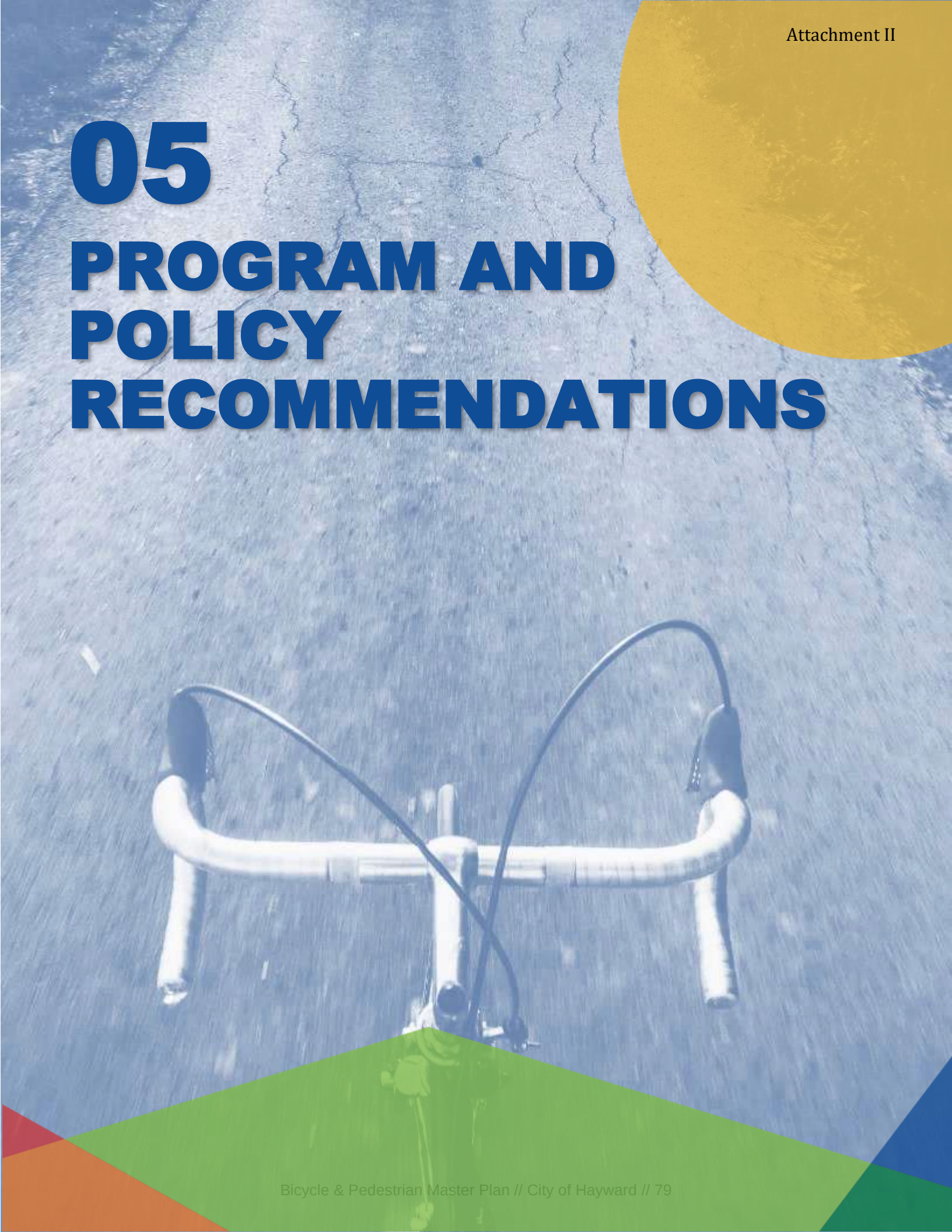
05 PROGRAM AND POLICY RECOMMENDATIONS



PROGRAM AND POLICY RECOMMENDATIONS

As part of this Plan, the City has identified policies, programs, and practices to improve conditions for residents and visitors who walk and bike in Hayward. On September 7, 2018, City staff from multiple departments, including Public Works, Environmental Services, and Planning, participated in an interview to assess how the City is implementing existing policies, programs, and practices.

City staff from multiple departments, including Public Works, Environmental Services, and Planning, participated in interviews as part of the recommendation development. The interviews focused on five main categories of recommendations:

- Infrastructure and Operations
- Evaluation and Planning
- Funding
- Project Implementation
- Education and Enforcement

Recommendations are presented in more detail after the table.

Table 17. Summary of Plan Recommendations for Pedestrian-related Policies, Programs, and Practices

Category	Topic Area	Recommendations
Infrastructure and Operations	Attention to Crossings and Barriers	• Coordinate with Caltrans, Hayward Area Recreation District, Alameda County Flood Control, and other agencies to improve bicycle and pedestrian accommodations for bridges and underpasses • Develop controlled crossing design and standards • Accommodate bicycles and pedestrians at freeway interchanges • Coordinate early and often with Union Pacific Railroad to improve accommodations for bicycles and pedestrians at railroad crossings
	Bike Parking Requirements	• Develop bike corral guidance • Develop bike rack implementation program and map • Develop short-/long-term bicycle parking requirements and standards
	Intersections and Interchanges	• Add bike detection with signal modification and upgrades • Complete a citywide intersection study (Complete Streets Strategic Initiative Recommendation) • Develop signal timing standards and ensure consistent application for bicyclists • Develop standards for Leading Pedestrian Interval (LPI) applications • Develop standards for modifying signals for full accessibility
	Crosswalks and Traffic Control Devices	• Design standards and applications for Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFPs) • Develop a crosswalk installation policy and/or decision matrix including applications for midblock crossings • Inventory traffic control devices citywide

Category	Topic Area	Recommendations
Infrastructure and Operations Cont.	Design Guidance	• Develop ADA Design Guidance and improvement program • Apply principles for the Neighborhood Traffic Calming Program on all projects • Develop and adopt bicycle and pedestrian design standards • Develop landscape architecture and stormwater management design guidance
	Off-street Multi-Use Paths and Separated Facilities	• Develop language for implementing easements and private property paths • Collaborate with East Bay Regional Park District, Hayward Area Recreation District, Alameda County, Alameda CTC, and other adjacent jurisdictions to coordinate maintenance efforts for off-street and Class IV facilities • Require developments in the Hayward Foothills to comply with SD7 Foothill Trails requirements
Evaluation and Planning	Collision Review and Reporting	• Conduct periodic review of bicycle and pedestrian collisions and trends • Coordinate a regular safety audit program of collision locations
	Bicycle and Pedestrian Volumes	• Create a data collection strategy for collecting bicycle and pedestrian volumes citywide
	Transit Coordination and Planning	• Coordinate with AC Transit on ADA improvements near transit stops • Evaluate rapid transit implementation on key corridors in conjunction with AC Transit's planning efforts
	Development Standards, Site Plan Review, and Traffic Impact Studies	• Update street frontage standards and form-based codes to ensure pedestrian amenities are included • Develop an Americans with Disabilities Act review checklist • Require multimodal traffic counts as part of Traffic Impact Assessments • Update impact evaluation criteria for bicyclists and pedestrians including a multimodal level of service standard (Complete Streets Strategic Initiative recommendation) • Develop a façade improvement program and business improvement districts • Promote park once and walk strategies in high-pedestrian activity areas
Funding	Strategies for Funding	• Develop a list of potential grant and alternative funding strategies • Create a multimodal impact fee to fund bicycle and pedestrian improvements (SB 743 and Citywide Multimodal Improvement Study currently underway) • Calculate the VMT reduction potential of bicycle and pedestrian facilities and allow developers to reduce VMT impacts by implementing bicycle and pedestrian projects or including in multimodal impact fee • Add dedicated sidewalk funding to the Capital Improvement Program • Add priority complete streets projects to the Capital Improvement Program (Complete Streets Strategic Initiative recommendation)
	Staff	• Hire a dedicated bicycle and pedestrian staff person

Category	Topic Area	Recommendations
Project Implementation	Construction Zones	• Create guidance for accommodating bicyclists and pedestrians in construction zones
	Coordination with Other City Efforts	• Coordinate the implementation of on-street bicycle facilities and curb ramp replacement with the pavement repair program • Form a Bicycle and Pedestrian Advisory Committee • Promote existing City of Hayward public comment mechanisms and strategies
	Intra- and Inter-Agency Coordination	• Coordinate and partner with advocacy groups, such as Bike East Bay • Coordinate with the fire department on design treatments • Partner with health agencies to promote the benefits of walking and biking
	Rapid and Interim Facilities	• Develop strategies for rapid network implementation and interim design treatments
Education and Enforcement	Supportive Amenities and Wayfinding	• Develop bikeshare and scootershare (micromobility) policy along with a framework for regulating operations • Create a sidewalk riding ordinance to detail where it is allowed and an e-bike ordinance • Promote a future citywide bike network and amenities map • Install bicycle and pedestrian wayfinding • Develop a Transportation Demand Management strategy to incorporate bicycle and pedestrian facilities or amenities
	Safety and Education	• Coordinate with the Alameda County Safe Routes to School program and encourage all Hayward schools to participate • Conduct school safety walking audits and site evaluations for all Hayward schools • Conduct speed surveys in school zones and work to reduce speeds to less than or equal to 25 mph • Develop a Vision Zero program to address safety education along High Injury Network corridors
	Enforcement	• Encourage the Hayward Police Department to have officers attend bicycle safety courses, such as Bike East Bay's Urban Cycling 101, to promote empathy and understanding of cycling conditions • Implement a bike ticket diversion program

In summary, the priority recommendations related to policies, programs, and practices include:

- Infrastructure and Operations
  - Accommodating bicycles and pedestrians at freeway interchanges
  - Short- and long-term bicycle parking requirements and standards
  - Develop standards for LPI applications
  - Develop standards for modifying signals for full accessibility
  - Design standards and applications for PHBs and RRFBs
  - Develop a crosswalk installation policy and/or decision matrix, including applications for midblock crossings
  - Develop and adopt bicycle and pedestrian design standards
  - Develop language for implementing esaements and private property paths
  - Collaborate with East Bay Regional Park District, Hayward Area Recreation District, Alameda County, Alameda CTC, and other adjacent jurisdictions to coordinate maintenance efforts for off-street and Class IV facilities

- Evaluation and Planning
  - Develop an Americans with Disabilities Act review checklist
- Funding
  - Develop a list of potential grant and alternative funding strategies
  - Hire a dedicated bicycle and pedestrian staff person
- Project Implementation
  - Create guidance for accommodating bicyclists and pedestrians in construction zones
  - Develop strategies for rapid network implementation and interim design treatments
- Education and Enforcement
  - Coordinate with the Alameda County Safe Routes to School program and encourage all Hayward schools to participate
  - Implement a bike ticket diversion program

Each of these recommendations is discussed in further detail below in the sections that follow.

INFRASTRUCTURE AND OPERATIONS

ACCOMMODATING BICYCLES AND PEDESTRIANS AT INTERCHANGES

Interchanges are complex intersections which require special design considerations to ensure that pedestrians and bicyclists can move through the interchange safely. The following obstacles common to interchanges can create uncomfortable and unsafe environments for pedestrians and bicyclists:

- Crossings of free-flow motor vehicle movements,
- Exposure to higher-speed traffic,
- Weaving movements across a bicyclist's path of travel and other traffic,
- Designs which require unorthodox travel paths which may result in routing confusion,
- Multi-stage crossings or transitions which can increase travel time or delay,
- Long crossings which increase exposure, potentially trapping bicyclists where signal timing cannot accommodate bicyclists traveling on the roadway,
- Bicycle facilities with constrained widths adjacent to higher-speed traffic, and
- Requiring bicyclists to operate with pedestrians in crosswalks and other shared facilities.

Where interchanges must accommodate high volumes of vehicles and design features allow motorists' operating speeds to exceed 25 to 30 mph, only more experienced bicyclists may feel able or willing to navigate them in shared lanes or bicycle lanes. Crossings of uncontrolled high-speed ramps, merging, and weaving areas can present safety problems for people biking, resulting in people avoiding the intersection. In locations where alternative routes are not available or practical, these locations become major barriers that can discourage biking and walking.

A variety of crossing treatments can be used to enhance the comfort and safety of pedestrians and bicyclists at interchanges. Traffic signals with bicycle phases or timing to accommodate bicyclists, adjustments to signal phasing, pedestrian hybrid beacons, rectangular rapid flashing beacons, raised crosswalks, median refuge islands, advance yield/stop lines, and other pavement markings, such as extensions of bike lanes through intersections, can all be used at interchanges to improve crossings for pedestrians and bicyclists.

Example of an interchange without bicycle infrastructure at Tennyson road and Interstate 880.
Source: Kittelson & Associates, Inc.

Key Design Principles:

- Minimize conflicts with motor vehicles to ensure pedestrians and bicyclists are safe. This includes provision of safe, protected queuing areas.
- Minimize delay to encourage traffic control compliance
- Provide clearly designated crossing areas to encourage predictable movements. Use multistage crossings where necessary.

Recommendations

- Incorporate design guidance for pedestrian and bicycle accommodations as listed above at interchanges as part of the Bicycle and Pedestrian Master Plan Design Guide. Interchange crossings along Interstate 880 were cited as major barriers by the public during the community engagement phase of the Bicycle and Pedestrian Master Plan development. The Design Guide includes elements that can be included to improve safety at interchanges. Facility recommendations should include how to accommodate adequate low-stress bicycle facilities and ensure pedestrian crossing ramps are visible to on-coming drivers.
- Coordinate directly with Caltrans to implement and Alameda CTC to fund or manage interchange projects. This includes providing comments and review of plans and projects.

Best Practice Examples and Resources

- Institute of Transportation Engineers, Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges, 2014
- Transportation Research Board, National Cooperative Highway Research Program (NCHRP) 07-25: *Guide for Pedestrian and Bicycle Safety at Alternative Intersections and Interchanges*, forthcoming.

BICYCLE PARKING REQUIREMENTS

Bicycle parking enhances the usefulness of bicycle networks by providing locations for the secure storage of bicycles during a trip. It is an easy and low-cost way to enhance a bike network. Bicycle parking requires far less space than automobile parking-- in fact, 10 bicycles can typically park in the area needed for a single car.

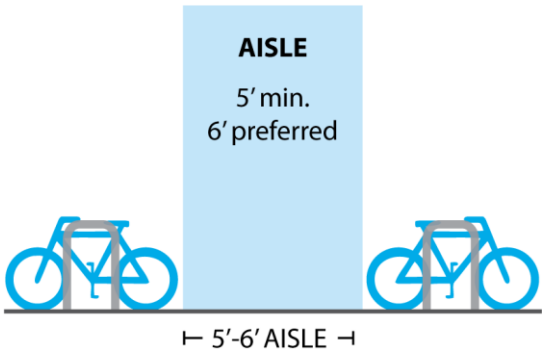
Example of a bike corral in a parking space.
Source: Kittelson & Associates, Inc.

Bicycle parking consists of a rack that supports the bicycle upright and provides a secure place for locking. Bicycle racks should be permanently affixed to the ground surface. Movable bicycle racks are only appropriate for temporary use, such as at community events or valet bike parking. Bicycle racks should provide two points of support for bicycles to prevent locked bicycles from falling over.

Bicycle rack footings can be mounted in soil, concrete, or asphalt, or mounted to stable surfaces using anchors. There are two primary categories of bike parking: shor t-term and long-term parking. Each has its own unique purpose and design considerations.

Short-term Bike Parking

In general, short-term bike parking should be convenient and easy to use. It should be located as close to the destinations it is serving as possible. Short-term parking is typically provided in the street or in the furnishing zone, either as a series of single racks or corrals.

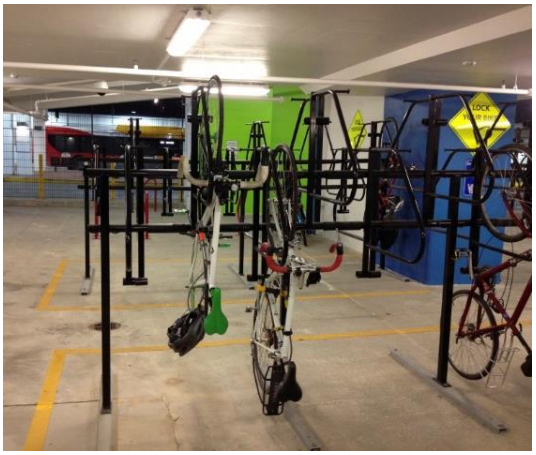


Preferred double loaded bike rack spacing.
Single tier/ Double loaded
Source: Kittelson & Associates, Inc.

Short-term bike parking is designed to meet the needs of bicyclists making short visits (a few hours at most); therefore, it should be easy to see and self-explanatory. The use of objects (e.g., parking meters, fences, sign posts) as bicycle parking indicates a need for designated bike parking.

Long-term Bike Parking

The most important characteristics of long-term bike parking are that it is secure and shelters bikes from the elements. Long-term parking will typically be used by bicyclists for all-day or overnight parking. Long-term bike parking is typically built for residents, employees, or transit users. There are variety of ways to provide long-term bike parking, including space in a secure and enclosed parking garage, bike lockers, or in a room with secured access.



Example of bike parking in an enclosed parking garage
Source: Kittelson & Associates, Inc

Recommendations

- Adopt a bicycle parking policy and implementation plan for short-term and long-term bicycle parking options. The policy should address both private development and public right-of-way:
- Considerations for Private Developments: The policy should require bicycle parking with new development and in certain locations throughout the city.
- Considerations for Public Right-of-Way: As part of the implementation plan, new locations should be located throughout the city, and a corresponding map for existing bicycle parking options should be developed. Dedicated funding for bicycle parking should be added to the Capital Improvement Program to implement a certain number of bike racks and corrals per year.

Best Practice Examples and Resources

- Association of Pedestrian and Bicycle Professionals. Essentials of Bike Parking. 2015.

LEADING PEDESTRIAN INTERVAL APPLICATION GUIDANCE

Leading pedestrian intervals (LPIs) give pedestrians a head start when crossing at a signalized intersection. LPIs can be easily programmed into existing signals to give pedestrians the WALK signal a minimum of three to seven seconds before motorists are allowed to proceed through the intersection. This extra time provides pedestrians with an opportunity to establish their presence in the crosswalk before motorists start turning and provides additional crossing time for those who need it. This head start can increase the percentage of motorists who yield the right-of-way to pedestrians and can minimize conflicts between pedestrians crossing a roadway and turning vehicles. LPIs may be less effective when used at intersections without right turn on red light restrictions.

In general, LPIs can be implemented at signalized intersections with medium to high pedestrian and turning vehicle volumes. Locations with high volumes of elderly populations or people with mobility impairments, high collision histories, and school crossings may also be appropriate locations for LPIs. Additional special circumstances include locations with low pedestrian demand where signals are semi- or fully-actuated and where short minimum green times result in motorists expecting a limited amount of time to enter a main road, thus resulting in conflicts with pedestrians when they are present.

Example LPI with WALK signal during red signal phase.
Source: Kittelson & Associates, Inc

Recommendations

- **Develop policy and guidance for implementing LPIs at signalized intersections.** The City does not currently have a consistent methodology for evaluating the application of LPI at signalized crossings throughout the city. This could also be included in a crosswalk policy for how to assess signalized intersection crossings enhancements. The City should then evaluate and inventory existing signalized intersections for installing LPIs, especially in the downtown area.

Best Practice Examples and Resources

- NACTO, Urban Streets Design Guide.
- Transportation Research Board, NCHRP 15-63: Guidance to Improve Pedestrian and Bicycle Safety at Intersections (Under Development)

GUIDANCE FOR MODIFYING SIGNALS FOR FULL ACCESSIBILITY

Accessible signals and intersections include accessible pedestrian signals and compliant curb ramps. Accessible pedestrian signals (APS) are devices that communicate information about pedestrian timing (e.g., WALK and DON'T WALK intervals) in nonvisual formats such as audible tones, verbal message, and/or vibrating or tactile surfaces. They help people with visual disabilities understand where pedestrian push buttons are located, where it is safe to cross the street, and when it is safe to cross the street. Section 504 of the Rehabilitation Act requires newly constructed and reconstructed public facilities to be accessible to all members of the public. APS should be installed wherever pedestrian signals are installed. Standards for APS signals and accessible curb ramps are defined by CalTrans and dictate where push buttons should be placed, including placement in relation to curb ramps and their maximum height above the sidewalk surface. Accessible curb ramps must follow specific width and slope requirements and have detectable warning strips.

Recommendations

- Develop standards for modifying signals for full accessibility. Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that people with disabilities have access to pedestrian routes in the public right-of-way. This includes signalized street crossings. The City currently does not have standards to ensure that new and reconstructed intersections with pedestrian signals are modified for full accessibility. The City also does not have a formal process for modifying existing signals not slated for reconstruction for full accessibility. The City may wish to use the intersection prioritization tool developed by the National Cooperative Highway Research Program, in Appendix D of Accessible Pedestrian Signals: A Guide to Best Practices (2010) to help determine which intersections should be prioritized for accessibility modifications.

Best Practice Examples and Resources

- California Department of Transportation. Permanent Pedestrian Facilities ADA Compliance Handbook. http://www.dot.ca.gov/construction/docs/Permanent_Pedestrian_Facilities_ADA_Compliance_Handbook.pdf
- Washington State Department of Transportation. Field Guide for Accessible Public Rights of Way. http://www.wsdot.wa.gov/publications/fulltext/Roadside/ADA_Field_Guide.pdf
- National Academies of Sciences, Engineering, and Medicine. Accessible Pedestrian Signals: A Guide to Best Practices. http://www.trb.org/Publications/Blurbs/164696.aspx

Accessible pedestrian signal push button with informational sign.
Source: Montgomery County Department of General Services

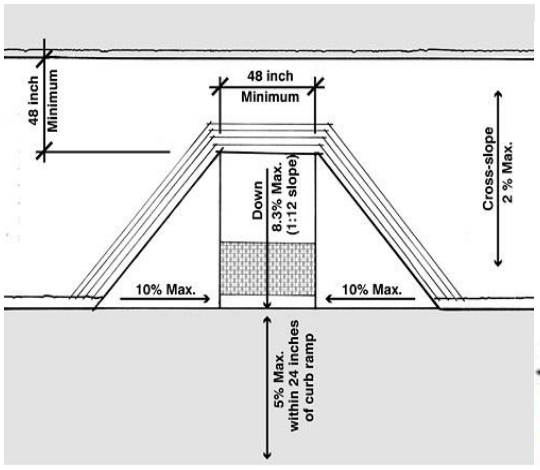


Figure 44. Curb Ramp Design Specifications.

Source: SF Better Streets

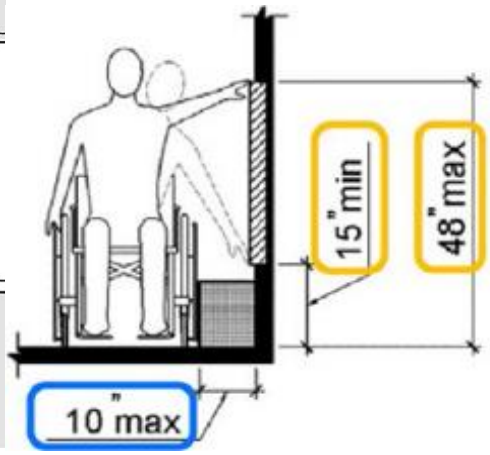


Figure 45. Pedestrian Push Button Height Specifications.

Source: Caltrans

DESIGN STANDARDS AND APPLICATIONS FOR PEDESTRIAN HYBRID BEACONS (PHBS) AND RECTANGULAR RAPID FLASHING BEACONS (RRFB)

At some uncontrolled crossings, particularly those with three or more lanes, it can be difficult to get drivers to yield to pedestrians and bicyclists attempting to cross the street. Vehicle speeds and poor pedestrian/bicyclist visibility combine to create conditions in which very few drivers are compelled to yield. Pedestrian- or bicyclist-activated beacons, including the Pedestrian Hybrid Beacon (PHB) and Rectangular Rapid Flashing Beacon (RRFB), are a type of hybrid signal intended to allow pedestrians and bicyclists to stop traffic to cross high-volume arterial streets. RRFBs have been known to increase the rate of drivers yielding to pedestrians and bicyclists, while PHBs require drivers to come to a complete stop like at a traditional signal. These types of signals may be used when a full traffic signal may not appropriate or warranted, per the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Pedestrian hybrid beacons provide better safety and comfort for pedestrians crossing, especially at high-volume and high-speed roadways
Source: Kittelson & Associates, Inc

While these types of devices are intended for pedestrians, they can be used for bicyclists as well, either by directing bicyclists to use the devices with signs or outfitting the signals with bicycle detection and bicycle signal heads. The provision of bicycle signal heads would require permission to experiment from the Federal Highway Administration (FHWA).

See Appendix D for more detail.

Design Considerations:

- RRFBs are considerably less expensive to install than mast arm-mounted signals, such as PHBs. They can also be installed with solar power panels to eliminate the need for an external power source.
- RRFB and PHBs should be limited to locations with critical safety concerns and should not be installed in locations with sight distance constraints that limit the driver's ability to view pedestrians on the approach to the crosswalk.
- RRFBs and PHBs should be used in conjunction with advance stop bars and signs and high-visibility crosswalk markings.
- RRFBs and PHBs are usually implemented at high-volume pedestrian crossings, but may also be considered for priority bicycle route crossings or locations where bike facilities cross roads at mid-block locations.
- PHBs are typically installed on multilane roadways in urban and suburban environments with posted speeds of 25 to 40 mph and low to medium vehicle volumes.

Recommendations

- **Adopt design standards and application guidance for traffic control devices such as PHBs and RRFBs.** As part of the Bicycle and Pedestrian Master Plan Design Guide, include and adopt standards for PHB and RRFP applications. The standards for applications can also be included in a custom crosswalk policy and decision matrix tool.

Best Practice Examples and Resources

- Transportation Research Board, NCHRP 15-63: Guidance to Improve Pedestrian and Bicycle Safety at Intersections (Under Development)

CROSSWALK INSTALLATION, REMOVAL, AND ENHANCEMENT POLICIES

Pedestrian crossings are an important part of the overall pedestrian network. They are a natural point of conflict with motor vehicles, and a high percentage of pedestrian collisions occur at intersection or midblock crossings. Furthermore, lack of appropriate crossings can deter some people from walking due to safety concerns or inconvenience.

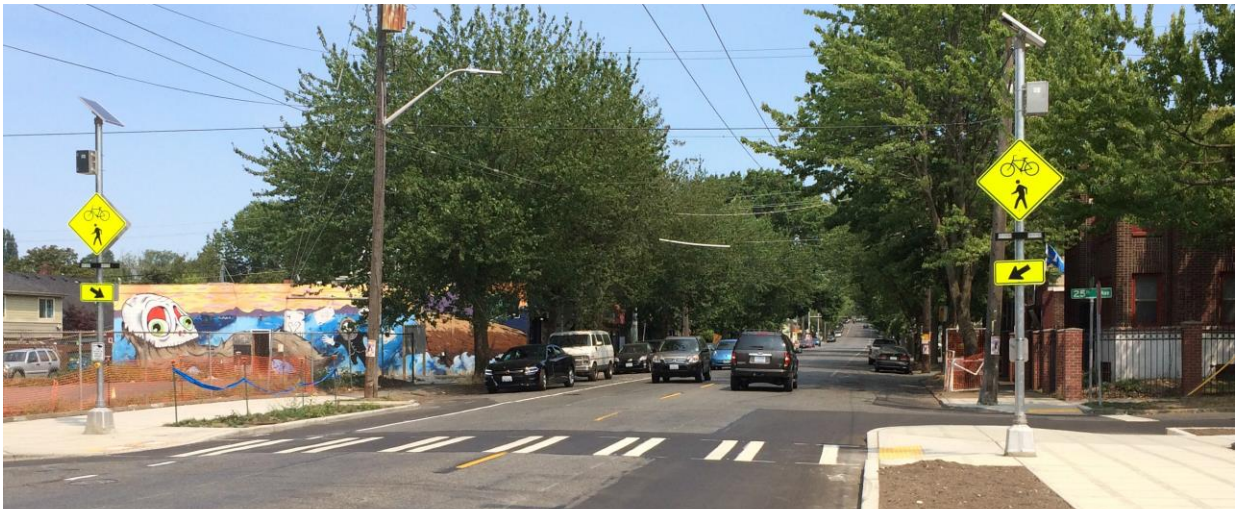
Provision of safe and comfortable crossings is especially important on multilane roads with moderate to high traffic volume and speeds. In such contexts, the needs of pedestrians are sometimes overlooked relative to motor vehicle flow. Establishing safe crossings on multilane streets results in a safer transportation system that also supports goals of pedestrian access and connectivity. The City does not have a formal crosswalk policy to determine where crosswalks should be marked or what crosswalk enhancement treatments should be applied

Recommendations

- **Develop a pedestrian crosswalk policy and enhancement guidelines.** Guidelines that establish criteria for implementation (or removal) of crosswalks would provide a transparent and predictable process for where crosswalks can and should be installed, as well as the appropriate treatments for different street contexts. A significant body of research exists to support the development of criteria (see Resources below). The policy should also include guidance on how frequently spaced marked crossings, midblock crossings, or enhanced unsignalized crossings for different street typologies should be installed. A methodology for how to evaluate signalized crossing enhancements should also be included to identify applicability for treatments like RRFBs, PHBs, and LPI. See Appendix D for more details.

Best Practice Examples and Resources

- City of Portland. Crosswalk Guidelines. https://www.portlandoregon.gov/transportation/article/594882 (accessed April 5, 2019)
- City of Sacramento. Pedestrian Crossing Guidelines. 2014. https://www. cityofsacramento. org/-/media/Corporate/Files/Public-Works/Publications/Transportation/Bicycle-Pedestrian/Ped-Safety. pdf?la=en
- City of Oakland Pedestrian Master Plan, “Oakland Walks!” Crosswalk Policy and Selection Matrix (Appendix A2) https://www.oaklandca.gov/resources/pedestrian-plan-update
- FHWA. Safety Effects of Marked versus Unmarked Crosswalks: Executive Summary and Recommended Guidelines. 2002. https://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf
- FHWA. Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, 2017. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/guide_to_improve_uncontrolled_crossings.pdf
- NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings. 2006. https://nacto.org/wp-content/uploads/2010/08/NCHRP-562-Improving-Pedestrian-Safety-at-Unsignalized-Crossings.pdf
- UC Berkeley Traffic Safety Center. Driver/Pedestrian Understanding and Behavior at Marked and Unmarked Crosswalks. 2007. http://repositories. cdlib. org/its/tsc/UCB-TSC-RR-2007-4



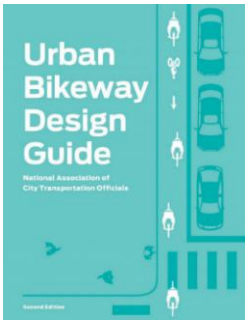
Rectangular rapid flashing beacon at pedestrian and bicycle crossing in Seattle, WA
Source: Kittelson & Associates, Inc.

DEVELOP AND ADOPT BICYCLE AND PEDESTRIAN DESIGN STANDARDS INCORPORATING NATIONAL BEST PRACTICE GUIDES

As part of the Bicycle and Pedestrian Master Plan, a Bicycle and Pedestrian Engineering and Design Guide was developed and should be adopted as part of the final Plan. It is included in Appendix D. The Design Guide includes recommendations from national best practice documents and customizes design standards to meet the needs of Hayward facilities. The Design Guide should be consulted for implementing any bicycle and pedestrian facilities in Hayward. Best practice design guides developed by outside sources should continually be referenced for updated information as newer versions are released and used in conjunction with the Hayward Bicycle and Pedestrian Design Guide.

Bikeway Design Best Practice Resources

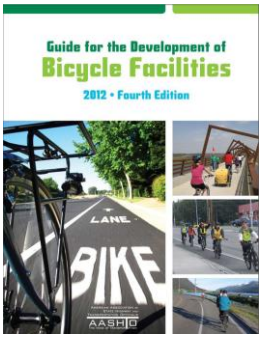
The following manuals provide detailed information on bicycle facility and roadway design and should be referenced early in the design process.



Urban Bikeway Design Guide

National Association of City Transportation Officials (NACTO) | 2014

NACTO is comprised of the transportation departments of many major and mid-sized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the *Urban Bikeway Design Guide* sometimes provide additional bikeway design options than those found in the AASHTO guide (described below), although they are mostly in agreement.
It may be viewed or downloaded for free at: http://nacto.org.



Guide for the Development of Bicycle Facilities

AASHTO | 2012

AASHTO is a nonprofit, nonpartisan body representing state transportation departments. AASHTO's *Guide for the Development of Bicycle Facilities* is a widely used bikeway planning and design tool. This guidebook was last published in 2012. It does not contain guidance on some bicycle facility types and treatments that are widely in use by transportation agencies such as protected bike lanes. A revision that will include the latest in bicycle facility design and contextual guidance is in process and anticipated to be published in 2019.

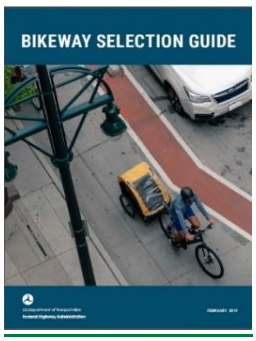
The 2012 version is available for purchase at: http://transportation.org.

California Manual on Uniform Traffic Control Devices

California Department of Transportation | 2018

The CA-MUTCD defines the standards used by road managers in California to install and maintain traffic control devices on all public streets, highways, and bikeways. The CA-MUTCD was last published by the California Department of Transportation in 2018. It includes the 2014 edition with four rounds of revisions. Its main contributions to bikeway design are provision of signage and striping standards.

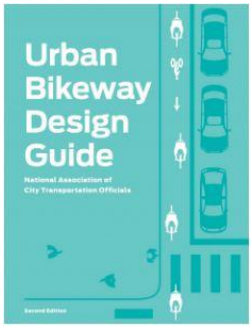
The CA-MUTCD is available for free download at: https://dot.ca.gov/programs/traffic-operations/camutcd



Bikeway Selection Guide

FHWA | 2019

The *Bikeway Selection Guide* provides guidance for selecting bicycle facilities based on existing roadway context and intended design users. It provides step-by-step information for planners and engineers seeking to implement the appropriate bikeway for a specific context. The *Bikeway Selection Guide* is available for free download at:
https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf



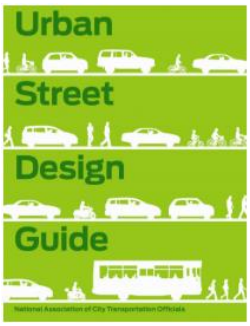
Urban Bikeway Design Guide

National Association of City Transportation Officials (NACTO) | 2014

NACTO is comprised of the transportation departments of many major and mid-sized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the *Urban Bikeway Design Guide* sometimes provide additional bikeway design options than those found in the AASHTO guide (described below), although they are mostly in agreement.
It may be viewed or downloaded for free at: http://nacto.org.

Pedestrian Design Best Practice Resources

The following manuals provide detailed information on pedestrian, transit access, and amenities/pedestrian zone design considerations and should be referenced early in the design process:



Urban Street Design Guide

NACTO | 2013

NACTO is comprised of the transportation departments of many major and mid-sized US cities. NACTO members collaborated to create a shared best practice called the *Urban Street Design Guide*, first published in 2011. The guide provides a blueprint for designing 21st century streets, and unveils the toolbox and the tactics Cities use to make streets safer, more livable, and more economically vibrant. The guide includes many pedestrian-focused elements, such as interim design strategies and intersection design controls.
It may be viewed or downloaded for free at: http://nacto.org.

Transit Street Design Guide

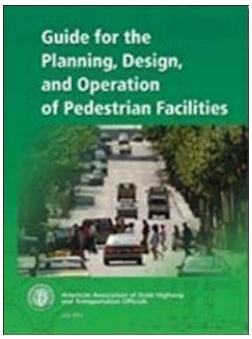
NACTO | 2016

The *Transit Street Design Guide* provides design guidance for the development of transit facilities on city streets, and for the design and engineering of city streets to prioritize transit, improve transit service quality, and support other goals related to transit. However, the guide does provide elements for considering pedestrian access to transit facilities and design considerations for transit stops which are directly related to the pedestrian realm.
It may be viewed or downloaded for free at: http://nacto.org.

Urban Street Stormwater Guide

NACTO | 2016

The *Urban Street Stormwater Guide* illustrates a vision of how cities can utilize one of their best assets—streets—to address resiliency and climate change while creating public spaces that are truly public and nurturing streets that deliver social and economic value, and while protecting resources and reconnecting natural ecological processes. The *Urban Street Stormwater Guide* provides Cities with national best practices for sustainable stormwater management in the public right-of-way, including core principles about the purpose of streets, strategies for building inter-departmental partnerships around sustainable infrastructure, technical design details for siting and building bioretention facilities, and a visual language for communicating the benefits of such projects.
It may be viewed or downloaded for free at: http://nacto.org.



Guide for the Planning, Design, and Operation of Pedestrian Facilities

AASHTO | 2004

The purpose of this guide is to provide guidance on the planning, design, and operation of pedestrian facilities along streets and highways. Specifically, the guide focuses on identifying effective measures for accommodating pedestrians on public rights-of-way. Appropriate methods for accommodating pedestrians, which vary among roadway and facility types, are described in this guide. The first major update to the guide should be released in Fall 2019. It may be viewed or downloaded for free at: https://store.transportation.org/Item/CollectionDetail?ID=131

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Recommendations

- Adopt the Hayward Bicycle and Pedestrian Engineering and Design Guide as part of the final Bicycle and Pedestrian Master Plan. By adopting specific bicycle and pedestrian design guidance, the City will have standards to refer to when communicating required elements of projects with developers and stakeholders, and have a treatment toolbox to use when communicating with the public. Additionally, the City should incorporate best practice design guidance from newer versions as they are released. Active transportation design guidance is constantly evolving and improving. Almost every year, new detailed guidance is published to help Cities improve the walking and biking environment. This guidance is often published by CalTrans, FHWA, AASHTO, or NACTO. The City should stay up-to-date on the latest guidance and consider processes for integrating new guidance into its standards as the information becomes available.

Best Practice Examples and Resources

- AC Transit Multimodal Corridor Design Guidelines, 2019. http://www.actransit.org/ac-transit-multimodal-corridor-design-guidelines/
- City of Fort Collins. Streetscape Standards. 2013. http://www. fcgov. com/planning/pdf/streetscape-doc. pdf?1363368935
- City of Seattle, StreetsIllustrated, Street Type Standards (accessed June 5, 2018).
- City of San Diego Street Design Manual, March 2017. https://www.sandiego.gov/sites/default/files/street_design_manual_march_2017-final.pdf
- NACTO Urban Street Design Guide. http://nacto. org/publication/urban-street-design-guide/
- CA MUTCD, Revision 4. 2014. http://www. dot. ca. gov/trafficops/camutcd/
- FHWA. Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, 2016.
- FHWA Safe Transportation for Every Pedestrian (STEP), 2018. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm
- FHWA Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). http://www.pedbikesafe.org/pedsafe/
- Crime Prevention Through Environmental Design (CPTED). http://www.cpted.net/
- NACTO Blueprint for Autonomous Urbanism. 2017. https://nacto.org/wp-content/uploads/2017/11/BAU_Mod1_raster-sm.pdf

EASEMENTS AND PRIVATE PROPERTY PATHS

Trails provide a low-stress, off-street facility for people who walk and bike. Trails in Hayward consist of dirt, unpaved facilities (such as those in the Hayward hills, like the Hayward Plunge Trail) and paved, Class I Multi-use Paths (such as the trail parallel to Industrial Parkway). While the Plan will include specific Class I Multi-use Path design guidance and a detailed map of where proposed trail recommendations are located, there is a larger need to highlight the role that smaller trails can provide in connecting communities. New development should include trail-oriented development principles to provide active transportation and greenway connections separate from motor vehicle access points.

As the future regional East Bay Greenway continues to take shape and jurisdictions work to connect Hayward to Oakland along the Union Pacific Railroad, new land-use opportunities will develop to create trail-oriented developments. These will

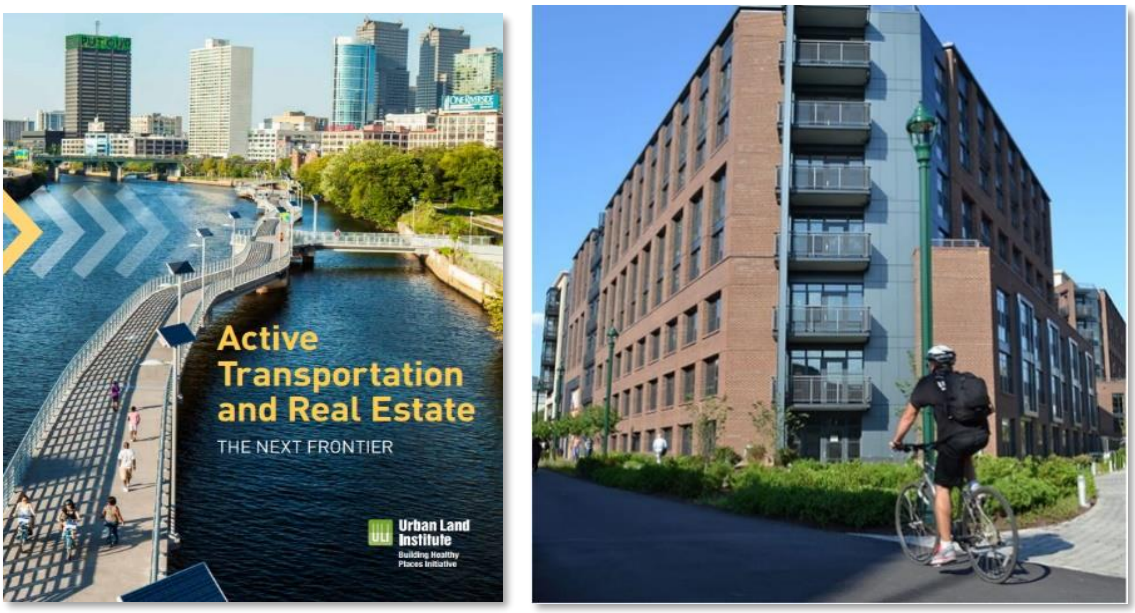
be great opportunities to provide housing and retail that centers on trails rather than around roadways while providing access to both Hayward BART stations and downtown. According to the Urban Land Institute, new trails can catalyze real estate development, encourage healthier lifestyles, increase property values, and maximize surrounding investments in active transportation facilities.

Recommendations

- **Develop language for implementing easements and private property paths.** Future developments should identify how trails can be implemented as part of new projects to build connections with existing neighborhoods and across barriers. The City should consider how easements can be developed for use of paths on private property as part of the development review process. Future development sites, especially along Mission Boulevard, should be evaluated to include or contribute to new grade-separated crossings that better link communities over the BART tracks and to Mission Boulevard.

Best Practice Examples and Resources

- FHWA Recreational Trails Program. https://www.fhwa.dot.gov/environment/recreational_trails/guidance/manuals.cfm
- Rails to Trails Conservancy Trail-Building Toolbox. https://www.railstotrails.org/build-trails/trail-building-toolbox/
- Urban Land Institute: Active Transportation and Real Estate: The Next Frontier. Washington, D.C.: the Urban Land Institute, 2016. https://americas.uli.org/research/centers-initiatives/building-healthy-places-initiative/active-transportation-real-estate/



Example of a Trail-Oriented Development Easement in Bethesda, Maryland
Source: ULI Active Transportation and Real Estate.

COLLABORATE WITH EAST BAY REGIONAL PARK DISTRICT AND OTHER ADJACENT JURISDICTIONS TO COORDINATE MAINTENANCE EFFORTS FOR OFF-STREET AND CLASS IV SEPARATED BIKEWAY FACILITIES

Facility maintenance is an important component of bikeway planning. Off-street and Class IV bike facilities can be more likely to accumulate debris in all seasons because car tires do not help to sweep them and because the physical barriers can limit nominal clearance that would otherwise be achieved by precipitation and wind.

Example of a smaller street sweeper for separated bikeways and trails next to a standard size street sweeper.
Source: Jonathan Maus/ BikePortland

While riding in these types of facilities, bicyclists may have limited opportunities to avoid obstacles such as debris, obstructions, slippery surfaces, and pavement damage because they are confined by physical barriers. This makes maintenance of off-street and Class IV bike facilities particularly important. Seasonal maintenance of these facilities may be especially important in the fall when leaves are falling, or after particularly bad windstorms. Tree roots growing under the pavement may also require maintenance to preserve a comfortably smooth pathway. When deciding which facilities to maintain first, priority should be given to bikeways that have the highest ridership and those that provide access to schools, business districts, major employers, major transit centers, and other important destinations.

Off-street trails in particular can be obstructed by large trash piles and other debris from other trail users and nearby homeless encampments. These hazards can significantly impact ridership and can go unaddressed for long periods of time if no agency conducts regular maintenance on the trails. Maintenance of off-street trails could be completed through a partnership between the City, Hayward Area Recreation and Parks District, and the East Bay Regional Park District.

Class IV bike lanes often cannot be swept in the same manner as other vehicular lanes and may (depending on facility width) require specialized (smaller) maintenance equipment. The maintenance of Class IV bike facilities could be improved by developing partnerships between surrounding communities; Alameda County Public Works Agency, and/or Alameda County Transportation Commission (Alameda CTC) could help facilitate maintenance of these facilities in conjunction with the Cities of San Leandro, Fremont, and Union City.

Recommendations

- Collaborate with East Bay Regional Park District and other adjacent jurisdictions to coordinate maintenance efforts for off-street and Class IV facilities. Work with adjacent jurisdictions, Alameda County Public Works Agency, and the Alameda CTC to create a collaborative maintenance plan for separated bikeway facilities. This could include a cost-sharing strategy for purchasing smaller street sweepers that can be operated on a rotating basis. This would need to include establishing consistent minimum design standards to accommodate such vehicles. Additionally, work with the Alameda CTC, East Bay Regional Park District, and the Hayward Area Recreation and Park District to establish a funding stream and maintenance agreements for future off-street trail facilities.

Best Practice Examples and Resources

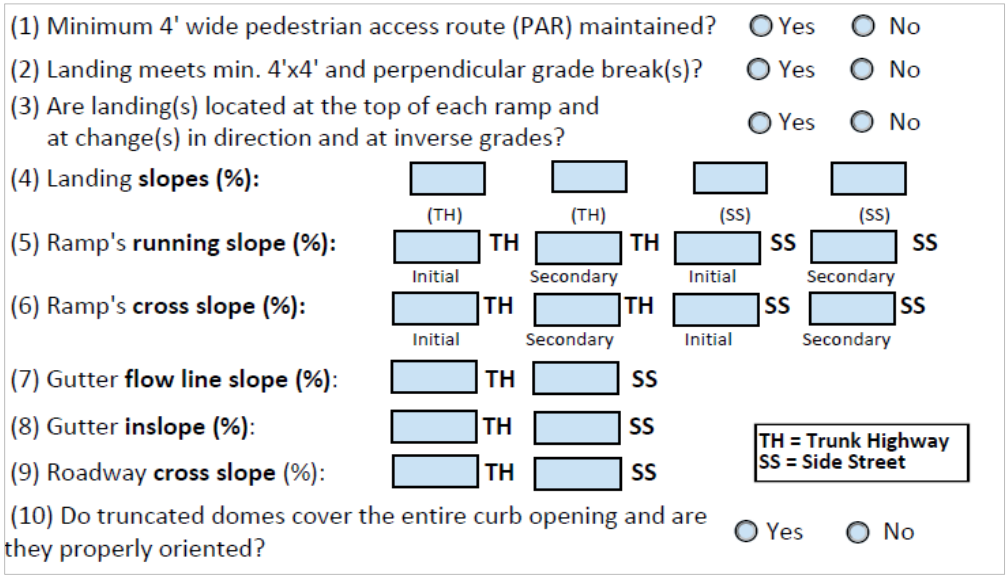
- People for Bikes Tech Talk: The Best Street Sweepers for Clearing Protected Bike Lanes, 2014. https://peopleforbikes.org/blog/tech-talk-the-best-street-sweepers-for-clearing-protected-bike-lanes/
- The League of American Cyclists How Communities are Paying to Maintain Trails, Bike Lanes, and Sidewalks, 2014. https://bikeleague.org/sites/default/files/AA_MaintenanceReport.pdf

EVALUATION AND PLANNING

AMERICANS WITH DISABILITIES ACT COMPLIANCE

Facilities in the public right-of-way are required to be accessible through Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act. The Americans with Disabilities Act (ADA) requirements apply to permanent and temporary facilities, including routes, curb ramps, and other pedestrian features. Property owners, developers, landscape architects, architects, engineers, planners, and construction professionals in Hayward should all be familiar with, or have access to, ADA standards and guidelines. This will help ensure that facilities in the public right-of-way are accessible to people in Hayward of all ages and abilities. The list should include presence of facilities (e.g., curb ramps and accessible pedestrian signals); confirm whether sidewalks and other pedestrian routes and curb ramps meet surface material, slope, and width standards; and confirm whether pedestrian signals meet accessibility requirements.

Figure 46. Section of Curb Ramp Compliance Checklist.



Source: Minnesota Department of Transportation

Recommendations

- **Develop an Americans with Disabilities Act Review Checklist.** The City should develop a checklist which can be used to ensure that all new projects are compliant with ADA standards. This list can also be used in conjunction with an inventory process to track progress towards updating existing facilities to meet the ADA standards. This list should be presented in an easy-to-read format so that City staff, contract professionals, and others can understand and use the checklist.

Best Practice Examples and Resources

- Institute for Human Centered Design. ADA Checklist for Existing Facilities. https://www.adachecklist.org/doc/fullchecklist/ada-checklist.pdf
- **Minnesota Department of Transportation. Curb ramp Compliance Checklist.** https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/MnDOT---Curb-Ramp---ADA-Compliance-Checklist.pdf?la=en&hash=D53B1B9C11B2F5E9CF98D36943D549C8202AD3AF
- **Minnesota Department of Transportation. Accessible Pedestrian Signal Checklist.** https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/MnDOT---Accessible-Pedestrian-Signals---ADA-Compliance-Checklist.pdf?la=en&hash=5D0EAF0672025CCF9A4C95072E8C9E8485A6B071 and https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/MnDOT--ADA-Compliance-Checklist-Powerpoint-Presentation.pdf?la=en&hash=20326970D851007222C71CECFADA162BD586E910

FUNDING

DEVELOP A LIST OF POTENTIAL GRANT AND ALTERNATIVE FUNDING STRATEGIES

Active transportation projects can be funded in a variety of ways. Cities that have well established active transportation networks use a wide variety of funding sources. There is not one standard source which communities can draw from; funding should come from all different levels of government and the private sector.

Active transportation projects in Hayward are funded through a combination of ballot measure monies (Measure B and BB), the general fund, resurfacing projects, and grants. The City routinely uses local funds to provide matches for grant-funded projects. The Capital Improvement Program includes a Street Repair category that allots funding for ADA improvements to curb ramps. Staff seek Active Transportation Program grants and other State sources to fund smaller projects. Other potential funding sources could include gas taxes, local bond measures, and additional state and federal grant programs.

The State of California has a dedicated funding through SB 1 and grant funding sources like the Active Transportation, Sustainable Communities, and Urban Greening programs. Many of these sources can be reviewed for project applicability using the upcoming Alameda CTC's Countywide Active Transportation Plan. It also generates funding for pedestrian and bicycle projects through bond proceeds, general fund, local planning assistance grants, vehicle registration fees, vehicle transfer fees and a state gas tax. Federal funding sources include congestion mitigation and air quality improvement program, highway safety improvement program, surface transportation program, and transportation alternatives program.

Figure 47. How Communities Pay for On-Street Bicycle Infrastructure

Examples of Real-World Funding Soures for Protected Bikeways			
Federal	**State**	**Local/Regional**	**Private**
• Congestion Mitigation and Air Quality (CMAQ) Improvement Program • Highway Safety Program (HSIP) • Surface Transportation Program (STP) • Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program • Transportation Alternatives Program (formerly Transporttion Enhancements)	• State Bicycle and pedestrian grant • State multi-modal fund • State Safe Routes to School funds	• Business Improvement District funds • General Obligation Bonds • Local Captial Improvement Programs • Regional Bike Program fund • Tax Increment Financing (TIF) • Transportation Fund for Clean Air (Bay Area, California) • Unspecified city funds • Voter-approved sales taxes or other levies	• Developers • Hosptials • Philanthropy • Universities

Source: League of American Bicyclists

Recommendations

- **Develop a List of Potential Grant and Alternative Funding Strategies.** Dedicate a share of the Capital Improvement Program and General Fund money for stand-alone bicycle and pedestrian infrastructure projects, and establish annual funding minimums or targets for bicycle and pedestrian facility improvements. Although grant funding is increasingly limited, the City should continue to apply for local, state, and federal grants to support bicycle and pedestrian network improvements and programming. Utilize the extensive list of funding grant funding sources provide by the Alameda CTC in the Countywide Active Transportation Plan (due out for public review in 2019).

Best Practice Examples and Resources

- Alameda County Transportation Commission Countywide Active Transportation Plan (Under Development). https://www.alamedactc.org/planning/countywide-bicycle-and-pedestrian-plans/
- Funding Navigation for California Communities. https://www.fundingresource.org/active-transportation/
- City of Pasadena Department of Transportation. California Office of Traffic Safety Grant for the Safer Streets Pasadena – School Area Safety Program.
- Advocacy Advance. Highway Safety Improvement Program. https://safety.fhwa.dot.gov/hsip/resources/fhwasa15012/
- League of American Bicyclists
- California Office of Traffic Safety. Pedestrian and Bicycle Safety Grants. https://www.ots.ca.gov/grants/pedestrian-and-bicycle-safety/

PEDESTRIAN AND BICYCLE COORDINATOR

A pedestrian and bicycle coordinator can be a valuable asset to communities striving to increase biking and walking in their communities. A person in this role could help coordinate efforts between different departments to ensure that the City is able to take advantage of every opportunity to improve bicycle and pedestrian infrastructure. Bicycle and pedestrian coordinators can help Cities use resources more efficiently and ensure that there is at least one designated person on staff who remains up-to-date and aware of upcoming opportunities.

A pedestrian and bicycle coordinator can facilitate the following key tasks:

- Manage implementation and updates for the City's active transportation plan
- Provide technical support to Cities during project planning, scoping, and design phases
- Track city and county benefits of plan implementation and trends in bicycle and pedestrian commuting through the use of census data, travel surveys, and volunteer-led bicycle and pedestrian counts
- Evaluate and prioritize potential projects for funding
- Apply for and manage grants
- Coordinate City active transportation programs
- Disperse best practices knowledge to other City departments

Recommendations

- **Identify funds and hire a pedestrian and bicycle coordinator.** The 2014 Hayward Pedestrian Safety Assessment recommended assigning an existing staff person as a bicycle and pedestrian coordinator. However, current best practices suggest that one full-time staff person should be hired to meet the guidance of one pedestrian/bicycle coordinator per 100,000 population.

PROJECT IMPLEMENTATION

Accommodating Bicyclists and Pedestrians in Construction Zones

Pedestrian and bicyclist safety are important concerns in and around construction zones in Hayward. Construction zones and other traffic control changes which require temporary lane or sidewalk closures, or detours should be designed to accommodate pedestrian and bicycle travel. Specific accommodations for pedestrians and bicyclists are needed because these populations travel at slower speeds than motor vehicles and are more exposed to the physical impacts of construction zones. Characteristics of construction zones that can affect these vulnerable road users more than motorists include lack of through-access; excessive noise, dirt, construction material storage, and fumes; and physical lack of protection from construction activities and debris.

Accommodations for pedestrians should integrate ADA standards and ensure that the same level of accessibility and detectability that was present under existing conditions is provided in the temporary accommodation. Similarly, bicycle construction zone accommodations should strive to maintain the same level of separation between bicyclists and other road users as was present under existing conditions. Key aspects of proper accommodations for pedestrians and bicyclists include the use of signs in advance of work zones to provide proper warning about changes in conditions, and accommodations that minimize out of direction travel.

Example of pedestrian construction zone accommodations in downtown Hayward.
Source: Kittelson & Associates, Inc.

Recommendations

- **Develop a Pedestrian and Bicycle Construction Zone Accommodations Guide.** Guidelines that establish clear criteria and standards for pedestrian and bicycle construction zone accommodations would provide a useful resource for developers, construction managers, and their employees. Cities across the country are increasingly providing these guidelines to ensure that pedestrians and bicyclists are protected and accommodated to the same extent that a vehicle would be. The guide will serve as an opportunity for the City to define standards and ensure that those working in the city clearly understand local and state guidance for construction zones. The guide is included in Appendix E.

Best Practice Examples and Resources

- Portland Bureau of Transportation, Traffic Design Manual, Volume 2: Temporary Traffic Control, 2017.
- https://content.govdelivery.com/accounts/ORPORTLAND/bulletins/1b5312b
- Seattle Department of Transportation, Traffic Control Manual for In-Street Work, 2018.
- https://www.seattle.gov/Documents/Departments/SDOT/About/DocumentLibrary/TrafficControlManual/2018_Traffic_Control_Manual.pdf
- Vermont Agency of Transportation, Vermont Bicycle and Pedestrian Work Zone Traffic Control Guide, 2018.
- http://vtrans.vermont.gov/sites/aot/files/documents/VTrans%20PedBike%20WZ%20Guide%20-%20July%202018.pdf
- California Department of Transportation, California Manual on Uniform Traffic Control Devices, 2014, revision 4.

  California Department of Transportation, Temporary Pedestrian Facilities Handbook, 2014. http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf
- Rapid Network Implementation and Repaving Strategies

Rapid Network Implementation Projects

Rapid network implementation projects can take many forms, but the primary goal is to build out a low-stress bikeway network using lower cost installation options. These types of programs have been implemented through non-profits, led by Cities, or are being implemented as part of repaving strategies. Even facilities such as Class IV Separated Bikeways can be implemented rapidly with parking protected bikeways or striping and bollards, depending on context. The graphic in Figure 48 shows how Class IV facilities evolve over time starting with low cost materials and ending with full concrete separation over time. This provides jurisdictions with the rapid implementation opportunity for more miles of bikeway while locating funding for more permanent streetscape design elements over time.

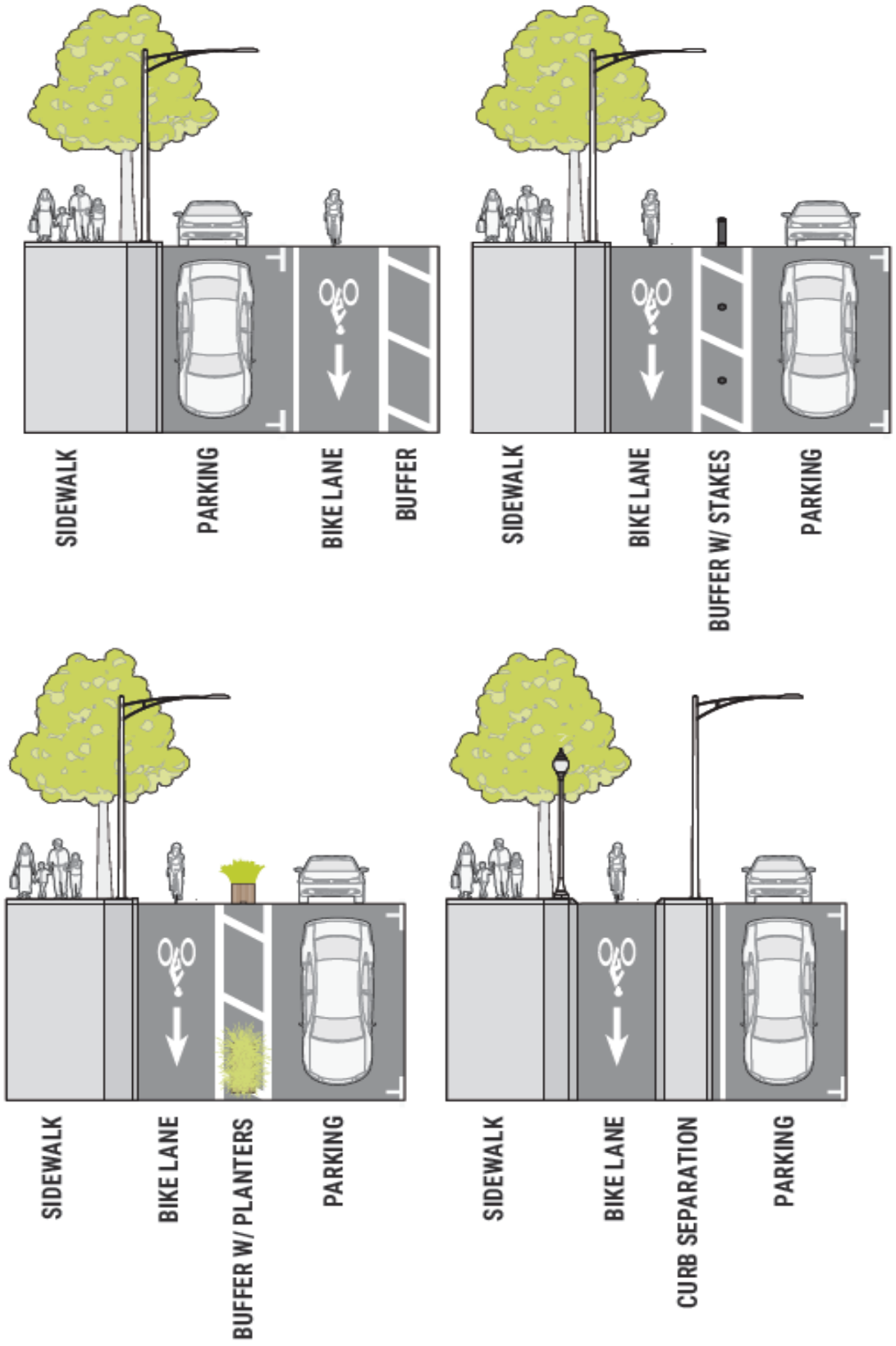
Recommendations

- **Develop strategies for rapid network implementation and interim design treatments.** Use the All Ages and Abilities bikeway recommendations developed as part of the Plan to evaluate which facilities can be implemented with primarily signing and striping to create a simplified citywide connected bicycle network. The Engineering & Design Guidance (included as Appendix D) also provides strategies for temporary facility implementation. Identify a funding source or apply for grant funding with the network as a complete or partial package of low-cost facilities. By grouping projects together, the City has a greater opportunity to be awarded funding by closing gaps and cost-effective projects, especially in identified disadvantaged communities.

Best Practice Examples and Resources

- City of Bellevue, WA Rapid Implementation Program. https://transportation.bellevuewa.gov/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/rapid-implementation-plan
- People for Bikes Quick Builds for Better Streets. https://b.3cdn.net/bikes/675cdae66d727f8833_kzm6ikutu.pdf
- City of San Jose Better BikewaySJ. https://nacto.org/wp-content/uploads/2018/07/Better-Bikeway-San-Jose.pdf
- People for Bikes Big Jump Project. https://peopleforbikes.org/placesforbikes/the-big-jump-project/
- Bike Houston Build 50 Challenge. https://bikehouston.org/2018/04/20/the-build-50-challenge/
- City of Oakland 2019 Three-Year Paving Plan. https://www.oaklandca.gov/projects/2019-paving-plan

Figure 48. Evolution of a Class IV Separated Bikeway



EDUCATION AND ENFORCEMENT

COORDINATE WITH THE ALAMEDA COUNTY SAFE ROUTES TO SCHOOL PROGRAM AND ENCOURAGE ALL HAYWARD SCHOOLS TO PARTICIPATE

The Alameda County Safe Routes to Schools Program promotes and teaches safe walking, biking, carpooling and transit use as viable, safe modes of transportation for students and families to travel to/from school. The program is administered by Alameda CTC. Over 200 public elementary, middle, and high schools in the county are currently enrolled in the program. In 2016, the Commission adopted a set of goals that refocused the program on activities that effect behavior change, increase mode shift, and reinforce the program's commitment to increased safety.

To enroll, schools must submit a simple form available on the Alameda County Safe Routes to Schools website at alamedacountysr2s.org. In addition, program staff works closely with local jurisdiction staff to coordinate and leverage local Safe Routes resources, and leadership from Alameda CTC has made implementation of SR2S easier for jurisdictions that would otherwise not be able to provide such programming.

Recommendations

- **Coordinate with the Alameda County Safe Routes to School and encourage all Hayward schools to participate.** The Alameda County Safe Routes to School Program is available to all schools throughout the county. Many Hayward schools already participate in the programmatic elements while fewer have had individual site assessments conducted. The City should continue to encourage schools to participate in the program and provide or augment resources. City staff should also take an active role in assisting with programmatic elements and conducting site audits for all Hayward schools.

Best Practice Examples and Resources

- Alameda County Safe Routes to School. http://alamedacountysr2s.org/
- Safe Routes to School National Partnership. https://www.saferoutespartnership.org/

IMPLEMENT A BIKE TICKET DIVERSION PROGRAM

Bike East Bay, in partnership with the California Bicycle Coalition, helped pass the Bicycle Traffic School bill (AB 902) in 2015. This allows people ticketed for a vehicle code violation while biking in California to attend a class and have the fine reduced or removed. In order to participate in the program, cities must opt-in to the program and local law enforcement must approve the materials in order for programs to be officially sanctioned. However, the League of American Bicyclists does have certified instructors and materials to help establish formal programs.

Recommendations

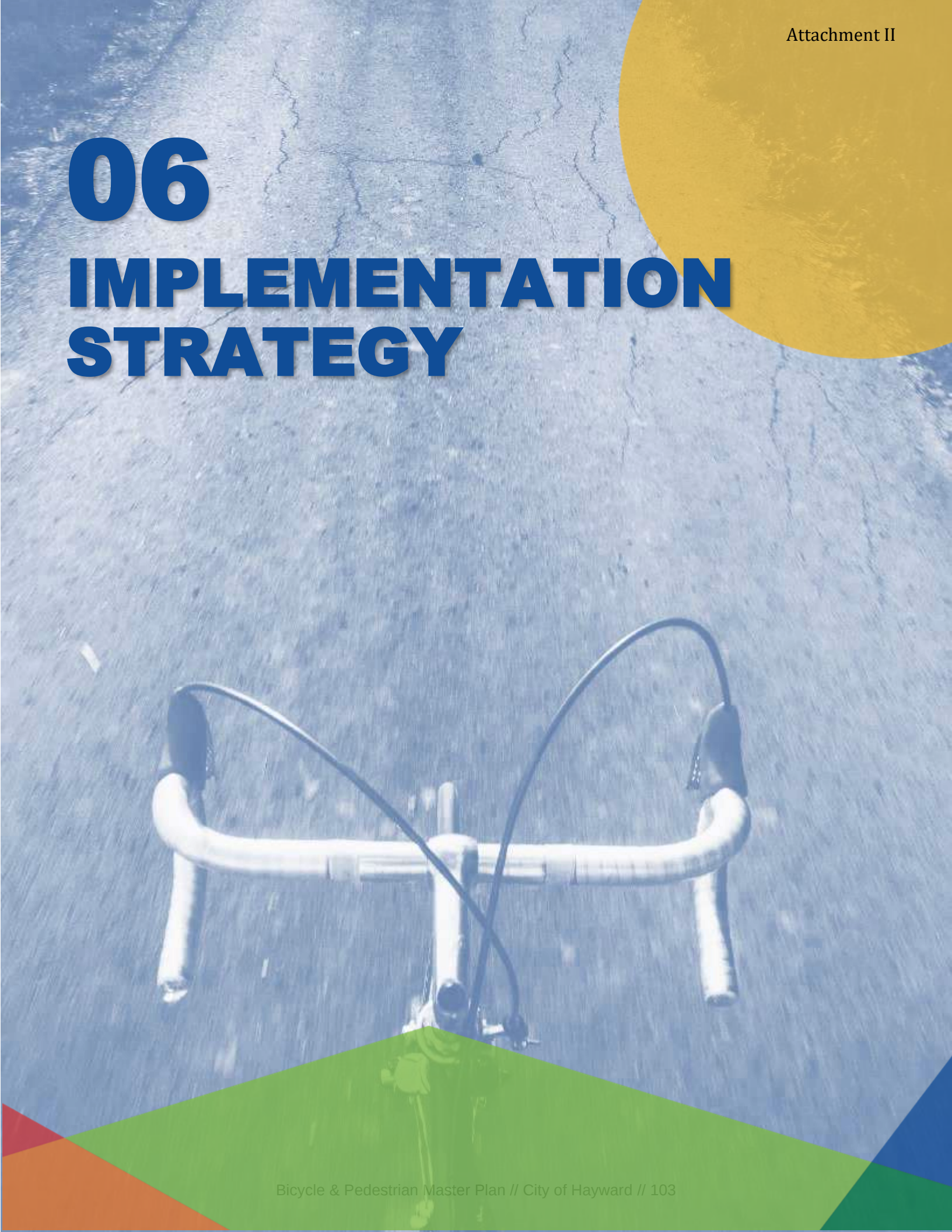
- **Implement a bike ticket diversion program.** Work with Bike East Bay and other advocacy organizations to create a formal Bicycle Traffic School and Ticket Diversion Program. These types of programs can even be designed to reduce traffic fines.

Best Practice Examples and Resources

- Alameda County Safe Routes to School. http://alamedacountysr2s.org/
- Safe Routes to School National Partnership. https://www.saferoutespartnership.org/

Example of bicyclist receiving a citation.
Source: Bike East Bay

06 IMPLEMENTATION STRATEGY



IMPLEMENTATION STRATEGY

The Plan's infrastructure and programmatic recommendations provide strategies and actions to assist Hayward in becoming a world-class biking and walking city. Based on financial realities, implementation of the proposed bicycle network and programs will occur over time, dependent on available funding sources. This chapter provides an overview of potential costs, prioritizes projects based on implementation timelines, and identifies funding sources to move investments forward.

COST ESTIMATES

The total cost of all the projects identified in the Plan is between approximately $171-220 million. This cost estimate represents complete corridor costs including bicycle, pedestrian, and transit infrastructure improvements. This cost provides an opportunity for the City to seek funding for implementation of the bikeway and pedestrian facility improvements as complete street projects that support multiple modes rather than as individual improvements. Costs for the individual corridors can be found in the full project list in Appendix A. Once the corridors and project lists were identified and organized based on proposed bicycle facility types, per-mile pedestrian and transit cost assumptions were layered in.

The planning-level cost estimates can vary greatly depending on the type of facility, existing conditions, right-of-way acquisition, and desired aesthetic improvements such as landscaping or hardscaping. The City will need to develop detailed estimates during the preliminary engineering stage (PS&E) to calculate more exact project costs due to varying costs of obtaining right-of-way, construction, drainage, grading, or other unforeseen considerations.The methodology and assumptions used for estimating project costs are detailed in Appendix F.

Cost estimates for the support programs are not provided as the costs to implement these programs can vary greatly. The City should outline the necessary element of each program and establish a cost prior to implementing the programs.

TOTAL BICYCLE FACILITY COSTS

The total planning-level costs for recommended facilities are presented in Table 18. A range for the cost estimates is provided to account for potential low-cost and high-cost implementation scenarios for Class IV Separated Bikeways that will need to be determined on a corridor by corridor basis.

Table 18. Recommended Bicycle Investments by Facility Type

Facility Type	Approximate Cost of Proposed Projects
Class I Multi-Use Path	$13,245,156
Class II Bicycle Lanes (without buffer)	$663,796
Class II Bicycle Lanes (with buffer)	$550,304
Class III Bike Routes (signing and striping only)	$6,552
Class III Bike Boulevards (signing, striping, and traffic calming)	$709,365
Class IV Separated Bike Lanes	
• Low-cost (signing, striping, and temporary vertical barriers)	$6,634,320
• High-cost (Concrete and landscape barriers)	$24,069,155
Total Cost for All Bicycle Facilities	**$21.8 million - $43.3 million**

Source: Kittelson and Associates, Inc.

TOTAL PEDESTRIAN FACILITY COSTS

To encourage the implementation of complete streets, pedestrian and bicycle investments are equally important and should be implemented concurrently for cost and implementation efficiency. Therefore, the cost estimate methodology includes an assumed set of pedestrian improvements per mile by street typology (local, collector, or arterial roadway) for both signalized and unsignalized crossing improvements. Sidewalk gap improvements will need to be determined on a project by project basis. Each corridor was assessed for the level of potential investment needed based on feedback from community engagement and existing conditions review.

The total cost of pedestrian investments citywide is presented in Table 19, and individual costs by corridor are located in the project list in Appendix A.

Table 19. Recommended Citywide Corridor Pedestrian Investments

Facility Type	Approximate Cost
Total Cost for All Corridor Pedestrian Investments	$61,191,000

TOTAL TRANSIT FACILITY COSTS

Transit improvement assumptions for this project were developed in conjunction with AC Transit. Per-mile high-, medium-, and low-cost improvement assumptions were generated for project segments running along AC Transit bus routes. Each transit cost assumption was generated to account for bus stop and stop area designs that promote pedestrian access and bicyclist safety.

The facilities identified as high-cost corridors include those for which future bus rapid transit (BRT) implementation has been identified. The medium-cost corridors include improvements that can net marginal gains for transit service (e.g., boarding islands or transit signal priority). Lastly, the low-cost corridors are assumed to include modifications like bus relocation or improvement or roadway restriping. Table 20 provides a per-mile cost range for each type of corridor as well as a total cost range to implement all of the assumed transit improvements as part of a complete streets package. sde

Table 20: Transit Facility Cost Estimates

Facility Type	Facilities Identified	Improvements Assumed	Approximate Cost
High-Cost Transit Corridors	Hesperian Boulevard Mission Boulevard A Street B Street Tennyson Boulevard	Bus stop typology 1 treatments (see Figure 41 page 76) at 1/3-mile stop spacing	$786,000 per mile
Medium-Cost Transit Corridors	C Street Winton Avenue/D Street Clawiter Road/Industrial Boulevard Grand Street	Alternating bus stop typology 1 and 2 bus stop treatments (see Figure 41 on page 76) at 1,000-foot spacing	$380,000 - $1.3 million per mile
Low-Cost Transit Corridors	*Several corridors*	Typically bus stop typology 1 bus stop treatments (see Figure 41 on page 76) at 1,000-foot spacing	$380,000 per mile
Total Cost for All Transit Corridors	-	-	**$9.6 million**

Source: Toole Design Group, AC Transit, Kittelson & Associates, Inc.

Transit improvements should be reassessed prior to implementation or release of potential bids to confirm the exact number of treatments. The costs presented here are designed to help give a conservative estimate of potential pedestrian and transit improvements costs on a large scale.

NEAR-TERM INVESTMENTS

To implement projects rapidly, the City's near-term investments should focus on closing gaps in the existing network and providing access to transit and schools within the next five years. These investments should be balanced with investments throughout Hayward. The near-term implementation action plan does not include many of the more complex or controversial corridors that would take longer to implement. Individual corridor projects may not provide easy and convenient access to priority destinations; therefore, to build-out smaller portions of a connected and comfortable citywide network, localized micro-network "packages" of projects are proposed to provide transformative connections to multiple areas of the city.

However, it is also important to begin assessing more difficult corridors in the near-term so that projects can be implemented in the long-term. All near-term implementation projects are selected from the highest citywide priority projects but may include portions of other corridors to complete the connected network.

To accomplish this, the near-term action plan investments (see Table 21) are generally divided into two categories:

1. Projects that can be implement through repaving and/or signing/striping changes as a package of connected projects. These projects primarily include bike lanes, buffered bike lanes, bicycle boulevards, and low-cost one-way separated bikeways that do not involve many signal changes.

2. Studies to address more complex projects that may require additional planning, engineering, feasibility, environmental, and outreach components beyond the scope of the Plan prior to implementing a specific project. These types of projects often involve large corridor studies or new trail opportunities.

Table 21. Near-Term Implementation Action Plan

Project/Package	Corridor(s)	Corridor Prioritization Score(s)	Project ID Segment(s)	Cost*	Potential Funding Source
Rapid Implementation Network Projects					
Downtown Micro-Network Project Package	Winton Avenue/ D Street	67	105 (C-G)	$604,098	Measure BB, BART Measure RR Local Assistance Grants, OBAG
	Main Street	62	158 (A, B)	$63,125	
	B Street	66	102 (B-F)	$47,394	
	C Street	63	103 (B)	$5,889	
	Grand Street	69	151 (A, B)	$47,080	
West Side Micro-Network Project Package	Depot Road/Cathy Way	54	113 (A-C)	$142,355	Caltrans ATP Grant, Measure BB, OBAG
	Clawiter Road (Winton Avenue to Industrial Boulevard)	36	131 (F)	$81,312	
	Industrial Boulevard	49	116 (A)	$299,379	
Central Hayward Spine Micro-Network Project Package	Amador Street/Cypress Avenue	61	142 (A- C)	$43,790	Caltrans ATP Grant, Measure BB, OBAG
	Gading Road/Patrick Avenue	55	143 (A)	$125,664	
	Harder Road	45	112 (A)	$411,936	
	Hunstwood Avenue	53	149 (A, B, D)	$257,848	
South Hayward Crosstown Connector	Tennyson Road	72	115 (A-D)	$1,486,035 (High-cost Class IV)	Measure BB, BART Measure RR Local Asistance Grants, OBAG

Project/Package	Corridor(s)	Corridor Prioritization Score(s)	Project ID Segment(s)	Cost*	Potential Funding Source
Studies					
E 14th St/Mission Boulevard and Fremont Boulevard Multimodal Corridor Study	Mission Boulevard	68	165 (A-C)	On-going Alameda CTC Study	Measure BB
Castro Valley Local Area Traffic Circulation Improvements	Foothill Boulevard	69	183 (A)	On-going Alameda CTC Study	Measure BB
Eden Greenway Connectivity Feasibility Study	Eden Greenway Path	100	178 (A-F)	$300,000 (Planning & Preliminary Concepts)	Caltrans Sustainable Communities Grant, Caltrans ATP Grant
South Hayward Trail Expansion Feasibility Study	Ward Creek Trail Extension	100	147 (A), 190 (A), 191 (A)	$150,000 (Planning & Preliminary Concepts)	Caltrans Sustainable Communities Grant, Caltrans ATP Grant
	Ruus Park Access Pathway	100	193 (A)		
	Ruus Park Access Pathway Extension	100	194 (A)		
	Industrial Parkway Trail Extension	100	192 (A)		
Hesperian Boulevard Complete Streets Study	Hesperian Boulevard	60	140 (A-C)	$300,000 (Planning & Preliminary Concepts)	Measure BB, Caltrans Sustainable Communities Grant

Source: Kittelson & Associates, Inc.

**Note: Costs may represent rapid implementation bikeway costs that focus primarily on signing and striping. Additional pedestrian corridor improvements could be included but would need to be factored into the cost on top of those shown in this table. Costs do not include right-of-way acquisition.*

LONG-TERM INVESTMENTS

Long-term investments focus primarily on large arterial projects where additional time may be needed for design and construction. Additionally, studies included in the near-term investments list should be implemented during the long-term to complete build-out of the high priority network. Some lower priority projects are included to fill logical gaps in connectivity between the other identified projects. These projects should be implemented within five to ten years from the adoption of the Plan.

Table 22. Long-term Implementation Action Plan

Project	Corridor(s)	Corridor Prioritization Score(s)	Project ID Segment(s)	Cost*	Potential Funding Source
Mission Boulevard	Mission Boulevard	68	165 (A-C)	$4,040,990	Measure BB
Foothill Boulevard	Foothill Boulevard	69	183 (A)	$858,176	Measure BB
Eden Greenway Path	Eden Greenway Path	100	178 (A-F)	$1,010,352 + Grade Separated + At-Grade Crossing Costs	Caltrans ATP Grant, Urban Greening Grant
South Hayward Trails	Ward Creek Trail Extension	100	147 (A), 190 (A), 191 (A)	$1,342,092 + Grade Separated + At-Grade Crossing Costs	Caltrans ATP Grant, Urban Greening Grant
	Ruus Park Access Pathway	100	193 (A)		
	Ruus Park Access Pathway Extension	100	194 (A)		
	Industrial Parkway Trail Extension	100	192 (A)		
Hesperian Boulevard	Hesperian Boulevard	60	140 (A-C)	$3,429,047	Measure BB, OBAG, Caltrans ATP
East Bay Greenway	East Bay Greenway	100	182 (A, B)	$4,986,576	Measure BB, Caltrans ATP, Urban Green Grant
West A Street/A Street	West A Street/A Street	75	101 (A-D)	$1,459,143	Measure BB, Caltrans ATP, OBAG
San Francisco Bay Trail	San Francisco Bay Trail	100	175 (A-C)	$2,333,.820	Measure BB, Caltrans ATP, Urban Green Grant
Industrial Parkway West	Industrial Parkway West	68	117 (A, B, D)	$1,992,680	Measure BB, OBAG
Santa Clara Street	Santa Clara Street/Hathaway Avenue	38	141 (A, B)	$211,680	Measure BB, OBAG
Eden Landing Road/Clawiter Road	Eden Landing Road/Clawiter Road	36	131 (A-E)	$147,163	Measure BB, OBAG
Arden Road	Arden Road/Baumberg Avenue	35	133 (A)	$63,420	Measure BB, OBAG

Source: Kittelson & Associates, Inc.

**Note: Costs represent bikeway costs only and include high-cost Class IV implementation option for major arterials with concrete buffers with landscaping. Additional pedestrian corridor improvements could be included but would need to be factored into the costs on top of those shown in this table. Costs do not include right-of-way acquisition.*

FUNDING SOURCES

Below is a summary of possible funding sources available for bicycle and pedestrian projects, policies, and programs over the life of the Plan. Table 23 identifies potential project applicability by funding source. After the table, the sources are described in more detail. Sources include federal, state, regional, and local programs.

Table 23. Funding Sources and Applicability by Project Type

	Primary (P) or Accessory (A) Focus	Off-street Bicycle Facilities (Class I)	On-street Bicycle Facilities (Class II, III, IV)	Bike Parking	Transit-supportive and Access Improvements	Traffic Calming	Roundabouts	Pedestrian Crossing Enhancements (PHBs, RRFBs, ADA-curb Ramps, etc.)	Low Impact Design and Stormwater Infrastructure	Complete Streets and Corridor Planning Studies	Programs Implementation	Maintenance and Operations	Agency
Federal Programs													
Better Utilizing Investments to Leverage Development (BUILD) Grant (Formerly TIGER)	A	●	●		●		●	●	●				US DOT
Congestion Management & Air Quality (CMAQ)	P	●	●	●	●	●	●	●	●		●		FHWA
Surface Transportation Block Grant (STBG) Program	P	●	●		●		●	●				●	FHWA
Land and Water Conservation Fund (LWCF)	P	●							●				NPS
Rivers, Trails, and Conservation Assistance Program	P	●							●		●		NPS
State Programs													
Active Transportation Program (ATP) Grant	P	●	●	●	●	●	●	●	●	●	●		Caltrans
Sustainable Communities Grant	P									●			Caltrans
Strategic Partnerships Grant	P									●			Caltrans
Adaptation Planning Grant	P									●			Caltrans
State Highway Operation and Protection Program (SHOPP)	A		●									●	Caltrans
Highways Safety Improvement Program (HSIP) Grant	P		●					●				●	Caltrans
Systemic Safety Analysis Report Program (SSARP)	P									●			Caltrans
Transit and Intercity Rail Capital Program (TIRCP)	A			●	●								CTC
State Transportation Improvement Program (STIP)	A		●		●		●						CTC

	Primary (P) or Accessory (A) Focus	Off-street Bicycle Facilities (Class I)	On-street Bicycle Facilities (Class II, III, IV)	Bike Parking	Transit-supportive and Access Improvements	Traffic Calming	Roundabouts	Pedestrian Crossing Enhancements (PHBs, RRFBs, ADA-curb Ramps, etc.)	Low Impact Design and Stormwater Infrastructure	Complete Streets and Corridor Planning Studies	Programs Implementation	Maintenance and Operations	Agency
Trade Corridor Enhancement Program (TCEP)	A	●	●		●			●					CTC
State-Local Partnership Program (LPP)	P		●		●			●				●	CTC
Office of Traffic Safety Grants	P										●		OTS
Recreational Trails Program (RTP)	P	●											CA Department of Parks and Recreation
Affordable Housing and Sustainable Communities (AHSC) Program	P	●	●	●	●	●	●	●	●		●		CA Strategic Growth Council
Transformative Climate Communities (TCC) Program	P	●	●	●	●	●	●	●	●	●			CA Strategic Growth Council
Environmental Enhancement and Mitigation (EEM) Grant Program	A	●							●				CA Natural Resources Agency
Urban Greening Grant Program	P	●	●			●			●				CA Natural Resources Agency
Environmental Justice (EJ) Small Grants Program	A										●		CA Environmental Protection Agency
Stormwater Management Program	A	●	●						●				State Water Resources Control Board
Regional Programs													
OBAG	P	●	●	●	●	●	●	●	●	●	●	●	MTC
TDA Article 3	P	●	●	●	●	●	●	●	●	●	●		MTC
Regional Measure 1, 2, 3, and Future Regional Measures	A	●	●	●	●		●						MTC
Regional Active Transportation Program	P	●	●	●	●	●	●	●	●	●	●		MTC
Transportation Fund for Clean Air (TFCA)	P	●	●	●	●						●		BAAQMD
Bicycle Rack Voucher Program	P			●									BAAQMD
Measure WW Urban Creek Grant	P	●							●				EBRPD
Measure FF	P	●							●				EBRPD

	Primary (P) or Accessory (A) Focus	Off-street Bicycle Facilities (Class I)	On-street Bicycle Facilities (Class II, III, IV)	Bike Parking	Transit-supportive and Access Improvements	Traffic Calming	Roundabouts	Pedestrian Crossing Enhancements (PHBs, RRFBs, ADA-curb Ramps, etc.)	Low Impact Design and Stormwater Infrastructure	Complete Streets and Corridor Planning Studies	Programs Implementation	Maintenance and Operations	Agency
Local BART Sales Tax	A				●								BART
Measure RR	P	●	●	●	●								BART
Alameda CTC													
Measure B	P	●	●	●	●	●	●	●	●	●	●	●	ACTC
Measure BB	P	●	●	●	●	●	●	●	●	●	●	●	ACTC
Lifeline Transportation Program (LTP)	P				●					●			ACTC
Vehicle Registration Fees	P	●	●	●	●	●	●	●				●	Local Jurisdictions
Local Programs													
Developer Fees/ Transportation Impact Fees	p						Varies per jurisdiction and specific impact fee programs.						Local Jurisdictions

FEDERAL SOURCES

Better Utilizing Investments to Leverage Development (BUILD) Grant

Managing Agency: United States Department of Transportation

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the United States Department of Transportation to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $5.6 billion for nine rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multimodal, multi-jurisdictional projects that are more difficult to support through traditional transportation department (DOT) programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds.

Congestion Management & Air Quality (CMAQ)

Managing Agency: Federal Highway Administration

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a flexible funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards. Since its beginning in 1992, the CMAQ program has provided more than $30 billion for over 29,000 transportation-related emission reduction projects for State DOTs, metropolitan planning organizations (MPOs), and other sponsors across the country. All CMAQ projects must come from a transportation plan and Transportation Improvement Program. The Federal share for most CMAQ-eligible projects is 80 percent, but certain safety projects that include an air quality or congestion relief component (e.g., carpool/vanpool projects), may have a Federal share of 100 percent.

Surface Transportation Block Grant (STBG) Program

Managing Agency: Federal Highway Administration

The Fixing America's Surface Transportation (FAST) Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. STBG funding may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Land and Water Conservation Fund (LWCF)

Managing Agency: National Park Service

The LWCF provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. Over its first 49 years (1965 - 2014), LWCF has provided more than $16.7 billion to acquire new Federal recreation lands as grants to State and local governments. Projects can include acquisition of open space, development of small city and neighborhood parks, and construction of trails or greenways.

Rivers, Trails, and Conservation Assistance Program

Managing Agency: National Park Service

The National Park Service Rivers, Trails, and Conservation Assistance program supports community-led natural resource conservation and outdoor recreation projects across the nation. The National Park Service helps community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

State Programs

Active Transportation Program (ATP) Grants

Managing Agency: California Department of Transportation (Caltrans)

The Active Transportation Program consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of State Programs. The purpose of the ATP is to encourage increased use of active modes of transportation by increasing the proportion of trips accomplished by biking and walking, increasing safety of non-motorized users, reduce greenhouse gases, enhance public health, and ensure that disadvantaged communities full share in the benefits of the program.

Sustainable Communities Grants

Managing Agency: California Department of Transportation (Caltrans)

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The California Legislature passed, and Governor Edmund G. Brown Jr. signed into law, Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. Eligible planning projects must have a transportation nexus ideally demonstrating that planning projects directly benefit the multi-modal transportation system. Sustainable Communities Grants will also improve public health, social equity, environmental justice, the environment, and provide other important community benefits.

Strategic Partnerships Grants

Managing Agency: California Department of Transportation (Caltrans)

Strategic Partnerships are intended to fund planning projects that address needs on the State highway system, while the transit component will address multimodal planning projects that focus on transit. A smaller amount of funds is dedicated to Strategic Partnership – Transit allocations to better integrate transit into the overall transportation system. Strategic Partnerships are funded through California Senate Bill (SB) 1 and are allocated in conjunction with Sustainable Communities grants.

Adaptation Planning Grants

Managing Agency: California Department of Transportation (Caltrans)

Climate change adaptation aims to anticipate and prepare for climate change impacts to reduce the damage from climate change and extreme weather events. Adaptation is distinct from, but complements, climate change mitigation, which aims to reduce GHG emissions. This funding is intended to advance adaptation planning on California's transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports. Adaptation efforts will enhance the resiliency of the transportation system to help protect against climate impacts. The overarching goal of this grant program is to support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system, especially efforts that serve the communities most vulnerable to climate change impacts. Strategic Partnerships are funded through California Senate Bill (SB) 1 under the Public Transportation Account (PTA).

State Highway Operation and Protection Program (SHOPP)

Managing Agency: California Department of Transportation (Caltrans)

The 2018 State Highway Operation and Protection Program (SHOPP) is the State Highway System's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). By continuously repairing and rehabilitating the SHS, the SHOPP protects the enormous investment that has been made over many decades to create and manage the approximately 50,000 lane-mile SHS. The SHS includes statutorily designated state-owned roads, highways (including the Interstate system) and bridges (including associated bicycle and pedestrian facilities) and their supporting infrastructure such as culverts, transportation management systems (TMS), safety roadside rest areas, and maintenance stations. Revenues for the SHOPP are generated by federal and state gas taxes and are fiscally constrained by the State Transportation Improvement Program Fund Estimate that is produced by Caltrans and adopted by the California Transportation Commission.

Highway Safety Improvement Program (HSIP) Grant

Managing Agency: California Department of Transportation (Caltrans)

The Highway Safety Improvement Program (HSIP) is one of the core federal-aid programs in the federal surface transportation act, Fixing America's Surface Transportation Act (FAST), and is administered by Caltrans. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. Example safety projects include, but are not limited to: crosswalk markings, rapid flashing beacons, curb extensions, speed feedback signs, guard rails, pedestrian refuge islands, slurry seal, and other pavement markings.

Systemic Safety Analysis Report Program (SSARP)

Managing Agency: California Department of Transportation (Caltrans)

The state-funded Systemic Safety Analysis Report Program (SSARP) was established in 2016. The state funding for the SSARP program is made available by exchanging the local Highway Safety Improvement Program (HSIP) federal funds for State Highway Account (SHA) funds. The intent of this program is to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications.

Transit and Intercity Rail Capital Program (TIRCP)

Managing Agency: California Transportation Commission

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 and modified by Senate Bill 9 to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. The primary program objectives include reducing greenhouse gas emissions, expanding and improving rail service to increase ridership, integrate the rail service of the state's various rail operations (including integration with the high-speed rail system), and improving safety. Caltrans, in collaboration with CalSTA, are responsible for administering this program.

State Transportation Improvement Program (STIP)

Managing Agency: California Transportation Commission

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. CTC staff recommendations are based on the combined programming capacity for the Public Transportation Account (PTA) and State Highway Account (SHA) as identified in the Fund Estimate adopted by the CTC. The Commission's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP).

Trade Corridor Enhancement Program (TCEP)

Managing Agency: California Transportation Commission

The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

State-Local Partnership Program (LPP)

Managing Agency: California Transportation Commission

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program, which is modeled closely after the Proposition 1B State Local Partnership Program. The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Consistent with the intent behind Senate Bill 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding. The Local Partnership Program provides funding to local and regional agencies to improve aging Infrastructure, road conditions, active transportation, and health and safety benefits.

Office of Traffic Safety (OTS) Grants

Managing Agency: Office of Traffic Safety

The California Office of Traffic Safety (OTS) strives to eliminate traffic deaths and injuries. It does this by making available grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries and economic losses from collisions.

Recreational Trails Program (RTP) Program

Managing Agency: California Department of Park and Recreation

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR) and the Department of Transportation (Caltrans) Active Transportation Program (ATP). Eligible non-motorized projects include acquisition of easements and fee simple title to property for recreational trails and recreational trail corridors; and, development, or rehabilitation of trails, trailside, and trailhead facilities. The program requires a 12% match. FHWA must approve project recommendations before California State Parks can execute grant contracts. Prior to forwarding these projects to FHWA, each must comply with the National Historical Preservation Act of 1966 (Section 106), National Environmental Policy Act (NEPA), and be listed on the State Transportation Improvement Plan (STIP).

Affordable Housing and Sustainable Communities (AHSC) Program

Managing Agency: California Strategic Growth Council

The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. The AHSC program includes transportation focuses related to reducing air pollution, improving conditions in disadvantaged communities, supporting or improving public health, improving connectivity and accessibility to jobs, increasing options for mobility, and increasing transit ridership. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.

Transformative Climate Communities (TCC) Program

Managing Agency: California Strategic Growth Council

The Transformative Climate Communities Program was established by Assembly Bill (AB) 2722 to fund the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. The TCC Program is also an opportunity to realize the State's vision of Vibrant Communities and Landscapes3, demonstrating how meaningful community engagement coupled with strategic investments in transportation, housing, food, energy, natural resources, and waste can reduce GHG emissions and other pollution, while also advancing social and health equity and enhancing economic opportunity and community resilience. The TCC Program funds both implementation and planning grants. While the program can fund a variety of projects, transportation-related projects can include, but are not limited to: developing active transportation and public transit projects; support transit ridership programs and transit passes for low-income riders; expand first/last mile connections, build safe and accessible biking and walking routes, and encourage education and planning activities to promote increased use of active modes of transportation.

Environmental Enhancement and Mitigation (EEM) Grant Program

Managing Agency: California Natural Resources Agency

This program authorizes the California state legislature to allocate up to $7 million each fiscal year from the Highway Users Tax Account. EEM projects must contribute to mitigation of the environmental effects of transportation facilities. The EEM Program does not generally fund commute-related trails or similar bicycle/pedestrian infrastructure. However, it does fund recreational and nature trails as part of stormwater management or green infrastructure projects.

Urban Greening Grant Program

Managing Agency: California Natural Resources Agency

As part of the California State Senate Bill (SB) 859, the California Natural Resources Agency's Urban Greening Program was created and is funded by the Greenhouse Gas Reduction Fund (GGRF) to support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. In 2017, approximately $26 million was allocated from the GGRF to the Urban Greening Program. Projects should be focused in disadvantaged communities to maximize economic, environmental, and public benefits. The Urban Greening Program will fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. These projects will establish and enhance parks and open space, using natural solutions to improving air and water quality and reducing energy consumption, and creating more walkable and bike-able trails.

Environmental Justice (EJ) Small Grants Program

Managing Agency: California Environmental Protection Agency

The Environmental Justice (EJ) Small Grants Program offers funding opportunities to assist eligible non-profit community organizations and federally-recognized Tribal governments to address environmental justice issues in areas disproportionately affected by environmental pollution and hazards. The EJ Small Grants are awarded on a competitive basis with a maximum amount $50,000 per grant. EJ Small Grants can be used for a variety of environmental purposes but can also be used to augment community engagement, health, trainings, and programmatic opportunities in underserved communities.

Stormwater Management Program

Managing Agency: State Water Resources Control Board

The Storm Water Grant Program (SWGP) is intended to promote the beneficial use of storm water and dry weather runoff in California by providing financial assistance to eligible applicants for projects that provide multiple benefits while improving water quality. Under California Prop 1, the state authorized $7.545 billion in general obligation bonds for water projects including surface and groundwater storage, ecosystem and watershed protection and restoration, and drinking water protection. Funds can be made available for multi-benefit storm water management projects which may include, but shall not be limited to: green infrastructure, rainwater and storm water capture projects and storm water treatment facilities. The program can also fund Stormwater Resource Plans and project-specific planning projects. Transportation-related projects funded by the program include green streets, urban runoff enhancements, greenbelts, stormwater capture systems, and permeable pavement projects.

Regional Programs

One Bay Area Grants (OBAG)

Managing Agency: Metropolitan Transportation Commission

MTC's One Bay Area Grant program (OBAG) is a funding approach that aligns the Commission's investments with support for focused growth. Established in 2012, OBAG taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals. OBAG includes both a regional program and a county program that both targets project investments in Priority Development Areas (PDAs) and rewards cities and counties that approve new housing construction and accept allocations through the Regional Housing Need Allocation (RHNA) process. Cities and counties can use these OBAG funds to invest in local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and Safe Routes to School projects. The most recent OBAG funding cycle (OBAG 2) is project to fund approximately $800 million in projects from 2017/2018 through 2021/2022.

Transportation Development Act (TDA) Article 3

Managing Agency: Metropolitan Transportation Commission

The Transportation Development Act Article 3, or TDA 3, provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected in the county is used for TDA 3. MTC allows each county to determine how to use funds in their county. Some counties competitively select projects while other counties distribute the funds to jurisdictions based on population. Each county coordinates a consolidated annual request for projects to be funded in the county.

Regional Measure 1, 2, 3, and Future Regional Measures

Managing Agency: Metropolitan Transportation Commission

To help solve the Bay Area's growing congestion problems, MTC worked with the state Legislature to authorize a series of ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. In the most recent Regional Measure (RM 3), toll revenues will be used to finance a $4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes. Active transportation projects may be included as accessory parts to larger infrastructure projects.

Regional Active Transportation Program

Managing Agency: Metropolitan Transportation Commission

While the California Department of Transportation (Caltrans) administers statewide Active Transportation Program grants, MTC is allocated a portion of the funds to administer a regional component. MTC provides a regional supplemental application in addition to the statewide application to apply for the competitive program funds.

Transportation Fund for Clean Air (TFCA)

Managing Agency: Bay Area Air Quality Management District

In 1991, the California State Legislature authorized the Air District to impose a $4 surcharge on cars and trucks registered within its jurisdiction to be used to provide grant funding to eligible projects that reduce on-road motor vehicle emissions. The Air District allocates these funds to its Transportation Fund for Clean Air Program, which in turn provides funding to qualifying trip-reduction and alternative-fuel vehicle-based projects, including plug-in electric vehicles. Sixty percent of TFCA funds are awarded by the Air District to eligible programs and projects through a grant program known as the Regional Fund, through various Air District sponsored programs and projects including Spare the Air, and through certain alternative-fuel vehicle-based and bicycle facility programs. The remaining 40 percent of TFCA funds are passed through to the County Program Manager Fund and are awarded by the Congestion Management Agencies of the nine counties to TFCA-eligible projects located within those counties. Qualifying active transportation projects generally include the construction of new bicycle ways and the installation of new bike parking facilities, e.g., lockers and racks.

Bicycle Rack Voucher Program (BRVP)

Managing Agency: Bay Area Air Quality Management District

This program aims to reduce air pollution in the Bay Area by supporting clean, alternative modes of transportation. As of 2016, Bicycle Rack Vouchers may be awarded in the amount of up to $60 per bicycle parking space created. Funding is normally limited to a maximum of $15,000 per applicant per year in Voucher awards. Only new bicycle rack(s) that are deployed in locations that have not previously been funded by and are not currently under consideration for funding by the Air District are eligible for funding through the BRVP.

Measure WW Urban Creek Grant

Managing Agency: East Bay Regional Park District

Measure WW was approved by voters in Alameda and Contra Costa counties in November 2008. The measure extended Measure AA, approved in 1988, to help the Park District meet the increasing demand to preserve open space for recreation and wildlife habitat. The program seeks to fund projects that provide multiple benefits including improving environmental quality, addressing climate change through a reduction of greenhouse gas emissions and adaptation, conserving natural resources, and improving public health and public access. Ideally, capital projects will provide lands and projects that benefit urban streams within the East Bay Regional Park District jurisdiction (Alameda and Contra Costa counties). Types of capital projects that are eligible include both acquisition of land (fee title or permanent easements) and development of specific projects (including habitat restoration, erosion repair and public access).

Measure FF

Managing Agency: East Bay Regional Park District

On June 5, 2018, the East Bay Regional Park District Board of Directors voted unanimously to place Measure FF on the November 2018 ballot. Measure FF will continue existing, voter-approved funding for Regional Parks in western Alameda and Contra Costa counties – without increasing taxes. Measure FF will continue funding for regional park services including wildfire prevention, public safety, maintaining or improving visitor use facilities, public access, and trails (including closing gaps in the Bay Trail), and restoring and enhancing natural areas/habitat, including sensitive redwoods, urban creeks, marshlands, grasslands, and hillsides.

Local BART Sales Tax

Managing Agency: Bay Area Rapid Transit District

One of BART's primary funding mechanisms is a local sales tax collected across its service area. Bonds are secured through BART's sales tax revenue, consisting of 75% of revenue from a 0.5-cent sales tax collected in the three-county service area, with the remaining 25% distributed to the Metropolitan Transportation Commission (MTC). BART implements projects on agency-owned properties to improve safety and access for all modes to its stations.

Measure RR

Managing Agency: Bay Area Rapid Transit District

The elected BART Board of Directors voted unanimously to put forward a $3.5 billion general obligation measure on the November 2016 ballot that was approved by voters. The funds will help replace and maintain much of BART's assets that are reaching their useful life. Additionally, approximately $135 million will be spent to expand opportunities to safely access stations. This includes improving active transportation access for all users including seniors and people with disabilities, primarily located on BART-owned properties. Local agencies can work with BART to identify opportunities for access improvements to local stations.

Measure B

Managing Agency: Alameda County Transportation Commission

In 2000, nearly 82 percent of Alameda County voters approved Measure B, the half-cent transportation sales tax. Alameda CTC administers Measure B funds to deliver essential transportation improvements and services. The Alameda County 20-year Transportation Expenditure Plan guides the expenditures of more than $1.4 billion in county transportation funds generated through the continuation of the sales tax over the next 20 years. The expenditure plan was developed to serve major regional transportation needs in Alameda County and to address congestion in every major commute corridor in the county. Regional priorities are to expand mass transit, improve highway infrastructure, improve local streets and roads, improve bicycle and pedestrian safety, and expand special transportation for seniors and people with disabilities. Funds are allocated through direct local distributions, discretionary programs, and to individual capital projects.

M**easure BB**

Managing Agency: Alameda County Transportation Commission

Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045.

Lifeline Transportation Program (LTP)

Managing Agency: Alameda County Transportation Commission

Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Lifeline Transportation Program (LTP). The LTP provides funds for transportation projects that serve low-income communities using a mixture of state and federal fund sources (included under State and Regional Funding Programs since the LTP is approved at the State and Regional levels). The current program is made up of multiple fund sources including the State Transit Account, federal Job Access Reverse Commute and State Proposition 1B funds.

Local Programs

Vehicle Registration Fees

Managing Agency: Alameda County Cities and County

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010, with 63 percent of the vote. The fee will generate about $11 million per year by a $10 per year vehicle registration fee. The collection of the $10 per year vehicle registration fee started in May 2011. The goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle-related pollution. The program includes four categories of projects including local road improvement and repairs, transit congestion relief projects, local transportation technology, and pedestrian and bicyclist access and safety program. Alameda CTC distributes an equitable share of the funds among the four planning areas of the county to fund additional projects identified by local jurisdictions.

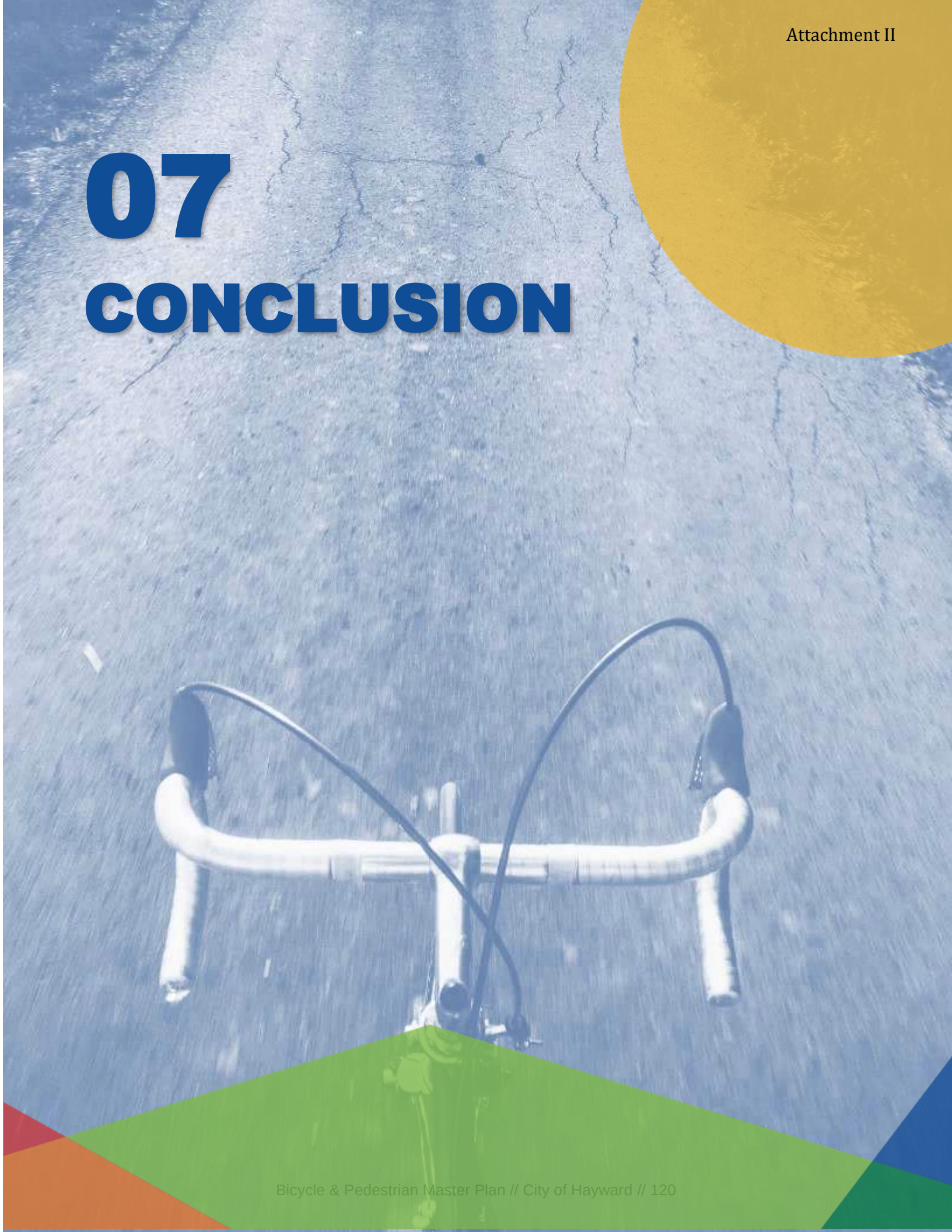
Developer Fees and/or Transportation Impact Fees

Managing Agency: Alameda County Cities and County, if available

Local or area-wide transportation impact fees can be developed so that a developer would pay into a fund that would be used to plan and implement transportation mitigation measures. Multimodal projects can be included for funding under these fee programs to enhance bicycle and pedestrian safety and connectivity. The nexus is often made that vehicle trip reductions can be supported through multimodal projects. For example, the Downtown Dublin Traffic Impact Fee includes multimodal projects.

Gateway Treatment (signage) and High Visibility Pedestrian Crossing Treatment in Hayward, CA
Source: Kittelson & Associates, Inc.

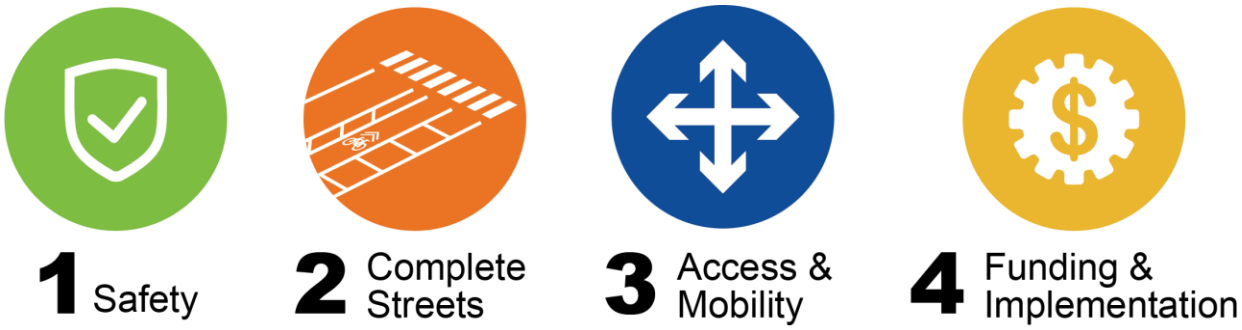
07 CONCLUSION



CONCLUSION

Walking and biking allows residents and visitors of Hayward to travel throughout the city in a way that promotes sustainable, healthy, and vibrant communities. The Plan promotes these transportation systems, and establishes the City's vision and comprehensive approach to improving walking and biking in Hayward. The goal is a universially accessible, safe, convenient, and integrated system that promotes walking and biking as a convenient alternative to motor vehicles for residents, visitors, shoppers, and commuters.

The Plan's performance measures allow for the ongoing tracking of progress towards implementation of the following four goals:



The Plan provides for both near-term and long-term investment infrastructure solutions to support the Plan's vision and goals, as well as programmatic, education, and enforcement recommendations. Leveraging the revenue sources will help to realize solutions. Together, these components create a comprehensive approach that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, and public health throughout Hayward.

Appendix A

Bike Network Project List

Appendix B

Existing Conditions Memo

Appendix C

Prioritization Framework

Appendix D

Design Guide

Appendix E

Bike and Ped Construction Zone Design Guide

Appendix F

Cost Estimate Methodology

File #: PH 20-056

DATE: July 9, 2020

TO: Planning Commission

FROM: Planning Manager

SUBJECT

Proposed Multi-Family Residential Development with Nine (9) Dwelling Units on a Vacant 0.27-Acre Infill Site Located at 24997 O'Neil Avenue, Assessor Parcel No. 444-0057-006-00 Requiring Approval of Site Plan Review and Density Bonus Application 201901824. Marc DiGiacomo (Applicant) on behalf of Pawan Kumar (Property Owner)

RECOMMENDATION

That the Planning Commission approve the Site Plan Review and Density Bonus application based on the analysis set forth in this report and the required Findings (Attachment II), and subject to the Conditions of Approval (Attachment III).

SUMMARY

Marc DiGiacomo (DiGiacomo Architect) is requesting approval of a Site Plan Review (SPR) and Density Bonus application to develop a three-story multi-family residential development on a vacant 0.21-acre infill site. The proposed development will include nine (9) rental units including one (1) on-site affordable unit restricted for very-low income, nine (9) parking spaces, and 1,040 square-feet of common open space. Pursuant to State Density Bonus law, the applicant is requesting an increase in density and that one (1) concession/incentive be granted with respect to providing less than the required common open space requirement (15% of net lot area required). The project site is located within the Urban General Zone (MB-T4-1) of the Mission Boulevard Corridor Form Based Code area with a Sustainable Mixed Use (SMU) land use designation in the *Hayward 2040 General Plan.*

ATTACHMENTS

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BACKGROUND

Public Outreach. On April 8, 2019, a Notice of Application Receipt was sent to 172 addresses including property owners, businesses, and residents within a 300-foot radius of the project site, as well as interested parties as well as the Mission Foothill Neighborhood Task Force. Upon sending the Notice of Application Receipt, the Planning Division received calls and emails from four (4) residents who reside across the street from the project site who stated their concerns related to the lack of availability of on-street parking, and that the proposed development should include more spaces to offset its potential impact. Said correspondence is included as part of this staff report as Attachment VI.

On June 26, 2020, a Notice of Public Hearing for the Planning Commission public hearing was circulated to all property owners, businesses, residents and interested stakeholders within a 300-foot radius of the project site as well as published within The Daily Review newspaper

as a Legal Ad. As of the date this staff report was written, no additional correspondence has been received beyond what was stated above.

PROJECT DESCRIPTION

Existing Site Conditions. The project site consists of one individual vacant parcel along O'Neil Avenue with a gross lot area of 0.27-acres situated approximately 220-feet southeast from the Orchard Avenue and O'Neil Avenue intersection. The site is approximately 325-feet deep with approximately 300 lineal-feet of frontage along the Mission Boulevard corridor. The topography of the property is a relatively flat, vacant parcel with no site improvements and contains one (1) existing tree that will be removed to accommodate the development.

Surrounding development and land uses include the Hayward Toyota satellite parking lot to the north (right side), a mix of residential uses (including the Hayward Glen condominium complex) to the east, a contractor office, warehouse and storage yard to the south (left side) and west (rear) of the project site.

Proposed Project. The proposed project will include the construction of one, three-story building on a vacant infill site. The project will result in the construction of 9 apartment units (including one on-site affordable unit). The development will include on-site amenities for the residents including in-unit washer and dryers, centralized and secured mail lockers, on-site automobile parking, and a common open space area. The project will include one and two-bedroom units as seen in Table 1 below. Dwelling units will range between 638 square-feet and 868 square-feet of net area depending on the number of bedrooms.

Table 1 – Bedroom Unit Mix

Unit Type	1st Floor	2nd Floor	3rd Floor	TOTALS
1-Bedroom	1	1	1	3
2-Bedroom	2	2	2	6
	3	**3**	**3**	**9**

Architecture. The principal building is designed with a contemporary approach incorporating flat roofs along all four sides of the structure coupled with varying wall planes and reliefs to avoid blank, monotonous facades. The roof also consists of parapet walls to screen required rooftop mechanical equipment from the public right-of-way. Private balconies will also be installed along several of the eastern and southern facing dwelling units to enhance the activation of building facades. As proposed, the overall total building height, at its tallest point, parapet, is measured at 31'-0". The exterior building materials will include a combination of cement plaster and wood siding with a two-tone light color palette for the two materials to provide contrast and help articulate the design.

Parking and Site Circulation. Pursuant to the Mission Boulevard Corridor Form-Based Code (MB-FBC), there is no minimum parking requirement for residential uses; however, the FBC establishes a maximum cap of 1.75 parking spaces per rental unit, as well as requires minimum bicycle parking for short- and long-term use. As proposed, the project will include a total of 9 parking spaces for automobiles (including 1 ADA parking space) and 4 long-term

bicycle spaces in compliance with the Code. Access to the project site will be secured along O'Neil Avenue with a singular driveway approach that will be able to accommodate two-way traffic.

In addition, the development of the project site will require a public right-of-way street dedication to accommodate sidewalk, curb, and gutter as no frontage improvements currently exist. This street dedication reduces the lot area of the project site from a gross 11,920 square-feet (0.27-acres) to a new net lot area of 9,199 square-feet (0.21-acres). The dedication will result in an increase in the width of the street immediately in front of the project site which will create a minimum of two (2) on-street public parking spaces and pedestrian sidewalk continuity which previously did not exist.

Landscaping and Open Space. The project plans (Attachment IV) include preliminary landscape and irrigation plans for the proposed development which consist of the new trees, shrubs and groundcovers to be planted at the site in compliance with City's Bay Friendly Water Efficient Landscape Ordinance (WELO)[1]. WELO requires new developments with landscape areas greater than 500 square-feet to prepare water budget calculations and design for drought-tolerant, native trees and plantings appropriate for the project climate to ensure sustainable water efficient landscaping and irrigation practices.

Pursuant to the FBC, new developments within the MB-T4-1 zoning district are required to dedicate 15% of the net lot area for common open space within the development, and plant street trees for every 30 linear-feet along the project frontage. As shown on the plans, the project will provide more than 1,042 square-feet of common open space area (11.3%), inclusive of the interior courtyard for the residents with picnic and barbeque amenities. The building also includes a total of six private open space balconies (average size of 44 square-foot each) on the 2nd and 3rd floors which equate to 262 square-feet total.

In addition, there is currently one (1) existing tree at the site that is proposed to be removed to accommodate the development which may require mitigation in accordance with the City's Tree Preservation Ordinance[2]. As conditioned, the landscaping and irrigation plans will be reviewed in greater detail during the building permit phase to ensure that all mitigation is adequate if deemed required. Additionally, the City Landscape Architect will inspect the construction site to verify the trees are planted correctly with proper irrigation that will maximize the health of the trees.

Sustainability Features. The project will be required to be designed to meet all applicable California Building Code and CalGreen Standards, which require a minimal level of energy efficiency, conservation, material recycling, and air quality, for new construction. In addition, the landscaping areas and irrigation system will be compliant with Bay Area-Friendly Water Efficient Landscape Ordinance, which requires the use of drought tolerant planting with water-efficient irrigation systems. Furthermore, the applicant will comply with ordinances related to construction debris and recycling to divert waste from landfills.

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[1] Chapter 10, Article 12 of the Hayward Municipal Code – Bay Friendly Water Efficient Landscape Ordinance: https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART12BIEWAEFLAOR

[2] Chapter 10, Article 15 of the Hayward Municipal Code – Tree Preservation Ordinance: https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART15TRPR

POLICY CONTEXT AND CODE COMPLIANCE

Hayward 2040 General Plan. The project site is designated Sustainable Mixed Use (SMU)[3] in the *Hayward 2040 General Plan* which allows for a residential density range of 4.3 to 100 dwelling units per net acre, and up to a maximum floor area ratio (FAR) of 2.0. Based on the General Plan density and cumulative lot area of the project site, the proposed development falls within the permissible density range of 1 to 27 dwelling units, and the FAR of the development does not exceed the maximum cap of 14,718 square-feet of floor area (7,587 square-feet proposed).

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

The project is also consistent with numerous goals and policies of the General Plan in that the development will increase the housing stock of affordable housing within the City of Hayward, the site is located adjacent to multiple bus lines (AC Transit 99, 801) near the Mission Boulevard and Orchard Avenue/Carlos Bee Boulevard intersection, and that the development is considered an infill development that will result in a more complete community. The project consistency with the *Hayward 2040 General Plan* goals and policies are further discussed in greater detail in the Required Findings (Attachment II).

Zoning Ordinance. The project site is within the Urban General Zone (MB-T4-1) of the Mission Boulevard Corridor Form Based Code[4] area which allows for a residential density range of 17.5 to 35 dwelling units per net acre. Of the subdistricts within the MB-FBC, the MB-T4-1 zone is of moderate intensity with respect to development given that it is envisioned to consist of higher density mixed-use buildings that accommodate retail, office, and residential uses, along with townhouses and apartment buildings. The zone consists of mixed use but primarily residential urban fabric. It envisions a mix of building types: townhouses, apartment buildings, mixed-use buildings, and commercial buildings. Setbacks and landscaping are variable.

Based on the project net lot area (post street dedication), the maximum dwelling unit cap for the site is 7 dwelling units; however, the applicant has requested to incorporate a density bonus to increase the total unit count to 9 dwelling units (25% increase). As proposed, the development complies with most of the development standards such as minimum setbacks, lot coverage, height, building design and materials, frontage buildout except for those

[3] Hayward 2040 General Plan: https://www.hayward2040generalplan.com/land-use/mixed
[4] Chapter 10, Article 25 of the Hayward Municipal Code (Mission Boulevard Corridor Form Based Code): https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART24SOHABAMIBOFOSECO

standards requested to be reduced and/or waived through state density bonus law. Additional information on the requested density bonus and concessions/incentives to modify the open space requirements are further described in the sections below.

Site Plan Review. Major development applications which require environmental review are subject to the Site Plan Review process and the associated findings contained in Section 10-1.3025 of the Hayward Municipal Code[5]. Per the HMC, the Planning Commission may approve or conditionally approve an application for Site Plan Review when all the following findings are made:

- The development is compatible with on-site and surrounding structures and uses and is an attractive addition to the City.
- The development takes into consideration physical and environmental constraints.
- The development complies with the intent of City development policies and regulations.
- The development will be operated in a manner determined to be acceptable and compatible with surrounding development.

Staff has provided a more detailed analysis on the required Site Plan Review findings above in Attachment II of this report.

Density Bonus Ordinance. The applicant is requesting a Density Bonus and one concessions/incentives from the Mission Boulevard Corridor Form Based Code pursuant to Section 65915 of the Government Code[6] and the City's Density Bonus Ordinance (DBO). A density bonus is a zoning tool granted by State law that allows for an increase in density with concessions and/or incentives to development standards when affordable housing units are included on-site. According to the submitted Affordable Housing Unit Plan/Density Bonus Plan (Attachment VI), the applicant is proposing that 1 of the 9 dwelling units be restricted by the City of Hayward for a very low-income household. Given that the project is restricting 1 dwelling unit, or 14%, of the 7 rental units (maximum dwelling unit cap per zoning) for low-income households or lower, the project is entitled up to a 35% increase in density (10 unit cap); however, the applicant is only requesting a 25% density bonus increase for a total of 9 dwelling units.

In exchange for restricting 1 dwelling unit as affordable, the project is entitled to one (1) concession or incentive. Concessions/incentives are defined as a reduction in site development standards or a modification of zoning code, or other regulatory incentives or concessions which result in identifiable and actual cost reductions. In addition, pursuant to state law, the City *shall* grant the concessions or incentives proposed by the developer unless it finds that the proposed concession or incentive does not result in identifiable and actual cost reductions, would cause a public health or safety problem, would cause an environmental problem, would harm historical property, or would be contrary to law. Accordingly, the applicant has requested the following concessions/incentives:

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[5] Chapter 10, Article 1, Section 10-1.3000 (Site Plan Review):
https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART1ZOOR_S10-1.3000SIPLRE

[6] Section 65915 of Government Code (State Density Bonus Law):
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915.&lawCode=GOV

1. *Common Open Space*. For the MB-T4-1 zoning district, the FBC establishes a minimum common open space area requirement of 15% of the net lot area (1,379 square-feet). The applicant is proposing to provide 1,042 square-feet of common open space (11%) which is four (4) percent below the required amount. To assist in supplementing the on-site open space, the applicant is including a total of 232 square-feet of total private open space through balconies on the 2nd and 3rd floors.

Affordable Housing Ordinance. Residential development projects with two or more dwelling units are subject to the City's Affordable Housing Ordinance (AHO)[7] where projects may either provide affordable units on-site or pay an in-lieu fee to comply. For rental projects, the AHO requires 6% of units be restricted as affordable units with half of those required to be reserved for very-low income households and the remainder for low-income households. Pursuant to the AHO, the minimum requirement for the project is calculated on the base density cap (6% of 7 = 0.42 units rounded up to 1 unit); thus, one rental unit is required to be restricted for a very-low-income household. All restricted units, either to satisfy the AHO or DBO, will be maintained as affordable in perpetuity. As a Condition of Approval and per the AHO, the applicant will be required to execute an Affordable Housing Agreement, in coordination with the City's Housing Division, prior to the issuance of building permits.

Strategic Initiatives. This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Strategic Initiatives is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all consistent with the objectives of the General Plan. Specifically, the item supports the following adopted goals and objectives:

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

- Objective 1b: Foster a sense of place and support neighborhood pride.
- Objective 1d: Create resilient and sustainable neighborhoods.

Goal 2: Provide a mix of housing stock for all Hayward residents and community members, including the expansion of affordable housing opportunities and resources.

- Objective 2b: Facilitate the development of diverse housing types that serve the needs of all populations.

STAFF ANALYSIS

Staff believes that the Planning Commission can make the required Findings to approve the Site Plan Review and Density Bonus application based on the analysis provided herein and included within the required Findings. Aside from the one requested concession/incentive granted through Density Bonus law, the project complies with all objective development standards of the FBC and meets the intent of the MB-T4-1 zoning district, as well as the goals and policies of the *Hayward 2040 General Plan*.

[7] Chapter 10, Article 17 of the Hayward Municipal Code (Affordable Housing Ordinance): https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART17AFHOOR

The proposed project represents sustainable planning principles by focusing infill developments within proximity of transit corridors along Mission Boulevard that provide multi-modal options for residents to commute via walking, scootering, bicycle, bus, and train. As mentioned above, AC Transit has northbound and southbound stops on Mission Boulevard located within 0.2-miles of the project site (approximately 5-minute walk). The 99 and 801 lines provide connections between San Leandro, Hayward, Union City and Fremont with stops at the San Leandro, Bay Fair, Hayward, South Hayward, Union City, and Fremont BART stations as well as the Fremont Amtrak station which expands the regional connections available via transit. These options provide working class families, students, opportunities to commute via public transit versus single-occupancy automobiles. Staff understands that there may be perceived issues related to parking, but for the reasons identified above and considering technological advancements that allow for ridesharing, carsharing, carpooling, autonomous vehicles, etc., the necessity for owning a personal vehicle as a primary form of transportation has dropped.

Land Use Compatibility. As indicated previously, the project site is located within the FBC area which stretches the majority of the Mission Boulevard, except for the Downtown Specific Plan area. Within this FBC area, numerous new developments[8] for housing, mixed-use, and commercial have been approved (e.g. SoHay, Campways, Mission Seniors, Mission Crossings, Mission Family Apartments) that will transform the image and scale of the Mission Boulevard corridor within the next five years. Staff understands that the proposed urban compact development does not currently complement align the existing scale of the abutting properties; however, the project does align with the established height limitations of the FBC and the project architect has taken efforts to provide ample setbacks along the side property lines to avoid the massing impact onto adjacent structures while articulating the front facade. At the corner of O'Neil and Orchard Avenues, there exists a three-story, 50-unit multi-family apartment complex which this proposed project would be compatible in form, density and height. Further, as properties continue to redevelop along and in proximity to the Mission Boulevard corridor in accordance with the vision and standards of the FBC – the project will become more compatible in size and intensity to support the shift from suburban pattern to a more urban, compact form with walkable streets, nearby uses, and greater emphasis on utilizing mass transit to reduce vehicular congestion. The site is also located approximately one-mile away from California State University, East Bay (CSUEB) which will be attractive to prospective students and/or faculty/staff that could utilize direct access from Orchard Avenue which turns into Carlos Bee Boulevard.

Housing Element. According to the 2014 City of Hayward Housing Element[9], the proposed project site was *not* identified within the Residential Sites Inventory for the Mission Boulevard Corridor Specific Plan Area (Figure B-5, Vacant Land Inventory) for the potential development of future housing. Given that the property was not listed within the residential site inventory, a realistic development capacity was not assigned to the property for it to include on-site affordable housing, likely due to its small lot area. Given that the proposed development will consist of 9 dwelling units, inclusive of a density bonus, the project site will not be considered as underdeveloped and will further assist the City in meeting its Regional

[8] Major Development Activity, City of Hayward: https://www.hayward-ca.gov/business/for-developers/development-activity
[9] 2014 Housing Element, City of Hayward: https://www.hayward-ca.gov/sites/default/files/documents/HayHE_FINAL_Adopted.pdf

Housing Needs Allocation (RHNA) targets for very-low and above-moderate income households. In consideration that some sites identified within the Residential Sites Inventory have already been entitled and/or developed at lower densities than originally forecasted for in the Housing Element, the proposed project will fill in the gap for much-needed affordable housing units to alleviate the State's housing crisis.

ENVIRONMENTAL REVIEW

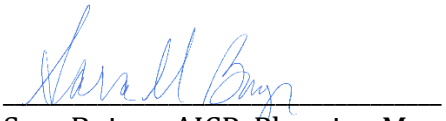
The proposed project is deemed categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332, Class 32 of the CEQA Guidelines for infill development. Further analysis is included within the required Findings in Attachment II.

NEXT STEPS

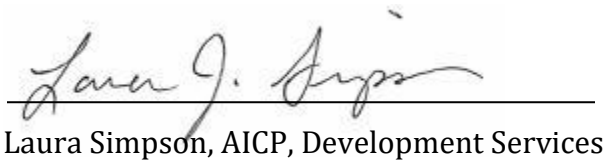
If the Planning Commission approves the Site Plan Review and Density Bonus application, then a 10-day appeal period will commence from the date of decision. If no appeal is filed, then the decision will be deemed final. If an appeal is filed within the 10-day time frame, then the application will be heard by the City Council for final disposition.

Prepared by: Marcus Martinez, Associate Planner

Approved by:



Sara Buizer, AICP, Planning Manager



Laura Simpson, AICP, Development Services Director

CITY OF HAYWARD PLANNING COMMISSION
PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
LOCATED AT 24997 O'NEIL AVENUE
SITE PLAN REVIEW AND DENSITY BONUS APPLICATION NO. 201901824

FINDINGS FOR APPROVAL

SITE PLAN REVIEW
Pursuant to Hayward Municipal Code Section 10-1.3025, the Planning Commission or other approving authority may approve or conditionally approve an application when all of the following findings are made:

1. The development is compatible with on-site and surrounding structures and uses and is an attractive addition to the City

The proposed development will be compatible with surrounding structures and uses in that the project consists of a new mutli-family residential development on a vacant site. The development of the vacant 0.27-acre infill site will result in the construciton of a three-story, residential building with 9 dwelling units (including one unit of affordable housing). The project site is bordered by low-intenisty, one-story commercial structures and uses along the northern, southern, and western boundaries of the project site and by existing multi-family residential complexes to the east which will a compatible abutting land use.

Further, the project site and adjacent parcels are located within the Mission Boulevard Coddiror Form-Based Code (FBC) area which allows for the construction of denser, mixed-use developments beween two- and four-story structures given their proximity public to transit. To date, within the FBC plan area, numerous new housing, mixed-use, and commercial developments have been approved that will transform the image and scale of the Mission Boulevard corridor within the next 5 years. As proposed, the new three-story buidling is generally the same height of surrounding structures and aligns with the intent, goals, and policies of the FBC and the Sustainable Mixed-Use (SMU) land use designaiton of the Hayward 2040 General Plan.

The principal building is designed with a contemporary approach incorporating flat roofs along all four sides of the structure coupled with varying wall planes and reliefs to avoid blank, monotonous facades. The roof also consists of parapet walls to screen required rooftop mechanical equipment from the public right-of-way. Private balconies will also be installed along several of the eastern and southern facing dwelling units to enhance the activation of building facades. As proposed, the overall total building height, at its tallest point (parapet) is measured at 31'-0". The exterior building materials will include a combination of cement plaster and wood siding with a two-tone light color palette for the two materials to contrast off each other and articulate the design. In addition, the project will include approxiamitely nine trees, three of which will be street trees, along with new street frontage improvements including sidewalks, curb and gutter to beautify the street and enhance pedestrian connections. Thus, the project will be an attractive addition to the City of Hayward.

2. The development takes into consideration physical and environmental constraints;

The development takes into consideration physical and environmental constraints in that the proposed project situated on a vacant 0.27-acre infill site that will accommodate a multi-family residential building, on-site parking, common open space, emergency vehicular access, functional site circulation and off-street trash service. The undeveloped site is relatively flat with no site improvements and will not require the demolition of any existing. One tree will be removed and if deemed protected will require mitigation to be incorporated on-site to the satisfaction of the City Landscape Architect. The proposed residential building also took into consideration the constraints of future required street dedication along the frontage of the project site which reduced the overall physical lot area of the developable site. Thus, the proposed development has taken into consideration the physical and environmental constraints of the project site.

3. The development complies with the intent of City development policies and regulations; and

The project site is within the Urban General Zone (MB-T4-1) of the Mission Boulevard Corridor Form Based Code area with a corresponding land use designiation of Sustaibable Mixed-Use (SMU). Of the subdistricts within the FBC, the MB-T4-1zone is of moderate intensity with respect to development given that it is envisioned to consist of higher density mixed-use buildings that accommodate retail, office, and residential uses, along with townhouses and apartment buildings with a denisty range of 17.5 - 35 units per net acre. The project is deemed consistent with the devleopment standards of the form-based code, with the exception of the requested concessions/incentives through density bonus law for modificaitons to the common open space requirements. Staff believes that the modificaiton to the open space requirement is considered an actual cost reduciton in the project pursuant to State law. To offset the impact of not meeting the common open space requirement, the applicant has incoproated private open space balconies into some six of the units to compensate.

The SMU land use designation allows for a residential density range of 4.3 to 100 units per net acre, and up to a maximum floor area ratio (FAR) of 2.0. The SMU land use designation generally applies to properties that are transit adjacent and are planned as walkable urban neighborhoods. Typical building types vary based on the zoning of the property, but will generally include single-family homes, duplexes, triplexes, fourplexes, second units, townhomes, live-work units, multi-story apartment and condominium buildings, commercial buildings, and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors. SMU areas are expected to change substantially in the future, as properties are planned to be developed or redeveloped at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors.

The project will include a mix of one- and two-bedroom units – one of which will be an affordable unit reserved for very-low income households. Providing affordable housing is essential for a healthy community. In addition to a diverse mix of housing types, it is necessary to make available housing for residents of all income levels. As the population growth in the

Bay Area continues to grow, it is important that affordable housing and higher density devleopments are located adjacent to public tranist options and neighborhood commercial land uses. Overall, the proposed development with affordable housing will support the following *Hayward 2040 General Plan* goals and policies:

- Land Use Policy 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.
- Land Use Policy LU-1.5 – Transit-Oriented Development. The City shall support high-density transit-oriented development within the city to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.
- Land Use Policy LU-1.13 – Local Plan Consistency with Regional Plans. The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining.
- Land Use Policy LU-2.12 – Mission Boulevard Mixed-Use Corridor. The City shall encourage the redevelopment of the Mission Boulevard corridor to create an attractive mixed-use boulevard with a variety of commercial functions and residential densities that support walking and transit.
- Land Use Policy LU-2.13 – Mission Boulevard Specific Plan. The City shall maintain and implement the Mission Boulevard to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.
- Economic Development Policy 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.
- Housing Policy H-2.2 – Provide Incentives for Affordable Housing. The City shall promote the use of density bonuses and other incentives to facilitate the development of new housing for extremely low-, very low-, and low-income households.
- Housing Policy H-3.1 – Diversity of Housing Types. The City shall implement land use policies that allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single family uses, moderate-density townhomes, and higher-density apartments, condominiums, transit-oriented developments, live-work units, and units in mixed-use developments.
- Housing Policy H-3.2 – Transit Oriented Development. The City shall encourage transit-oriented developments that take advantage of the City's convenient availability of transit.
- Housing Policy H-3.4 – Residential Uses Close to Services. The City shall encourage development of residential uses close to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.
- Housing Policy H-3.6 – Flexible Standards and Regulations. The City shall allow flexibility within the City's standards and regulations to encourage a variety of housing types.
- Housing Policy H-4.1 – Flexible Development Standards. The City shall review and adjust as appropriate residential development standards, regulations, ordinances, departmental

processing procedures, and residential fees that are determined to be a constraint on the development of housing, particularly housing for lower- and moderate-income households and for persons with special needs.

4. The development will be operated in a manner determined to be acceptable and compatible with surrounding development.

The development will be operated in a manner determined to be acceptable and compatible with surrounding developments in that the proposed project will result in the construction of residential building like those abutting the project site. Noted above, the project site does immediately abut commercial land uses along the northern, western, and southern edges, and single-family and multi-family residential buildings east of the project site across the street. Multi-family residential developments are permitted by-right within the Form-Based Code area. Given that the project site is located a block away from Mission Boulevard, a major arterial street generating traffic-emissions, and includes residential uses within the development,– the project is required to adhere Section 10-24.296 of the FBC for air quality mitigation measures which require proper precautions to be taken on the project site such as equipment installation, HVAC systems, site design measures to minimize potential health risks.

Additionally, during construction, the proposed project will be subject to all applicable provisions of the Hayward Municipal Code for construction, maintenance, landscaping etc. The proposed development will be required to adhere to the Conditions of Approval (within Attachment III) which will require the project to adhere to standard procedures of site preparation and development, including permitted hours of construction activity, as well as the incorporation of Best Management Practices (BMPs) for construction noise, grading, use of equipment to prevent adverse negative impacts onto adjacent properties.

ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines for in-fill development as described below:

A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. As stated previously, the proposed development of the residential building is a permitted land use within the MB-T4-1 zoning district is consistent and is within the maximum floor area ratio of 2.0 of the SMU land use designation.

B. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The proposed development is located within the MB-T4-1 district of the City of Hayward and the project site is approximately 0.27-acres in size surrounded by existing residential and commercials developments along the south, north and east of the site, and west of the project site.

C. The project site has no value as habitat for endangered, rare, or threatened species. According to the Figure 7-1, Existing Vegetation Communities of the City of Hayward General Plan Background Conditions Report (2014), the project site is identified as

"developed" and "ruderal" which include properties that have been disked and previously disturbed in some manner, and/or consist of existing development dominated by human use which do not offer suitable habitat for sensitive species.

D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

- Traffic. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition, the project will generate six (6) trips at the PM peak hour for apartments (Code 220) which will not cause significant traffic impacts.
- Noise. Construction and operational noise impacts for the project will be subject to the City's existing Noise Ordinance within Chapter 4, Article 1 of Hayward Municipal Code that limits construction hours and acceptable decibel levels.
- Air Quality. With respect to air quality, the proposed project will be required to adhere to the air quality mitigation measures identified in the adopted Form Based Code. As conditioned, the project will generate less than the thresholds set for operational-related criteria pollutant screening sizes and constriction-related screening sizes as prescribed by the 2017 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines.
- Water Quality. The proposed project shall be required to satisfy the requirements and standards with the County of Alameda Clean Water Program Municipal Regional Stormwater Permit (MRP 2.0).

CITY OF HAYWARD PLANNING COMMISSION
PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
LOCATED AT 24997 O'NEIL AVENUE
SITE PLAN REVIEW AND DENSITY BONUS APPLICATION NO. 201901824

DRAFT CONDITIONS FOR APPROVAL

1. The approval of Site Plan Review and Density Bonus Application No. 201901824 shall allow for the development of three-story, multi-family residential development with nine (9) apartment units, one (1) dwelling unit on which will be reserved for an affordable unit for very-low household. The application also includes the utilization of one (1) density bonus concessions/incentives, consistent with State law, to modify the common open space requirements. The project site is located on a 0.27-acre vacant infill site at 24997 O'Neil Avenue, Assessor Parcel No. 444-0057-006-00.

2. The developer shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.

3. Site Plan Review and Density Bonus Application No. 201901824 is approved subject to the architectural, civil, and landscaping plans date stamped May 11, 2020, except as modified by the conditions listed below.

4. Any proposal for alterations to the conditionally approved site plan and/or design that does not require a variance to any zoning ordinance standard shall be subject to approval by the Development Services Director or his/her designee, prior to implementation. Alterations requiring a variance or exception shall be subject to review and approval by the Planning Commission.

5. The permittee, property owner and/or designated representative shall allow City staff access to the property for site inspection(s) to confirm all approved conditions have been completed and are being maintained in compliance with all adopted City, State and Federal laws.

6. A copy of these conditions of approval shall be included on a full-sized sheet(s) in the plan set submitted to the Building Division for plan check review.

7. All outstanding fees owed to the City, including permit charges and staff time spent processing or associated with the development review of this application shall be paid in full prior to any consideration of a request for approval extensions and/or the issuance of a building permit.

8. In accordance with Hayward Municipal Code (HMC) Section 10- 1. 3055, approval of this Site Plan Review is void 36 months after the effective date of approval unless:

    a. Prior to the expiration of the 36-month period, a building permit application has been submitted and accepted for processing by the Building Official or his/ her

designee. If a building permit is issued for construction of improvements authorized by this approval, said approval shall be void two years after issuance of the building permit, or three years after approval of the application, whichever is later, unless the construction authorized by the building permit has been substantially completed or substantial sums have been expended in reliance on this approval; or

b. A time extension of the approval has been granted by the Development Services Director or his/her designee, which requires that a request for an extension of this approval must be submitted in writing to the Planning Division at least 15 days prior to the expiration date of this approval.

9. Failure to comply with any of the conditions set forth in this approval, or as subsequently amended in writing by the City, may result in failure to obtain a building final and/or a Certificate of Occupancy until full compliance is reached. The City' s requirement for full compliance may require minor corrections and/ or complete demolition of a non-compliant improvement regardless of costs incurred where the project does not comply with design requirements and approvals that the applicant agreed to when permits were filed to construct the project.

10. The Planning Director or designee may revoke this permit for failure to comply with, or complete all, conditions of approval or improvements indicated on the approved plans.

11. If determined to be necessary for the protection of the public peace, safety and general welfare, the City of Hayward may impose additional conditions or restrictions on this permit. Violations of any approved land use conditions or requirements will result in further enforcement action by the Code Enforcement Division. Enforcement includes, but is not limited to, fines, fees/penalties, special assessment, liens, or any other legal remedy required to achieve compliance including the City of Hayward instituting a revocation hearing before the Planning Commission. Violation of any of the conditions of approval of this conditional use permit may constitute grounds for revocation pursuant to the Zoning Ordinance.

12. Consistent with General Plan Policies NR-2.2 and NR-2.7, in order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Construction Mitigation Measures shall be implemented:

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

c. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

f. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

g. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

h. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

i. A publicly visible sign shall be posted with the telephone number and person to contact at the City of Hayward regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.

13. In compliance with the General Plan Policy NR-2.2 and NR-2.15, the project applicant shall implement the following design features to ensure that operational air quality impacts would not occur.

Indoor Air Quality:

In accordance with the recommendations of the California Air Resources Board (CARB) and the Bay Area Air Quality Management District, appropriate measures shall be incorporated into the project design in order to reduce the potential health risk due to exposure to diesel particulate matter to achieve an acceptable interior air quality level for sensitive receptors. The appropriate measures shall include one of the following methods:

a. The project applicant shall implement all of the following features that have been found to reduce the air quality risk to sensitive receptors and these measures shall be included in the project construction plans. These features shall be submitted to the City's Planning Division for review and approval prior to the issuance of a demolition, grading, or building permit and shall be maintained on an ongoing basis during operation of the project.

    1. For sensitive uses (residences, day care centers, and playgrounds) sited within the overlay zone from Mission Boulevard, the applicant shall install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual unit, that meets or exceeds an efficiency standard of MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter

from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters shall be used.

The project applicant shall maintain, repair and/or replace HV system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HV system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the project CC&Rs and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HV system and the filters.

Exterior Air Quality:

b. To the maximum extent practicable, individual and common exterior open space, including playgrounds, patios, and decks, shall either be shielded from the source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

c. Alternative to (c) above, an HRA could be prepared and implemented to take into account the risk specifics of the site, as more fully described in item (b) above.

14. If human remains, archaeological resources, prehistoric or historic artifacts are discovered during construction or excavation, the following procedures shall be followed: Construction and/or excavation activities shall cease immediately, and the Planning Division shall be notified. A qualified archaeologist shall be retained to determine whether any such materials are significant prior to resuming groundbreaking construction activities. Standardized procedure for evaluation accidental finds and discovery of human remains shall be followed as prescribed in Sections 15064.f and 151236.4 of the California Environmental Quality Act.

GENERAL

Planning Division.

15. All final exterior building finishes, paint colors, materials and other architectural details shall be reviewed and approved by the Planning Division prior to issuance of a building permit for the project.

16. All vents gutters, downspouts, flashings, electrical conduits, etc. shall be painted to match the color of the adjacent material unless specifically designed as an architectural element.

17. All above-ground utility meters, mechanical equipment and water meters shall be enclosed within the buildings or shall be screened with shrubs and/or an architectural screen from all perspectives, unless other noise mitigation is required. The applicant shall apply for and obtain all necessary permits from the City and/or outside agencies prior to any site work.

18. The owner shall maintain in good repair all building exteriors, walls, lighting, drainage facilities, landscaping, driveways, and parking areas. The premises shall be kept clean and weed-free.

19. Mailboxes shall be installed in accordance with Post Office policy and include locking mechanisms to minimize opportunities for theft. Approved address numbers shall be at least four inches in height on a contrasting background. Font strokes shall be of enough width such that they are legible to the public from the street fronting the property.

20. Lighting within the parking area(s) shall be provided and be maintained at a minimum of one foot-candle. Exterior lighting and parking lot lighting shall be provided in accordance with the Security Standards Ordinance (No. 90-26 C.S.) and be designed by a qualified lighting designer and erected and maintained so that light is confined to the property and will not cast direct light or glare upon adjacent properties or public rights-of-way. Such lighting shall also be designed such that it is decorative and in keeping with the design of the development.

21. All lighting fixtures shall incorporate a shield to allow for downward illumination. No spillover lighting to adjacent properties is permitted and all exterior lighting on walls, patios or balconies shall be recessed/shielded to minimize visual impacts.

22. No building signage are approved with this project. Any signs placed on-site or off-site shall be reviewed and approved by the Planning Division and a separate Sign Permit application shall be required, consistent with Sign Ordinance requirements of the Hayward Municipal Code (HMC).

23. All rooftop mechanical equipment, other than solar panels, shall be fully and completely screened from view by the proposed roof structure or appropriate screening that is reviewed and approved by the Planning Division. All roof vents shall be shown on roof plans and elevations. Vent piping shall not extend higher than required by building code. Roof apparatus and utilitarian equipment such as vents shall be painted to match surface to which it is adhered.

24. Utilities, meters, and mechanical equipment when not enclosed in a cabinet, shall be screened by either plant materials or decorative screen so that they are not visible from the street. Sufficient access for meter-reading by utility staff must be provided to all meters.

25. Any transformer shall be located underground or screened from view by landscaping and shall be located outside any front or side street yard.

26. This development is subject to the requirements of the Property Developers – Obligations for Parks and Recreation set forth in HMC Chapter 10, Article 16. Per HMC Section 10-16.10, the applicant shall pay in lieu fees for each residential unit. The in-lieu fees shall be those that are in effect at the time of building permit issuance.

Affordable Housing.

27. This development is subject to the requirements of the Affordable Housing Ordinance (AHO) set forth in Chapter 10, Article 17 of the HMC. The applicant shall comply with the affordable housing requirements as reflected in the attached Affordable Housing Plan, included as Attachment VI, and detailed per Section 10-17.510 Affordable Housing Plan. No building permit(s) will be issued for any non-City restricted units in the Project until permits for all affordable units have been obtained or are obtained simultaneously. No Certificate(s) of Occupancy will be issued for any non-City restricted units in the Project until Certificate(s) of Occupancy for all affordable units have been obtained or are obtained simultaneously.

28. In addition to the Affordable Housing Plan and pursuant to HMC Section 10-17.515 and Section 10-17.525, the developer shall also enter into and record against the property an Affordable Housing Agreement (AHA) that shall include all elements set forth in the ordinance and the Affordable Housing Plan, included as **Attachment V** to the staff report, prior to the approval of a final map or issuance of the first building permit, whichever occurs first. Additional rental or resale restrictions, deeds of trust, option agreements and/or other documents acceptable to the City Manager or designee shall be recorded.

Building Division.

29. Applicant shall apply for all necessary building permits and/or all other related permits from the Building Division. All structures and/or tenant improvements shall be constructed and installed in accordance with the Hayward REACH Code, California Building Code, Uniform Mechanical and Plumbing Code, National Electrical Code, and the California Fire Code as adopted by the City of Hayward.

30. The project shall comply with disabled access provisions of 2019 California Building Code Chapter 11A, as amended. All required accessible and/or adaptable units shall be called out on the plans and unit counts shall comply with the counts required in the code.

31. Prior to issuance of certificate of occupancy or final inspection, the developer shall pay the following additional fees/taxes, in accordance with existing regulations. The amounts of the fees/taxes shall be in accordance with the fee schedule or codes in effect at the time of building permit application submittal, unless otherwise indicated herein:

    a. Building Construction and Improvement Tax;

    b. Supplemental Building Construction and Improvement Tax;

    c. School Impact Fee; and

    d. Park Dedication In-Lieu Fee, as applicable.

Water Pollution Source Control.

32. The only acceptable sanitary sewer discharge shall be from normal potable water usage, such as bathroom wastewater.nAny other use of water or generation of wastewater, inside or outside the building, requires the user to contact Water Pollution Source Control at 881-7900 for approval and further information.

Land Development – Engineering.

33. Construction Damages: The Developer shall be responsible to remove and replace curb, gutter, sidewalks, driveways, signs, pavements raised pavement markers, thermoplastic pavement markings, etc. damaged during construction of the proposed project prior to issuance of the Final Construction Report by the City Engineer. Developer is responsible for documenting the existing conditions prior to the start of construction to serve as a baseline for this requirement.

34. Utility Services: All new utility service connections to the project shall be installed underground.

Fire Department.

Fire Access:

35. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet an unobstructed vertical clearance of not less than 13 feet 6 inches. The minimum fire apparatus access road with a fire hydrant is 26 feet.

36. All driveways shall be designed and engineered to withstand 75,000 lbs. gross vehicle weight of fire apparatus. Such standard is also applicable to pavers or decorative concrete. Design of the public streets and private streets and courts shall meet City of Hayward Fire Department Standards.

37. Fire apparatus access roads 20 to 26 feet wide shall be posted on both sides as a fire lane, 26 feet to 32 feet shall be posted on one side of the road as a fire lane. “No Parking” sign shall meet the City of Hayward Fire Department fire lane requirements.

38. When buildings or portion of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access, fire apparatus roads shall have unobstructed width of 26 feet in the immediate vicinity of the building.

Building Construction:

39. Building Address – A minimum 4” self-illuminated address shall be installed on the front of the dwelling in a location to be visible from the street. A minimum 6” address shall be installed on a contrasting background and shall be in a location approved by the Fire Department.

40. Building construction shall be in accordance with the current California Building Code (CBC) cycle, as amended.

CONDITIONS DUE PRIOR TO THE ISSUANCE OF PERMITS.

Land Development – Engineering.

41. Dedicate street right-of-way to the City across the property frontage as required by the City Engineer and generally conforming to the existing in the block.

42. A final geotechnical study report shall be submitted with recommendations for the proposed site improvements and fronting street pavement design (Traffic Index 7).

43. The development required stormwater treatment area shall not be in the area to be dedicated for street right-of-way.

44. Stormwater discharge from the development site shall not exceed the pre-development rate. Excess flow shall be detained on-site.

45. Site grading, drainage, and street improvement plans, prepared by the State licensed engineer, shall be approved by the City Engineer. The plans shall also address Storm Water Pollution Prevention measures identified in the Stormwater Requirements Checklist.

46. Street pavement shall be designed for a Traffic Index 7.

47. Street improvement plans shall comply with the City Standard Details 2017.

48. Street improvements shall include a City standard drain inlet fronting the property with an underground pipe connection to an existing public drain.

Transportation Engineering.

49. The applicant shall provide a signing and stripping plans showing compliance with the Americans with Disabilities Act (ADA) and general parking striping.

50. Plans submitted for building and grading permit shall include a photometric site lighting plan that includes fixtures, mounting heights, light wattage and that demonstrates adequate site lighting without excessive glare, off-site impacts or "hot spots." All lighting shall be reviewed and approved by the City Engineer, Planning Division and Hayward Police Department prior to Building Permit issuance.

Fire Department.

Access:

51. All fire apparatus access roads shall be designed and engineered to withstand 75,000 lbs. gross vehicle weight of fire apparatus. This standard is also applicable to pavers or decorative concrete. Design of the public streets and private streets and courts shall meet City of Hayward Fire Department Standards.

52. Fire hydrants shall be Double Steamer Hydrant (Clow Valve Co. Model 865 with one 2-1/2" outlet & two 4-1/2" outlets). Blue reflective fire hydrant blue dot markers shall be installed on the roadways indicating the location of the fire hydrants. Vehicular protection may be required for the fire hydrants. (if applicable)

53. Fire apparatus access roads shall be designed and maintained to support 75,000 pounds, the imposed load of fire apparatus, and shall be surfaced to provide all-weather driving capability. An unobstructed vertical clearance of not less than 13 feet 6 inches shall be provided for all fire apparatus accesses.

Water Supply:

54. A fire flow shall be provided in accordance with the 2019 California Fire Code Table B105.1 based on the construction type and building area. A fire flow reduction of up to 50 percent is allowed when the building is provided with automatic sprinkler system in accordance with NFPA 13. The resulting fire flow shall not be less than 1,500gpms.

55. Blue reflective fire hydrant blue dot markers shall be installed on the roadways indicating the location of the fire hydrants.

56. A minimum access width of 26' shall be provided in the vicinity of each proposed fire hydrant.

Fire Protection:

57. An automatic fire sprinkler system shall be designed and installed conforming to NFPA 13 Standards is required. A separate fire permit is required for the fire sprinkler system installation. A State Licensed C-16 Fire Sprinkler Contractor shall be responsible for the fire sprinkler system installation. (Deferred Submittal)

58. A maximum static pressure of 80 PSI should be used when test data indicates higher pressures. Residual pressures used in the calculation should also be adjusted accordingly.

59. A manual fire alarm system conforming to NFPA 72 Standards shall be installed for this building. This alarm system shall be designed and installed by a licensed C10 and/or Fire Alarm contractor. (Deferred Submittal)

60. An audible alarm bell (device) shall be installed on the exterior of the fire sprinkler system riser. The device shall activate upon any fire sprinkler system water flow activity.

61. An interior audible alarm device shall be installed within the dwelling in a location to be heard throughout the home. The device shall activate upon any fire sprinkler system water flow activity.

62. All bedrooms and hallway areas shall be equipped with smoke detectors, hard-wired with battery backup. Installation shall conform to the California Building Code (CBC) and NFPA 72 Standards.

63. CO detectors should be placed near the sleeping area on a wall about 5 feet above the floor. The detector may be placed on the ceiling. Each floor needs a separate detector.

64. Minimum building address shall be 4" high with 1.5" stroke. When building is located greater than 50 feet from street frontage, address shall be minimum 16"

high with 1.5" stroke. Tenant space number shall be 6" high with 0.75" stroke on a contrasting background to be visible from the street.

Solid Waste.

65. All trash enclosures must adhere to all the basic design guidelines provided in Section 3 of the City's Standard Design Requirements for Collection & Storage of Trash, Recyclables and Organics for Commercial (Business) and Multi-Family Projects. The building permit submittal shall include a detailed set of plans that show the design details of the enclosures, including the location of all bins and label each bin with the capacity (ex: three cubic yards, four cubic yards, etc.) as well as the type of waste (trash, recyclables, organics).

66. Submit the Construction and Demolition Debris Recycling Statement at the time of your building permit. The applicant will only need to submit the top "applicant" half of the form during the building permit. The bottom half of the form should be completed upon completion of the project to receive final building inspection approval. The form can be located online at http://www.hayward-ca.gov/services/city-services/construction-and-demolition-debris-disposal.

67. Per City Ordinance, all businesses are required to arrange for separate collection of recyclables. In addition, food related businesses are required to separately collect organics (compostable materials). For more information, please visit http://www.recyclingrulesac.org/city/city-of-hayward/. Please see Section 2 of attached for capacity needs. Also, see Section 3 of attached for trash enclosure design requirements, should an enclosure be deemed necessary.

Utilities – Water and Sewer.

Water:

68. On the plans for the building permit application, provide additional details for the proposed water meters and manifold service configuration shown on Sheet C4. Show the spacing between the water meters to scale.

69. Water and sewer service are available and subject to standard conditions and fees in effect at time of application and payment of fees.

70. All connections to existing water mains shall only be performed by City of Hayward Water Distribution personnel.

71. Domestic Water Services. The property no existing water services. Each residential dwelling unit is required to be served by separate domestic water meters. A minimum 5/8" domestic water meter is required for each unit. Water service connection fees will be assessed during the building permit application.

72. Irrigation Water Services. The property will have over 1,524 square feet of irrigated landscapes. A separate irrigation water meter is required.

73. Fire Water Services. Fire services shall be per the sizing requirements of the Fire Department and shall be installed per SD-204 and SD-201. New fire services must

be installed by City Water Distribution Personnel at the owner's/applicant's expense. Fire service installations are billed on an actual cost basis with a time and materials deposit due prior to the start of installation.

74. Sewer Services. The property has no existing sewer connection. The building may be served by one sanitary sewer lateral. Sewer connection fees will be assessed during the building permit application.

75. The developer shall install reduced-pressure backflow prevention assemblies on each irrigation and non-residential domestic water meter, per Standard Detail 202. Backflow preventions assemblies shall be at least the size of the water meter or the water supply line on the property side of the meter, whichever is larger.

76. Water meters must be located a minimum of two feet from top of the driveway flares as per City Standard Detail 213 through 218.

77. Water mains and services, including the meters, must be located "at least 10 feet horizontally from and one foot vertically above, any parallel pipeline conveying untreated sewage, …" (such as a sanitary sewer lateral) per the current California Waterworks Standards, Title 22, Chapter 16, Section 64572.

78. All sewer mains and appurtenances shall be constructed in accordance to the City's "Specifications for the Construction of Sewer Mains and Appurtenances (12" Diameter or Less)," latest revision at the time of permit approval. Sewer cleanouts shall be installed on each sewer lateral at the connection with the building drain, at any change in alignment, and at uniform intervals not to exceed 100 feet. Manholes shall be installed in the sewer main at any change in direction or grade, at intervals not to exceed 400 feet, and at the upstream end of the pipeline

Landscaping.

79. Prior to approval of building grading permit, detailed landscape and irrigation improvement plans prepared by a licensed landscape architect on an accurately surveyed base plan shall be approved by the City. The plans shall comply with the City's Bay-Friendly Water Efficient Landscape Ordinance (California Building Code Title 23) and all relevant Municipal Codes. Once approved, a digital file of the approved landscape and irrigation improvement plans shall be submitted to the Engineering Department for signatures and copies of the signed plans shall be included in the building permit submittal.

80. No building permit shall be issued prior to approval of landscape and irrigation improvement plans by the City.

81. Following notes shall be added to Planting Plan.

    a. All final tree locations shall be field verified by the project landscape architect prior to planting.

    b. All trees shall be planted a minimum of five feet away from any underground utilities, driveway and structure, a minimum of fifteen feet from a light pole, and

a minimum thirty feet from the face of a traffic signal, or as otherwise specified by the City.

c. Root barriers shall be installed linearly against the paving edge in all instances where a tree is planted within seven feet of pavement or buildings, and as recommended by the manufacturer.

82. Pursuant to HMC Article 12, Appendix B Water Efficient Landscape Worksheet for water budget calculation shall use the latest methodology provided in Appendix B. Two Maximum Applied Water Allowance (MAWA) calculations provided on the plan shall match each other. Landscape water allowance under Part One Box B in the middle column doesn't match the MAWA in the left column. Estimated Total Water Use calculation shall be provided in compliance with Appendix B.

83. All trees planted as a part of the development and as shown on the approved landscape plans shall be "Protected" and shall be subject to the City's Tree Preservation Ordinance. Tree removal and pruning shall require a tree pruning or removal permit prior to removal by City Landscape Architect. Any damaged or removed trees without a permit shall be replaced in accordance with the City's Tree Preservation Ordinance within the timeframe established by the City and pursuant to the Municipal Code.

CONDITIONS APPLICABLE DURING CONSTRUCTION

Hazardous Materials.

84. Hazardous Materials/Waste and their vessels discovered during Grading/Construction – If hazardous materials/waste or their containers are discovered during grading/construction the Hayward Fire Department shall be immediately notified at (510) 583-4910.

85. Hazardous Materials/Waste during Construction - During grading and construction hazardous materials and hazardous waste shall be properly stored, managed and disposed.

Land Development – Engineering.

86. Stormwater City standard curb, gutter, sidewalk, and driveway shall be constructed across the property frontage per plans approved by the City Engineer.

87. Install City standard drain inlet in street fronting the property with an underground pipe connection to an existing public drain.

88. Street pavement fronting the property shall be reconstructed or improved to provide Traffic Index 7 load bearing capability. Install pavement markings, striping and traffic signage as required.

89. New improvement in street right-of-way shall conform to grades and form of existing adjoining improvements.

90. The following control measures for construction noise, grading and construction activities shall be adhered to, unless otherwise approved by the City Engineer:

a. Construction activities on the project site shall be in conformance with Section 4-1.03-4 of the City's Municipal Code unless otherwise permitted by the City Engineer or Chief Building Official and shall not include any individual equipment that produces a noise level exceeding 83 dB measured at 25 feet, nor shall activities produce a noise level outside the project property lines in excess of 86 dB. During all other hours, noise shall not exceed the limits defined in Municipal Code Section 4-1.03.1 (70 dB daytime or 60 dB nighttime, measured at residential property lines).

b. The developer shall post the property with signs that shall indicate the names and phone number of individuals who may be contacted, including those of staff at the Bay Area Air Quality Management District, when occupants of adjacent residences find that construction is creating excessive dust or odors, or is otherwise objectionable. Letters shall also be mailed to surrounding property owners and residents with this information prior to commencement of construction.

c. Daily clean-up of trash and debris shall occur on project street frontages, and other neighborhood streets utilized by construction equipment or vehicles making deliveries.

d. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work;

e. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;

f. Sweep public streets daily if visible soil material is carried onto adjacent public streets;

g. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping;

h. The developer shall immediately report any soil or water contamination noticed during construction to the City Fire Department Hazardous Materials Division, the Alameda County Department of Health and the Regional Water Quality Control Board.

91. Construction Damage: The Developer shall be responsible to remove and replace curb, gutter, sidewalks, driveways, signs, pavement, thermoplastic pavement markings, etc. damaged during construction of the proposed project prior to issuance of the Final Construction Report by the City Engineer. Developer is responsible for documenting the existing conditions prior to the start of construction to serve as a baseline for this requirement.

<u>Utilities –Water and Sewer</u>.

92. All connections to existing water mains shall be performed by City Water Distribution Personnel at the Applicant/Developer expense.

93. All water services from existing water mains shall be installed by City Water Distribution Personnel at the Applicant/Developer expense. The Developer may only construct new services in conjunction with their construction of new water mains.

Utilities – Other.

94. All service to the development shall be an "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, AT&T (phone) Company and local cable company regulations. Transformers and switch gear cabinets shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted City approval as part of the Improvement Plans prior to installation. (DS/PW-ET)

CONDITIONS DUE PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY AND POST-CONSTRUCTION:

Land Development – Engineering.

95. Site grading, drainage and street improvements shall be completed per plans approved by the City Engineer.

96. Street right-of-way dedication documents shall be approved by the City and filed in the County Recorder's public records.

97. Stormwater Pollution Prevention measure maintenance agreement shall be executed and filed in the County Recorder's public records.

98. Street improvement "as-built" plans shall be approved by the City Engineer and the City shall be provided with the same in electronic and photomylar medias.

Landscaping.

99. Issuance of Certificate of Occupancy:

    a. Pursuant to HMC Section 10-12.09. Prior to the issuance of Certificate of Occupancy, all landscape and irrigation shall be completed in accordance to the approved plan and accepted by the City Landscape Architect. Before requesting an inspection from the City Landscape Architect, the project landscape architect shall inspect and accept landscape improvements and shall complete Appendix C. Certificate of Completion in the City's Bay-Friendly Water Efficient Landscape Ordinance. The completed Certificate of Completion Part 1 through Part 7 or applicable parts shall be submitted to the City prior to requesting an inspection from the City Landscape Architect.

    b. Pursuant to HMC Section 10-12.11. For new construction and rehabilitated landscape projects installed after December 1, 2015, the project applicant shall submit an irrigation audit report done by the third party as required in Appendix C - Certificate of Completion Part 5 to the City. The report may include, but not limited to inspection, system tune-up, system test with distribution uniformity, overspray or run off causing overland flow, an irrigation schedule, irrigation

controllers with application rate, soil types, plant factors, slope, exposure and any other factors necessary for accurate programming.

100. Landscape Maintenance.

a. Landscaping shall be maintained by property owner in a healthy, weed-free condition at all times and shall maintain irrigation system to function as designed to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which contribute pollution to the Bay.

b. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection.

c. Three inches deep mulch should be maintained in all planting areas. Mulch shall be organic recycled chipped wood in the shades of Dark Brown Color, and the depth shall be maintained at three inches deep.

d. All nursery stakes shall be removed during tree installation and staking poles shall be removed when the tree is established or when the trunk diameter of the tree is equal or larger to the diameter of the staking pole.

e. All trees planted as a part of the development as shown on the approved landscape plans shall be "Protected" and shall be subjected to Tree Preservation Ordinance. Tree removal and pruning shall require a tree pruning or removal permit prior to removal by City Landscape Architect. Any damaged or removed trees without a permit shall be replaced in accordance with Tree Preservation Ordinance or as determined by City Landscape Architect within the timeframe established by the City and pursuant to the Municipal Code.

101. Irrigation systems shall be tested periodically to maintain uniform distribution of irrigation water; irrigation controller shall be programed seasonally; irrigation system should be shut-off during winter season; and the whole irrigation system should be flushed and cleaned when the system gets turn on in the spring.

102. Landscaping shall be maintained in a healthy, weed-free condition at all times and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to runoff pollution. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection. Three-inch deep mulch should be maintained in all planting areas. Mulch shall be organic recycled chipped wood in the shades of Dark Brown Color, and the depth shall be maintained at three inches deep.

--END--

24997 O'NEIL AVENUE
HAYWARD, CA 94554

PROJECT DESCRIPTION:

NEW MULTIFAMILY BUILDING
3 STORIES
9 UNITS
9 PARKING SPACES

PROJECT TEAM:

BUILDING OWNER:
KUMAR-PUNIA FAMILY TRUST
2127 ARLINGTON WAY, SAN RAMON, CA 94582
(650) 863-3703
pkpunia@hotmail.com

ARCHITECT:
MARC DiGIACOMO ARCHITECT
3110 FERNSIDE BLVD., ALAMEDA, CA 94501
(415) 334-7516
Marc@DiGiacomoArchitect.com

LANDSCAPE ARCHITECT:
LANDARC ASSOCIATES
1900 S. NORFOLK ST, SUITE 350, SAN MATEO, CA 94403
(408) 361-8085
scottf@landarcassociates.com

CIVIL ENGINEER:
ACKLAND INTERNATIONAL, INC.
333 HEGENBERGER RD, SUITE 206, OAKLAND, CA 94621
(510) 633-1797
ekundayo.sowunmi@gmail.com

PLANNING DATA:

APN 444-57-6 BLOCK 57, LOT 6
ZONING: MB-T4-1 URBAN GENERAL ZONE
THOROUGHFARE DESIGNATION: ST-50-34-BR

LOT AREA:
PER SURVEYOR: 11,919 S.F. (0.2736 ACRE)
EFFECTIVE LOT AREA (NET OF R/W:) 9,199 S.F.

LOT COVERAGE: 2,862 S.F. (80 % MAX = 7,359 S.F.)

DENSITY:
0.2736 ACRE x 35 UNITS/ ACRE = 9.6 UNITS MAX

COMMON OPEN SPACE REQUIRED:
10% (PER AHP) x 9,199 S.F.= 920 S.F.

COMMON OPEN SPACE PROVIDED: 1042 S.F. (11 %)

NO CAR PARKING REQUIRED
BICYCLE PARKING: 15 BEDROOMS x .15 = 2.3 SPACES
4 BICYCLE SPACES PROVIDED

BUILDING DATA:

3 STORIES
OCCUPANCY GROUP R-2

CONSTRUCTION TYPE:
V-B WITH TYPE "S" SPRINKLER
PER CBC 903.3.1.1 AND CBC 903.2.8

GROSS AREAS BY FLOOR:
1ST FLOOR: 2501 S.F.
2ND FLOOR: 2543 S.F.
3RD FLOOR: 2543 S.F.
TOTAL: 7587 S.F. GROSS

APPLICABLE CODES:

2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA MECHANICAL CODE
2016CALIFORNIA PLUMBING CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA FIRE CODE
2016 CALGREEN

DWELLING UNITS:

9 DWELLING UNITS

UNIT 1A:
2 BR, 2 BA
848 S.F. NET

UNIT 2A AND 3A:
2 BR, 2 BA
868 S.F. NET, EACH

UNIT 1B:
1 BR, 1 BA
638 S.F. NET

UNIT 2B and 3B:
1 BR, 1 BA
679 S.F. NET, EACH

UNITS 1C, 2C, AND 3C:
2 BR, 2 BA
857 S.F. NET, EACH

SHEET INDEX:

VICINITY MAP:

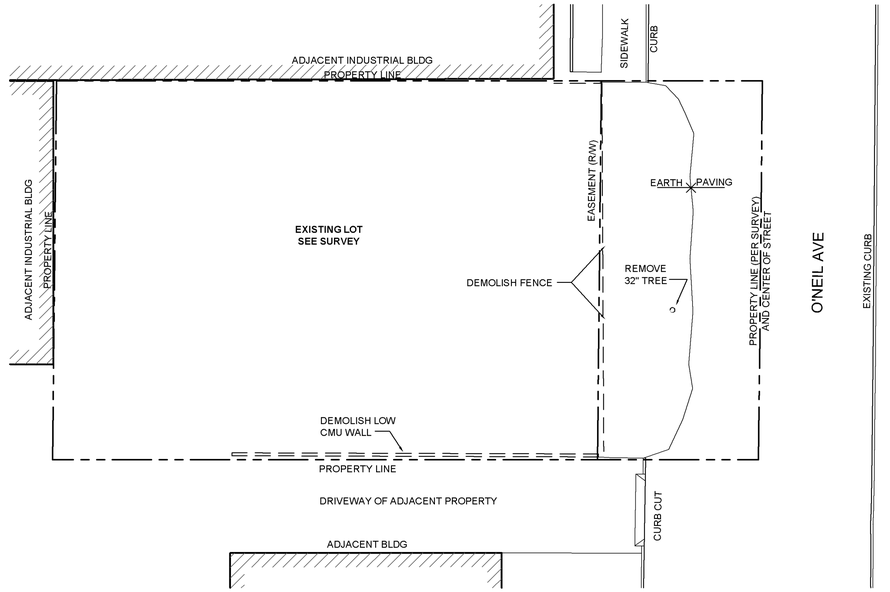
MARC DiGIACOMO
ARCHITECT, LEED AP
3110 Fernside Blvd.
Alameda, CA 94501
Cell (415) 334-7516

LICENSED ARCHITECT
MARC DIGIACOMO
C-29852
7/31/21
RENEWAL DATE
STATE OF CALIFORNIA

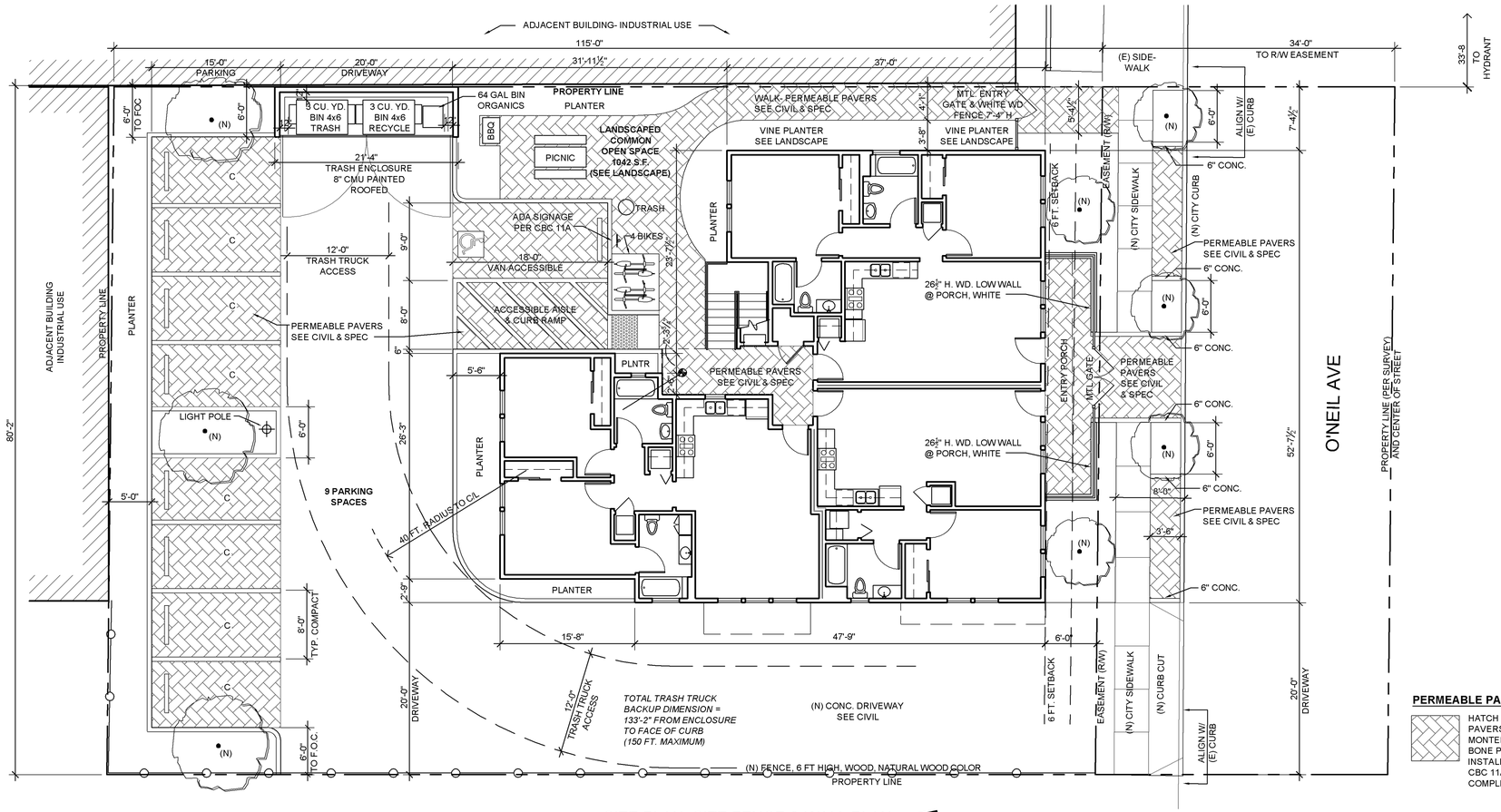
24997 O'NEIL AVE
HAYWARD, CA 94554

PLANNING SUBMITTAL	3-28-19
PLANNING REVISION 1	11-14-19
PLANNING REVISION 2	5-7-20

A1



1 SITE DEMO PLAN
SCALE: 1/16" = 1'-0"



2 SITE PLAN, SITE FENCE & WALL PLAN
SCALE: 1/8" = 1'-0"

GARAGE CONTAINER CALCULATION

Formula to Determine Minimum Multi-Family Garbage Container Capacity in Cubic Yards (Must Be Included on Site Plan)

9 # of dwelling units x 1.2 (move in/out factor) x 32 (gallons per unit) ÷ 200
= 1.7 **CY/Week**

Container Capacity for Recyclables Must be Equivalent to Capacity Allocated to Trash

Trash CY/week calculation from above

1.7 **CY/Week of Recyclables**

Formula to Determine Minimum Multi-Family Organic Container Capacity in Gallons

9 # of dwelling units x 5 (gallons of organics per unit)
= 45 **Gallons/Week of Organics**

This formula must be clearly indicated on the site plan to justify the container size(s) and determine enclosure dimensions.

PERMEABLE PAVER SPEC

HATCH DENOTES PERMEABLE PAVERS, CASTLELITE BLOCK LLC MONTEREY BLEND IN HERRING-BONE PATTERN. PAVERS MUST BE INSTALLED TO COMPLY WITH CBC 11A FOR ACCESSIBILITY COMPLIANCE

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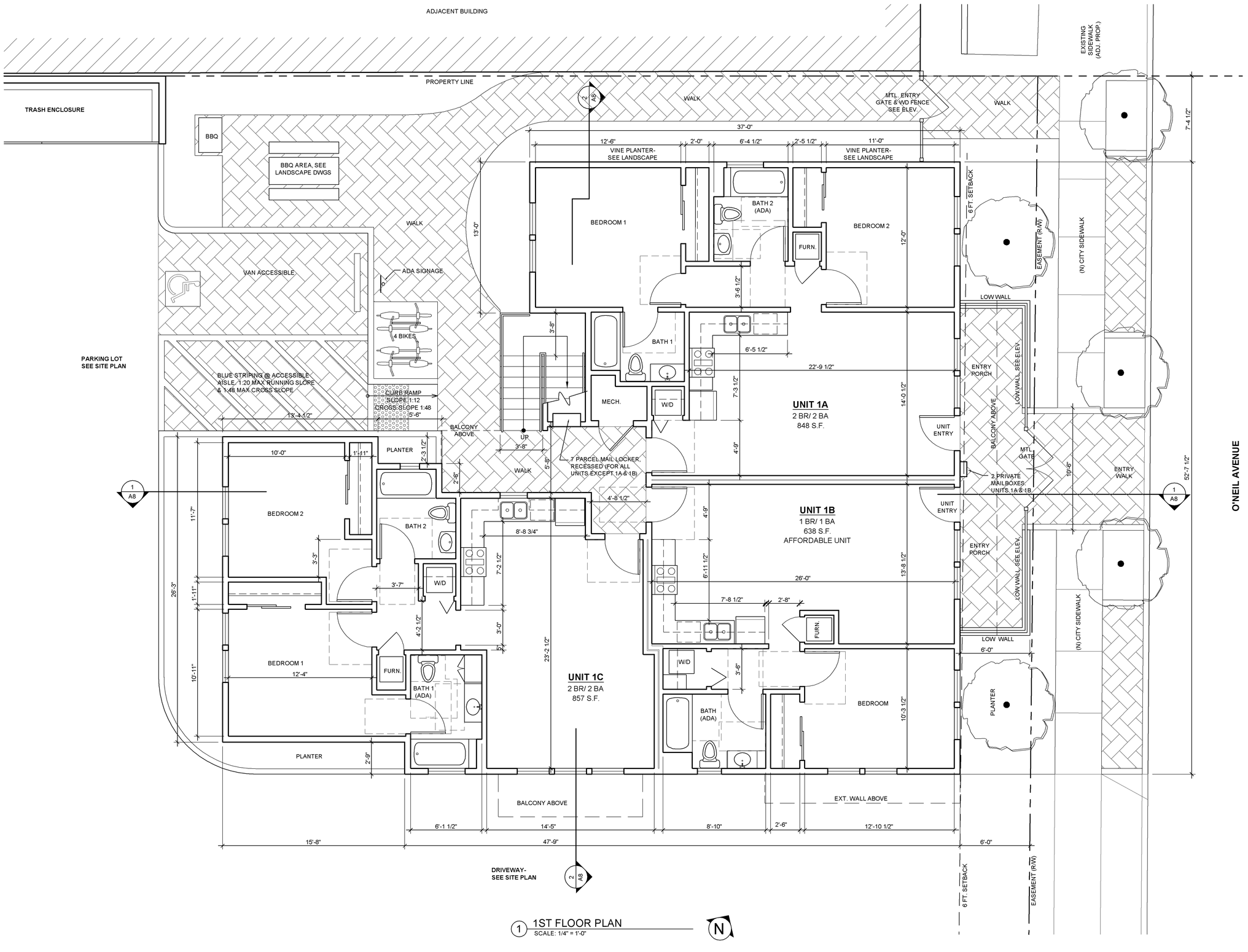
A2



1 1ST FLOOR PLAN
SCALE: 1/4" = 1'-0"

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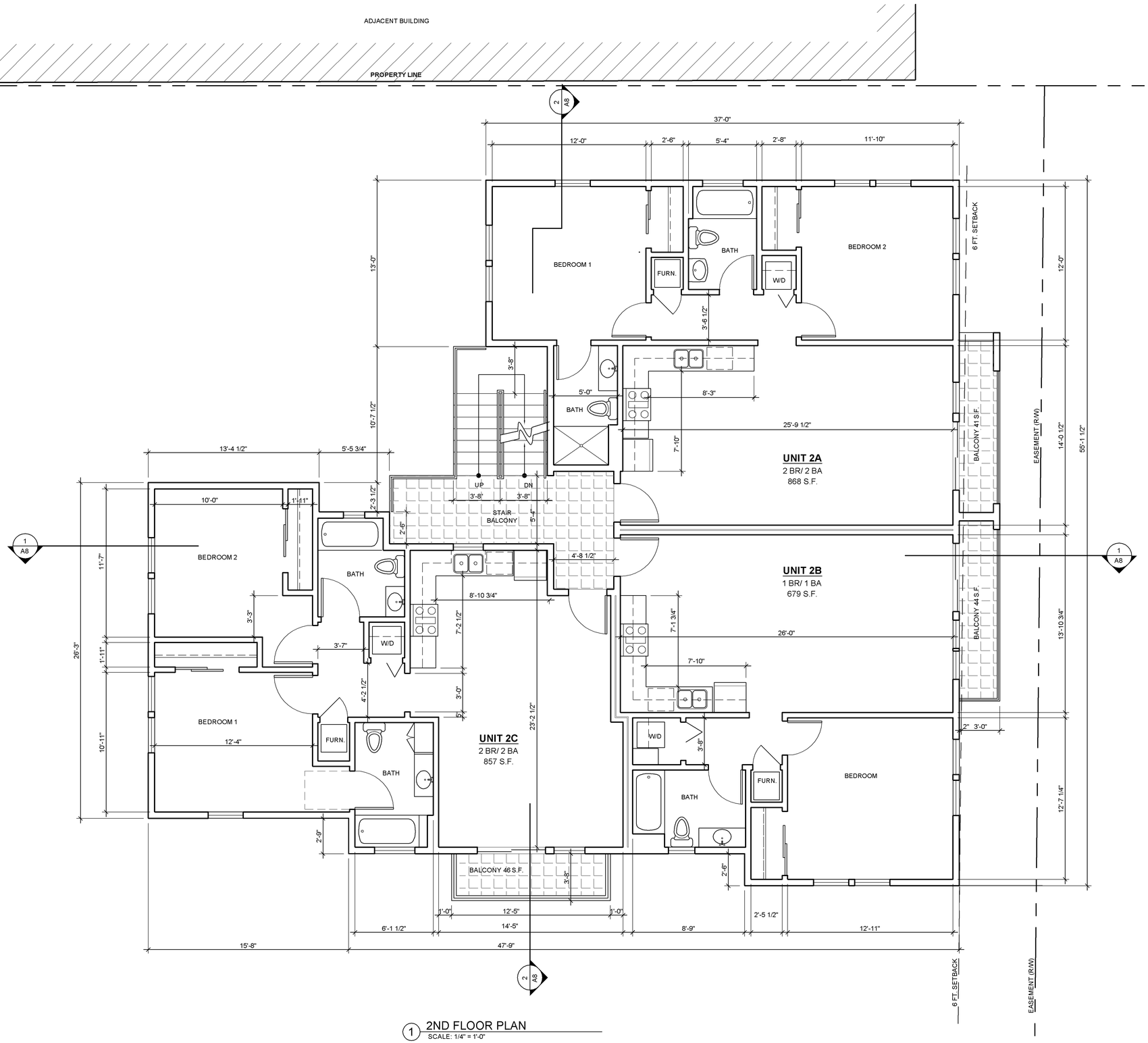

1 2ND FLOOR PLAN
SCALE: 1/4" = 1'-0"

PLANNING SUBMITTAL	3-28-19
PLANNING REVISION 1	11-14-19
PLANNING REVISION 2	5-7-20

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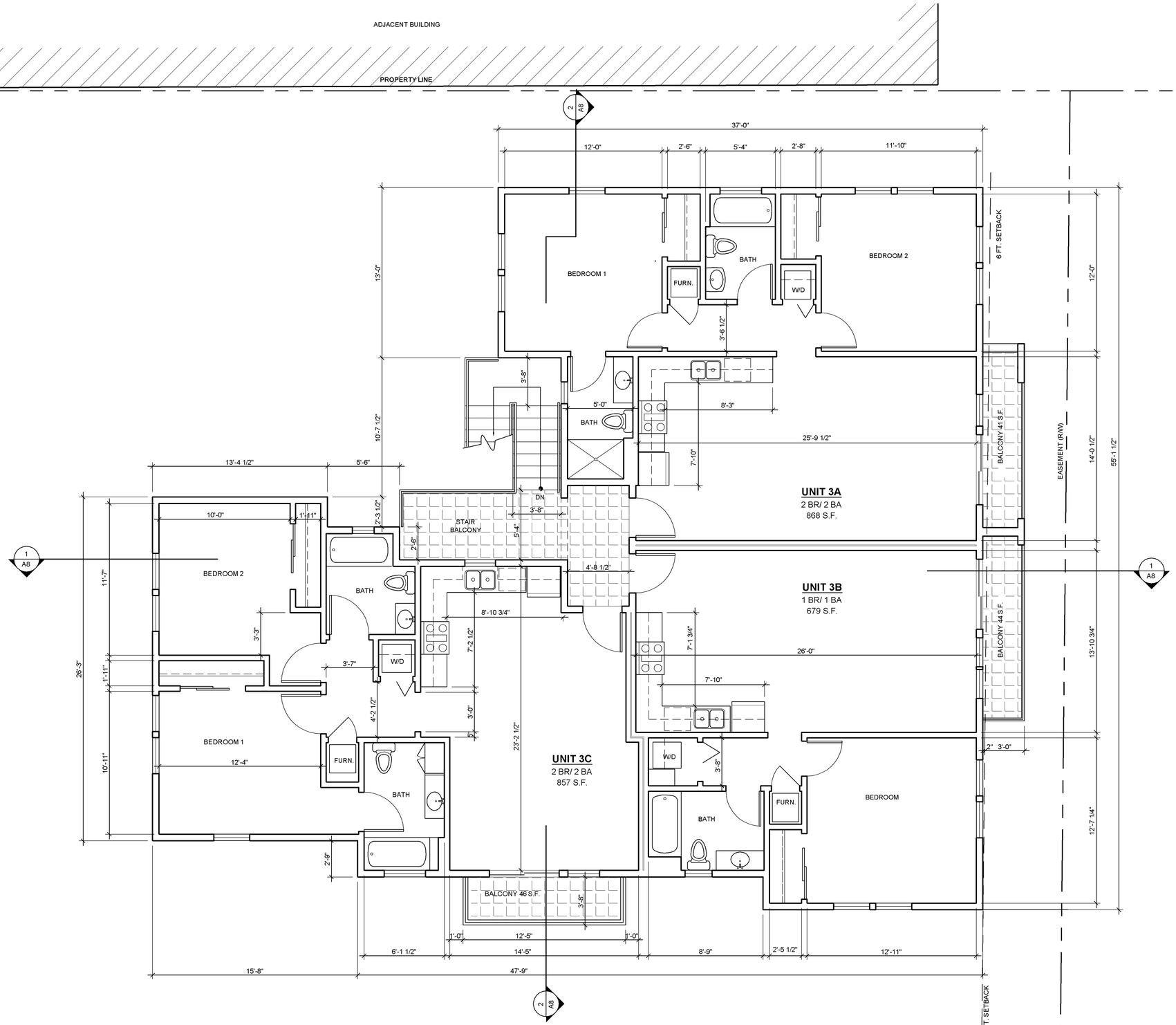
Attachment IV



1 3RD FLOOR PLAN
SCALE: 1/4" = 1'-0"

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C-20682
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1 EAST ELEVATION
SCALE: 3/16" = 1'-0"

2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

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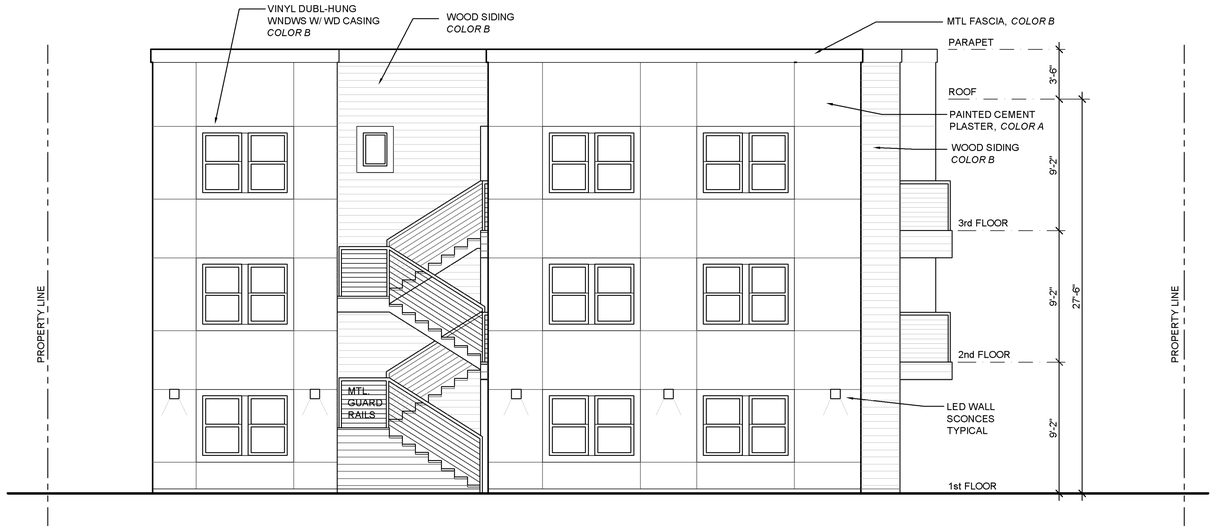
A6



1 WEST ELEVATION
SCALE: 3/16" = 1'-0"

2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

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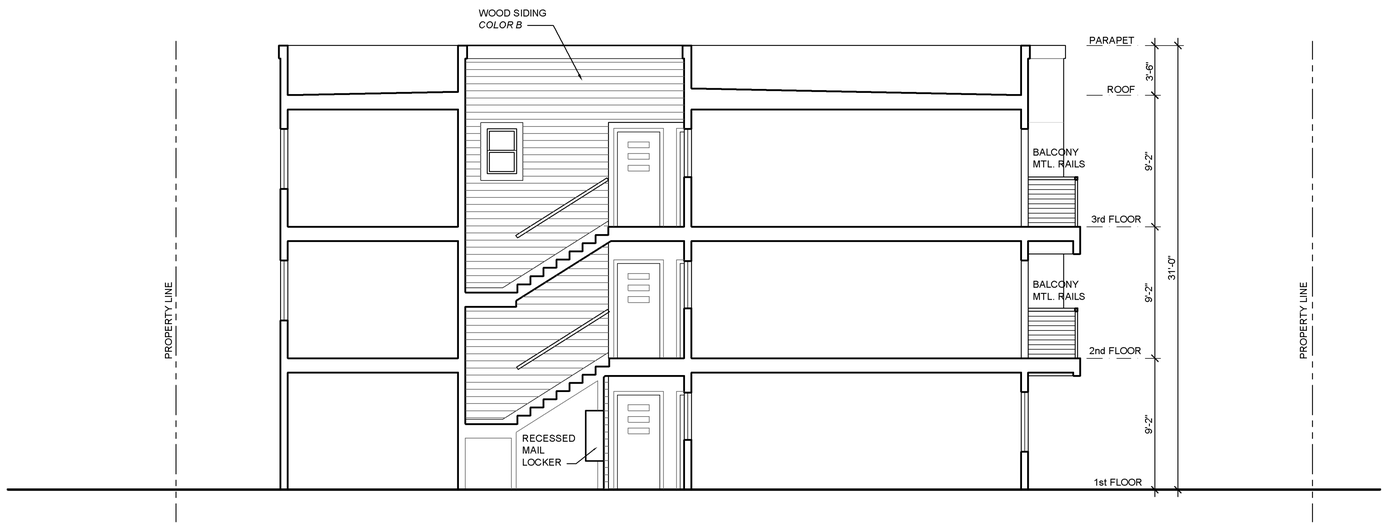
A7

1 EAST-WEST BUILDING SECTION
SCALE: 3/16" = 1'-0"



2 NORTH-SOUTH BUILDING SECTION
SCALE: 3/16" = 1'-0"

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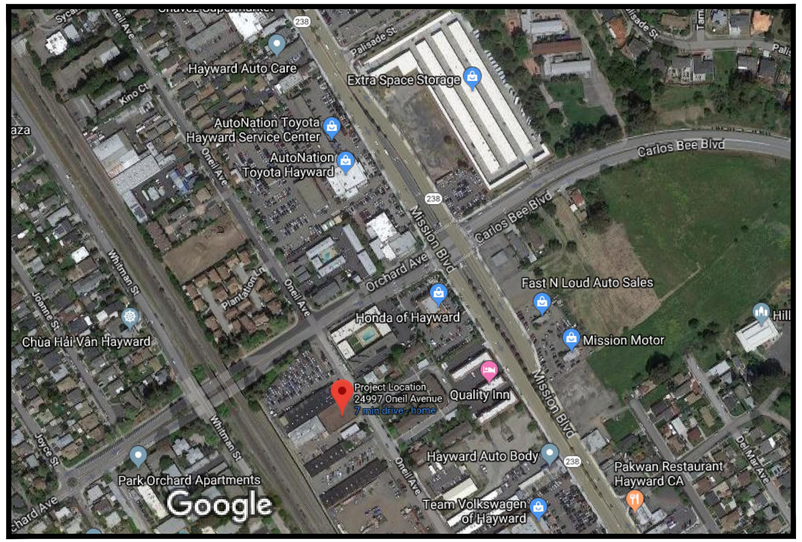
GENERAL NOTES

1. EXCEPT AS OTHERWISE SPECIFIED ON THESE PLANS, ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND STANDARD DETAILS OF THE CITY OF HAYWARD AND OTHER APPLICABLE CODES.
2. CONTRACTOR SHALL VERIFY ELEVATIONS, DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD. EXISTING SURFACE UTILITIES AS SHOWN WERE LOCATED BY FIELD SURVEYS CONDUCTED FOR THE PROJECT.
3. ELEVATIONS ARE BASED ON CITY OF HAYWARD DATUM.
4. ALL GRADING AND EARTHWORK SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA BUILDING CODE AND/OR THE CITY OF HAYWARD, AS APPLICABLE. SPECIAL INSPECTION IS REQUIRED FOR FOOTING EXCAVATION, IN ORDER TO IDENTIFY LOCATIONS OF SOFT OR UNSUITABLE MATERIAL WHERE OVER-EXCAVATION OR RE-COMPACTION OF SOIL MAY BE NEEDED.
5. CONTRACTOR SHALL SLOPE HARDSCAPE SURFACES AT A GRADIENT OF AT LEAST 2 PERCENT AND LANDSCAPE SURFACES AT A GRADIENT OF 5 PERCENT AWAY FROM THE PERIMETER OF THE RESIDENCE FOR A DISTANCE OF AT LEAST 8 FEET, WHERE POSSIBLE.
6. AT ALL TIMES, CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE. THIS INCLUDES SAFETY OF PERSONS AND PROPERTY AND FOR ALL NECESSARY INDEPENDENT ENGINEERING REVIEWS OF THESE CONDITIONS. THE ENGINEER WILL CONDUCT OCCASIONAL JOB SITE REVIEWS. HOWEVER, THESE JOB SITE REVIEWS SHALL NOT BE CONSTRUED TO INCLUDE THE REVIEW OF CONTRACTOR'S SAFETY MEASURES.
7. CONTRACTOR SHALL MAINTAIN THE STREETS AND ANY OTHER PUBLIC RIGHT-OF-WAY IN A CLEAN, SAFE AND USABLE CONDITION. ANY SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS MUST BE REMOVED FROM THE PUBLICLY OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT.
8. CONTRACTOR SHALL PROTECT EXISTING FACILITIES TO REMAIN AND SHALL PREVENT DAMAGE TO THESE FACILITIES. ANY DAMAGE TO THESE FACILITIES DURING THE DURATION OF THE CONTRACT SHALL BE REPAIRED OR RESTORED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER TO THE SATISFACTION OF THE OWNER.
9. APPROVALS BY THE CITY OF HAYWARD OR THE OWNER DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR THE CORRECTION OF MISTAKES, ERRORS OR OMISSIONS.
10. THE CONTRACTOR SHALL NOTIFY U.S.A., UNDERGROUND SERVICES ALERT, 800-642-2444 48 HOURS PRIOR TO ANY EXCAVATION.
11. EXISTING FACILITIES ARE TO REMAIN UNLESS OTHERWISE INDICATED TO BE REMOVED OR EXCEPT AS MAY BE REQUIRED TO BE REMOVED, MODIFIED AND/OR RESTORED TO PERMIT CONSTRUCTION.
12. ALL UTILITY STRUCTURES TO REMAIN INCLUDING, BUT NOT LIMITED TO MANHOLES, CATCH BASINS, METER BOXES, WATER VALVES, FIRE HYDRANTS, TELEPHONE AND ELECTRIC VAULTS AND PULL BOXES, THAT LIE WITHIN THE PROJECT LIMITS OR AREA AFFECTED BY WORK ON THIS PROJECT SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR.
13. THE CONTRACTOR, SHALL ACQUIRE AND PAY ALL FEES FOR PERMITS NECESSARY TO ALLOW CONSTRUCTION.
14. CITY OF HAYWARD ENGINEER AND/OR OWNER'S INSPECTOR SHALL HAVE 48-HOUR NOTICE FOR INSPECTION.

IMPROVEMENT PLANS FOR APARTMENT UNITS

24997 O'NEIL AVENUE, HAYWARD, CA



VICINITY MAP

NOT TO SCALE

ENGINEER'S STATEMENT

THESE PLANS WERE PREPARED BY ME OR UNDER MY DIRECTION IN CONNECTION WITH THE PROPOSED APARTMENT UNITS FOR PAWAN KUMAR.

BY: Ekundayo Sowunmi
EKUNDAYO SOWUNMI, P.E.
RCE 22573 EXP. 12/31/2021

ABBREVIATIONS

@	AT	(N)	NEW
BLDG.	BUILDING	N	NORTH
BLKG.	BLOCKING	O.C.	ON CENTER
CB	CEILING	OPNG.	OPENING
CL	CENTER LINE	PR.	PAIR
CO	CLEANOUT	PLYWD.	PLYWOOD
COMPO.	COMPOSITION	(R)	REMOVE
CONC.	CONCRETE	RWL	RAINWATER LEADER
DEMO.	DEMOLITION	REF.	REFERENCE
DIA.	DIAMETER	SAD	SEE ARCHITECTURAL DRAWINGS
DN.	DOWN		
D.S.	DOWN SPOUT	SLD	SEE LANDSCAPE DRAWINGS
EA.	EACH		
(E)	EXISTING	SHT.	SHEET
EQ.	EQUAL	SS	SANITARY SEWER
EXT.	EXTERIOR	SSCO	SANITARY SEWER CLEANOUT
FG	FINISH GRADE		
FIN. FLR	FINISH FLOOR	SD	STORM DRAIN
FL	FLOW LINE	SDCO	STORM DRAIN CLEANOUT
FP	FINISH PAVEMENT		
HDR.	HEADER	TYP.	TYPICAL
HT.	HEIGHT	V.I.F.	VERIFY IN FIELD
MON	MONUMENT	W/	WITH
		WD.	WOOD

SYMBOLS

- BOUNDARY LINE
- CENTERLINE
- MONUMENT LINE
- PROPERTY LINE

EARTHWORK QUANTITIES

CUT	338 CUBIC YARDS
FILL	0 CUBIC YARDS
EXPORT	TO BE DETERMINED

NOTE: GRADING QUANTITIES REPRESENT BANK YARDAGE. THEY DO NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND ARE INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS. NOTE THE GEOTECHNICAL ENGINEER IN THE FIELD MAY REQUIRE ADDITIONAL EARTHWORK AT TIME OF CONSTRUCTION. CONTRACTOR SHALL INDEPENDENTLY DETERMINE AND IS RESPONSIBLE FOR THE ACTUAL EARTHWORK QUANTITIES FOR GRADING PERMIT APPLICATION REQUIREMENTS.

SHEET INDEX

ACKLAND
INTERNATIONAL, INC.
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510.564.4284 (tel)
510.633.2431 (fax)

REGISTERED PROFESSIONAL ENGINEER
EKUNDAYO AKIN SOWUNMI
No. 22573
Exp. 12-31-21
CIVIL
STATE OF CALIFORNIA
Ekundayo Sowunmi

24997 O'NEIL AVE
HAYWARD, CA 94554

PLANNING SUBMITTAL

PROJECT NO.:S17046

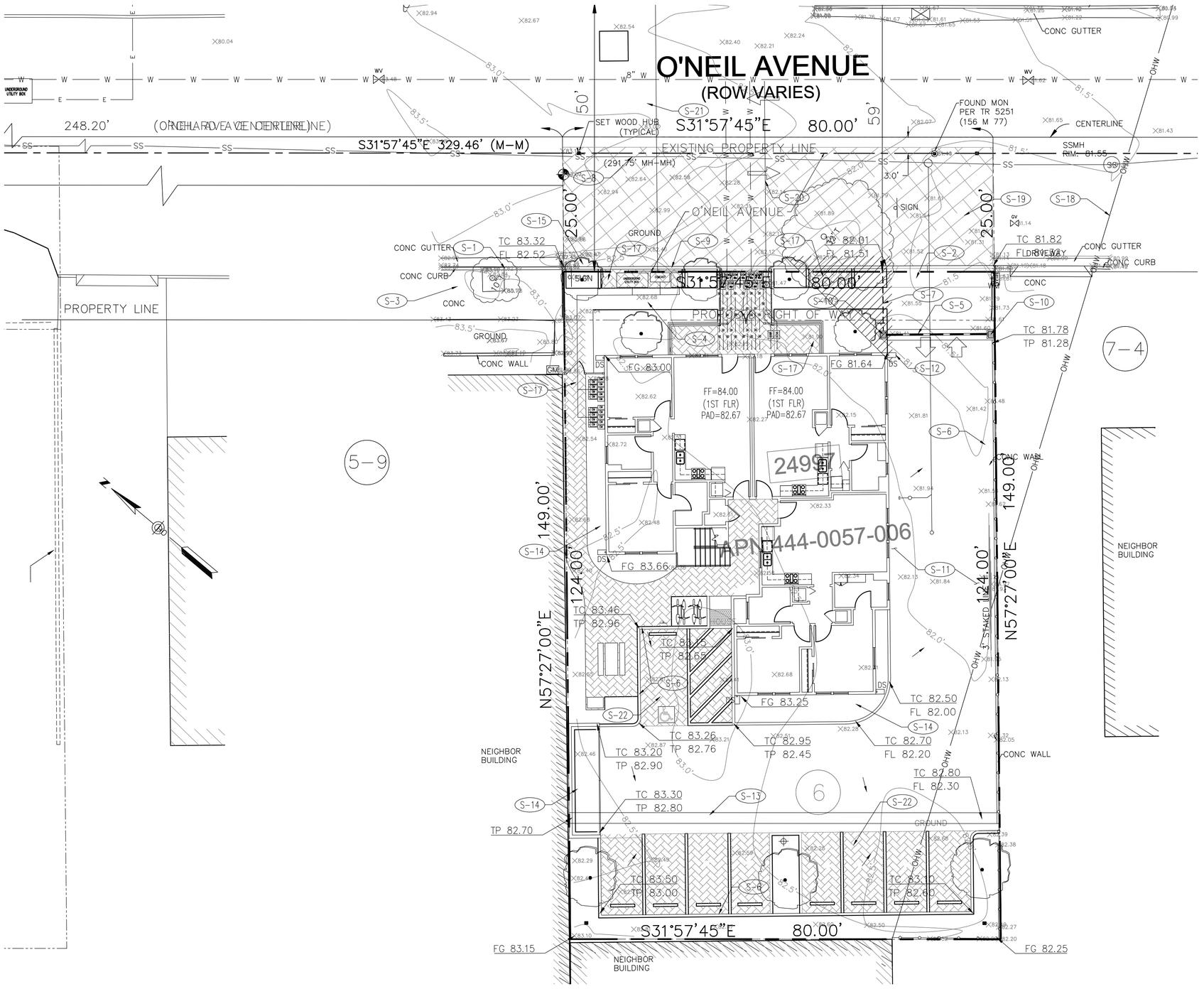
DRAWN: DS

CHECKED: ES

SCALE: AS SHOWN

DATE: 09-18-19

C0.0



SITE PLAN

SCALE: 1" = 10'- 0"

SITE PLAN NOTES

S-1 (E) CURB AND GUTTER TO REMAIN.
S-2 (N) CONCRETE DRIVEWAY PER CITY OF HAYWARD STANDARD DETAILS.
S-3 (E) CONCRETE SIDEWALK TO REMAIN.
S-4 (N) CONCRETE SIDEWALK PER CITY OF HAYWARD STANDARD DETAILS.
S-5 (N) 4" PERFORATED STORM DRAIN PIPE (HDPE).
S-6 (N) CONCRETE CURB PER DETAIL 2/C5.0.
S-7 (N) SIDEWALK UNDERDRAIN.
S-8 (E) SANITARY SEWER MAIN.
S-9 (N) CONCRETE CURB AND GUTTER PER CITY OF HAYWARD STANDARD DETAIL.
S-10 (N) CATCH BASIN.
S-11 (N) 3" AC PAVEMENT OVER 6" AGGREGATE BASE.
S-12 (N) RAINWATER LEADER WITH SPLASH BLOCK.
S-13 (N) CONCRETE VALLEY GUTTER.
S-14 (N) PLANTER.
S-15 (N) STREET TREES.
S-16 (N) STORM DRAIN CLEANOUT PER DETAIL 5/C5.0.
S-17 (N) PERMEABLE PAVER WALK PER DETAIL 1/C5.0. PAVERS SHALL BE CASTLELITE BLOCK LLC MONTEREY BLEND IN HERRING-BONE PATTERN. PAVERS SHALL BE INSTALLED TO BE ACCESSIBLE PER CBC 11A.
S-18 OVERHEAD LINE TO BE RE-ROUTED.
S-19 (N) ASPHALT CONCRETE PAVEMENT (4" AC OVER 9" AGGREGATE BASE OVER 95% SUBGRADE).
S-20 (N) FIRE WATER.
S-21 (N) JOINT UTILITY TRENCH.
S-22 (N) PERMEABLE PAVER PARKING SPACE. PAVERS SHALL BE CASTLELITE BLOCK LLC MONTEREY BLEND IN HERRING-BONE PATTERN. PAVERS SHALL BE INSTALLED TO BE ACCESSIBLE PER CBC 11A.

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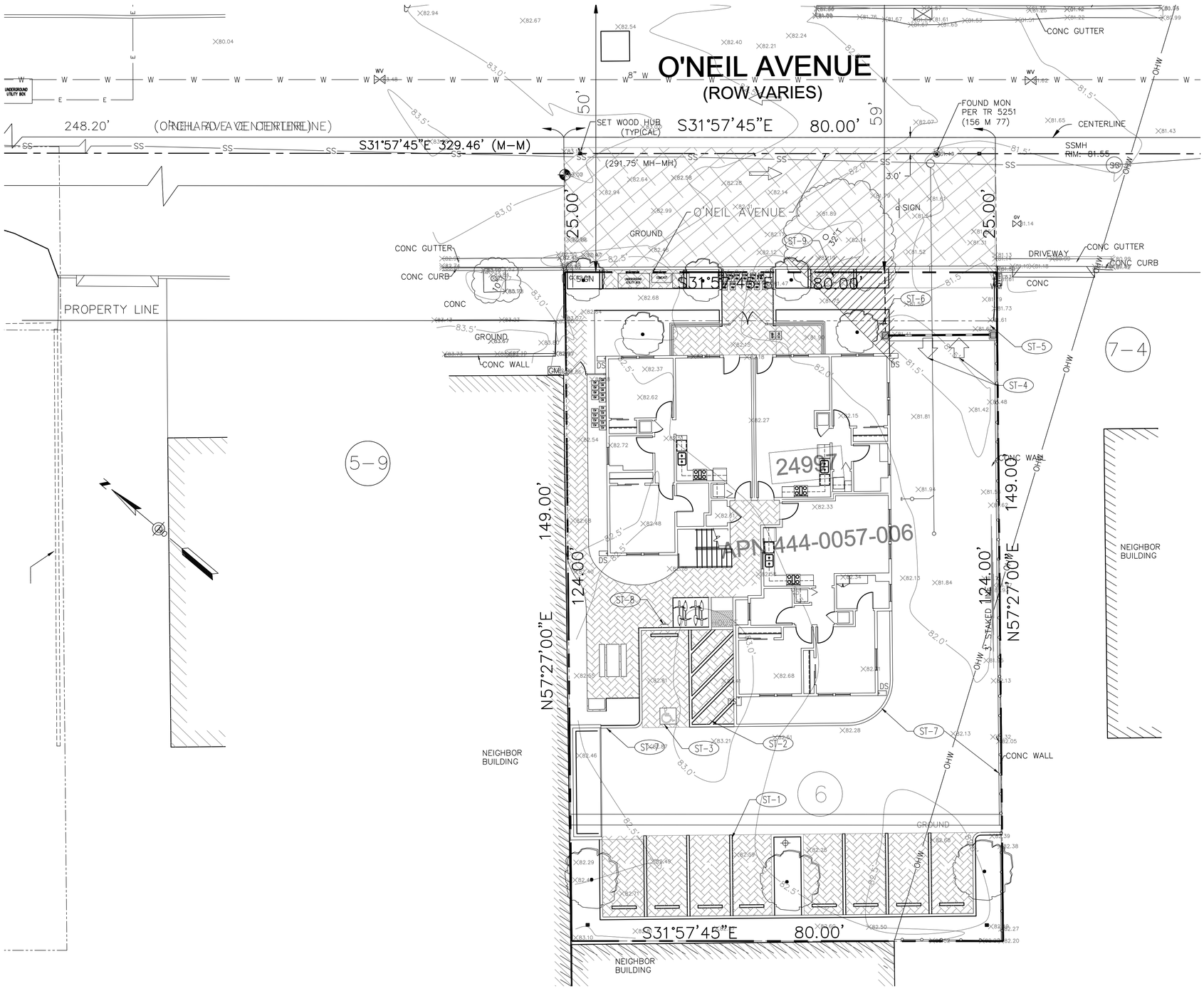

STRIPING AND SIGNAGE NOTES

ST-1 PAINT 4" WIDE STRIPING.
ST-2 PAINT 4" WIDE DIAGONAL STRIPING.
ST-3 PAINT ADA SYMBOL PAVEMENT MARKING.
ST-4 PAINT 12" WIDE TRAFFIC ARROW.
ST-5 INSTALL CALTRANS R1-1 STOP SIGN.
ST-6 INSTALL PRIVATE DRIVEWAY ENTRANCE SIGN,
ST-7 PAINT CURB RED.
ST-8 INSTALL CALTRANS ADA R99C PARKING SIGN.
ST-9 VISION TRIANGLE.

SIGNING AND STRIPING PLAN

SCALE: 1" = 10'- 0"

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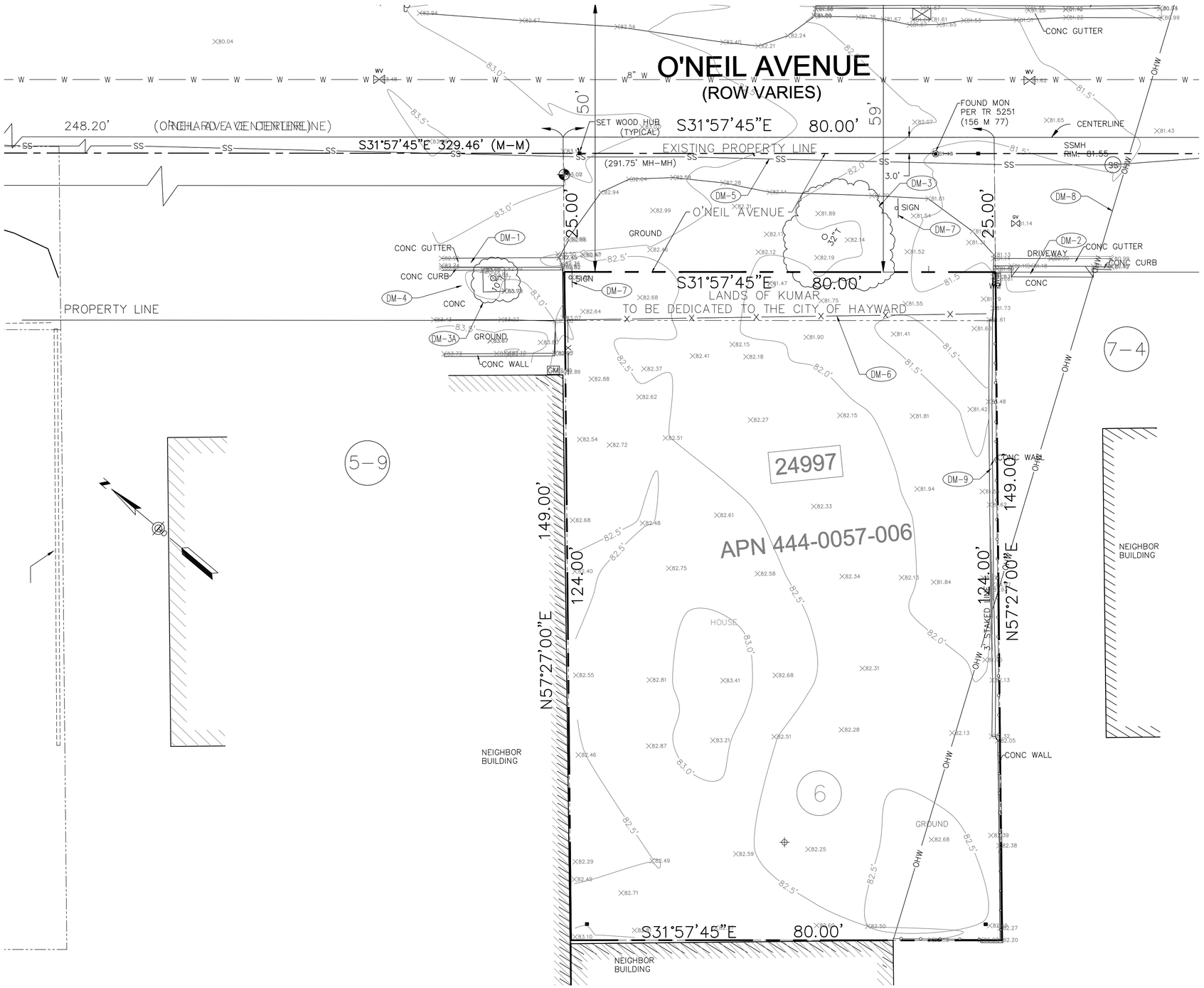

DEMOLITION PLAN NOTES

DM-1 (E) CONCRETE CURB AND GUTTER TO REMAIN.
DM-2 (E) CONCRETE DRIVEWAY TO REMAIN.
DM-3 REMOVE (E) TREE.
DM-3A (E) TREE TO REMAIN.
DM-4 (E) CONCRETE SIDEWALK TO REMAIN.
DM-5 (E) SANITARY SEWER MAIN.
DM-6 DEMOLISH (E) FENCE.
DM-7 RELOCATE / REMOVE (E) SIGN.
DM-8 (E) OVERHEAD LINE TO BE RE-ROUTED BY COMCAST.
DM-9 REMOVE (E) CONCRETE WALL.

DEMOLITION PLAN

SCALE: 1" = 10'- 0"

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PLANNING SUBMITTAL

PROJECT NO.:S17046
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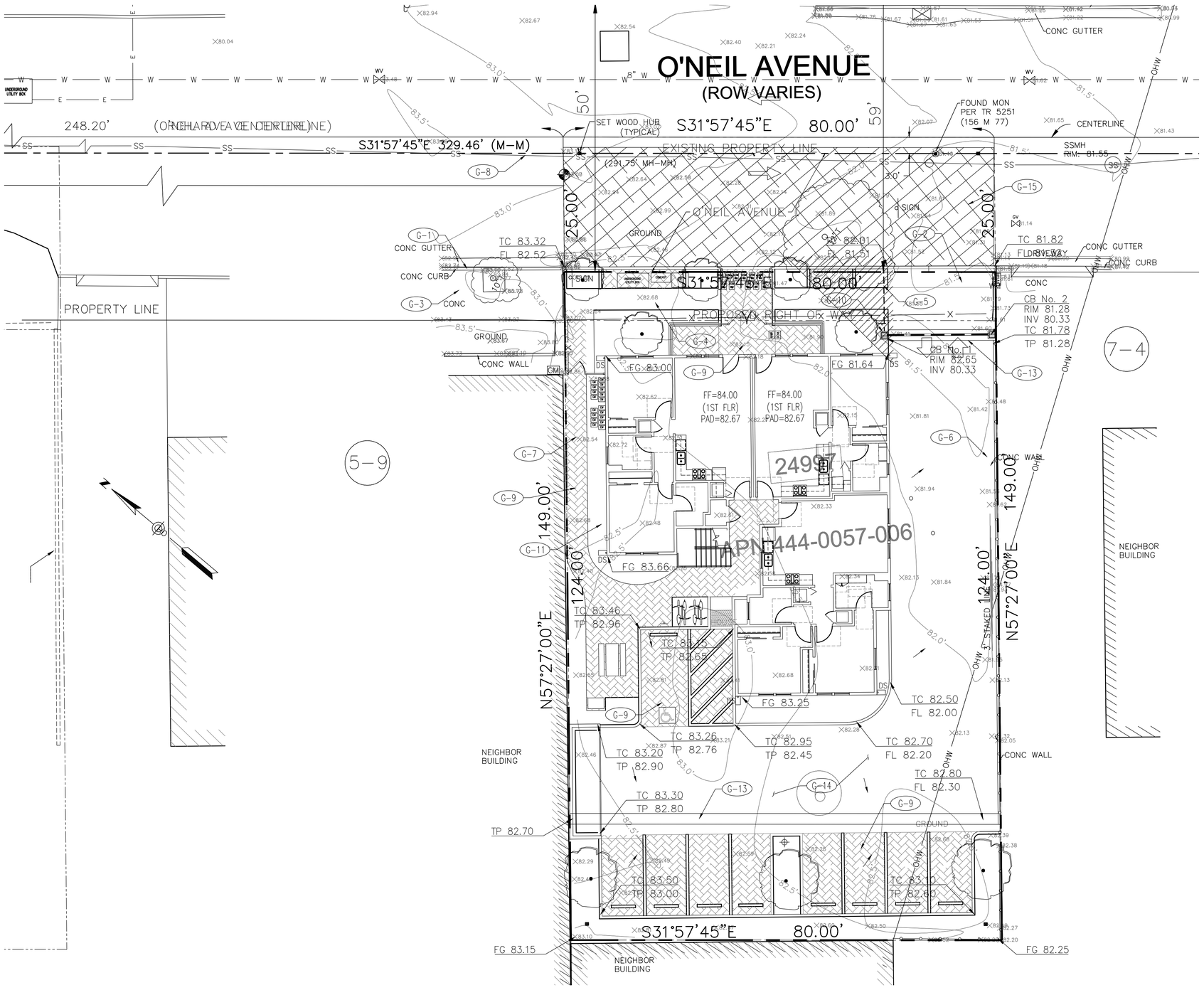

GRADING AND DRAINAGE PLAN NOTES

G-1 (E) CURB AND GUTTER TO REMAIN.
G-2 CONSTRUCT (N) CONCRETE DRIVEWAY PER CITY OF HAYWARD STANDARD DETAILS.
G-3 (E) CONCRETE SIDEWALK TO REMAIN.
G-4 CONSTRUCT (N) CONCRETE SIDEWALK PER CITY OF HAYWARD STANDARD DETAILS.
G-5 (N) SIDEWALK UNDERDRAIN.
G-6 CONSTRUCT (N) CONCRETE CURB PER DETAIL 1/C5.0.
G-7 CONSTRUCT (N) CONCRETE WALK PER DETAIL 8/C5.0.
G-8 (E) SANITARY SEWER MAIN.
G-9 CONSTRUCT (N) PERMEABLE PAVER PER DETAIL 1/C5.0.
G-10 CONSTRUCT (N) CATCH BASIN.
G-11 (N) PLANTER. SEE LANDSCAPE PLANS.
G-12 NOT USED.
G-13 CONSTRUCT (N) CONCRETE VALLEY GUTTER PER DETAIL 9/C5.0.
G-14 CONSTRUCT (N) PAVEMENT (3" AC OVER 9" AGGREGATE BASE)
G-15 CONSTRUCT (N) ASPHALT CONCRETE PAVEMENT (4" AC OVER 9" AGGREGATE BASE OVER 95% SUBGRADE)

GRADING AND DRAINAGE PLAN

SCALE: 1" = 10'- 0"

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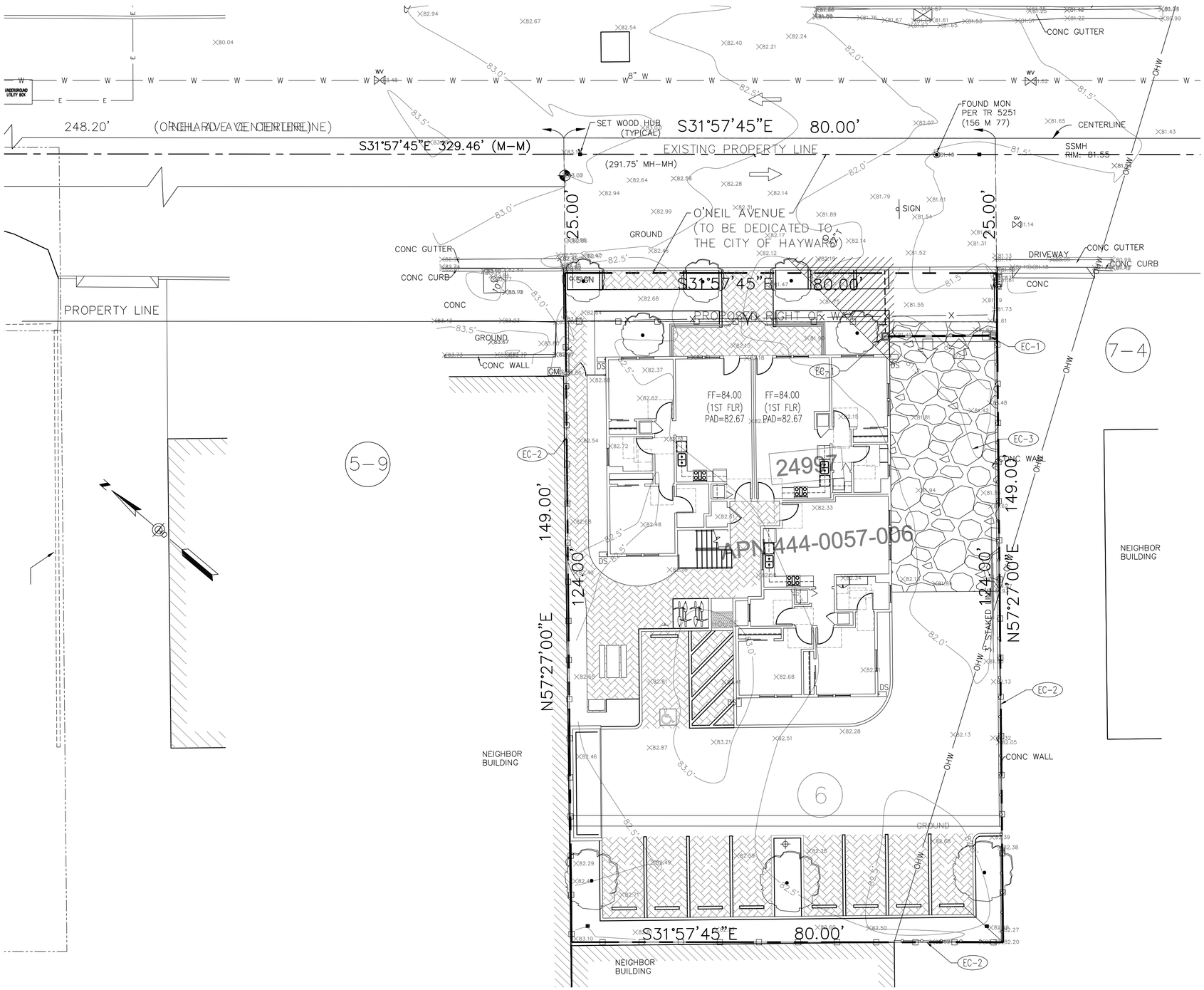

EROSION CONTROL PLAN NOTES

EC-1 INSTALL DRAINAGE INLET PROTECTION PER CITY STANDARD.
EC-2 INSTALL SILT FENCE PER DETAIL 6/C5.0.
EC-3 CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE PER DETAIL 9/C5.0.

EROSION CONTROL PLAN

SCALE: 1" = 10'- 0"

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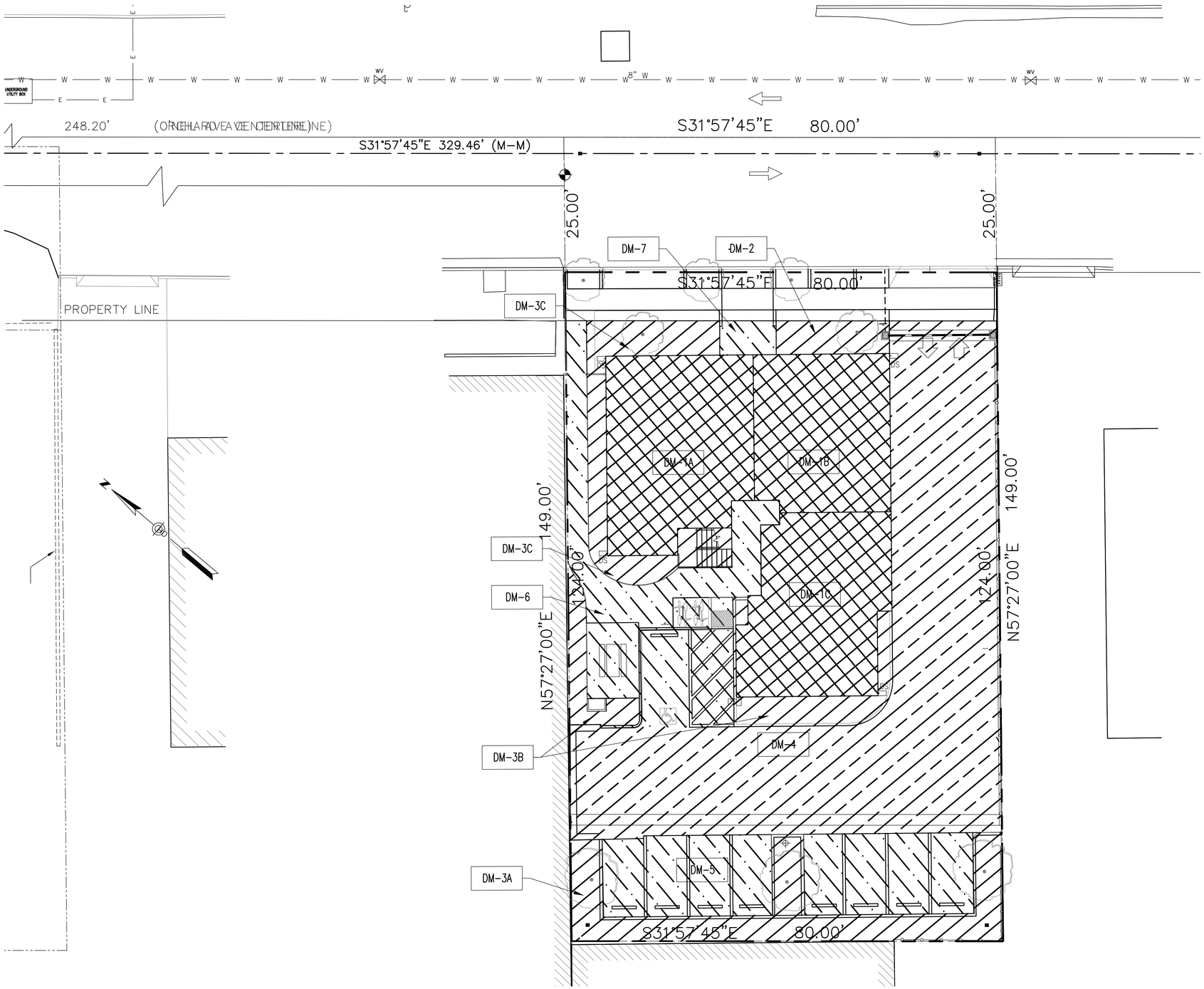
C3.1



STORMWATER CONTROL PLAN NOTES

ST-1 (N) CATCH BASIN.
ST-2 (N) CURB DRAIN.

STORMWATER TREATMENT AREA CALCULATIONS

DMA NAME	AREA (SF)	POST-PROJECT SURFACE TYPE	DMA RUN-OFF FACTOR	DMA X RUN-OFF FACTOR (SF)
DM-1A	920	CONVENTIONAL ROOF	1.00	920
DM-1B	734	CONVENTIONAL ROOF	1.00	734
DM-1C	833	CONVENTIONAL ROOF	1.00	833
DM-2	129	LANDSCAPE	0.10	13
DM-3A	508	LANDSCAPE	0.10	51
DM-3B	442	LANDSCAPE	0.10	44
DM-3C	432	LANDSCAPE	0.10	43
DM-4	3572	CONCRETE OR ASPHALT	1.00	3572
DM-5	941	PERMEABLE PAVERS	0.35	329
DM-6	476	PERMEABLE PAVERS	0.35	167
DM-7	66	PERMEABLE PAVERS	0.35	23
			TOTAL	6728

MINIMUM AREA = 0.04 X 6728= 269 SF
PROPOSED LANDSCAPE AREA = 1079 SF

STORMWATER CONTROL PLAN

SCALE: 1" = 10'- 0"

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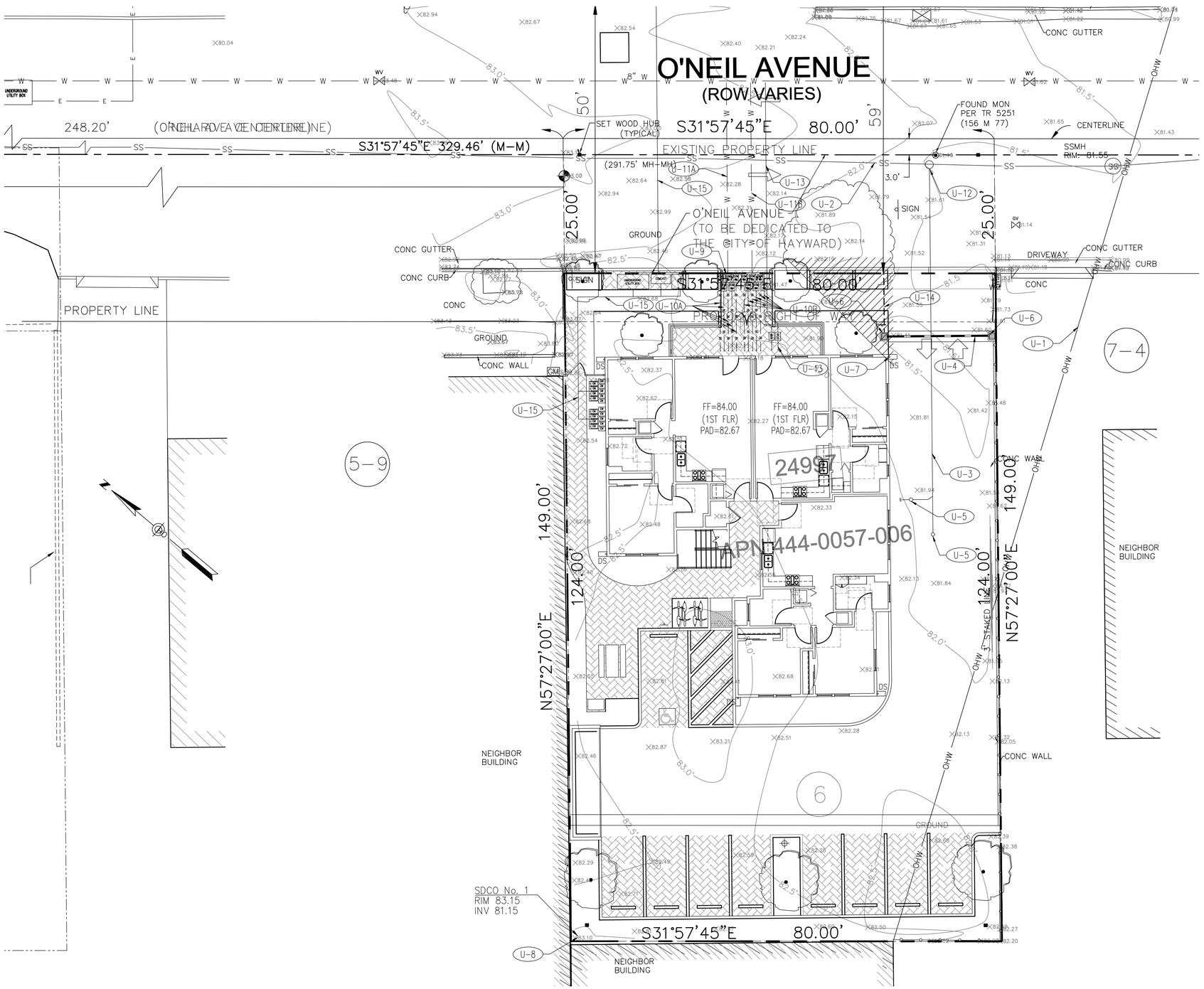
C3.2



UTILITY PLAN NOTES

U-1 (E) OVERHEAD LINE TO BE RE-ROUTED BY COMCAST.
U-2 (E) SANITARY SEWER MAIN.
U-3 CONSTRUCT (N) SANITARY SEWER LATERAL.
U-4 (N) STORM DRAIN PIPE (HDPE)
U-5 INSTALL (N) SANITARY SEWER CLEANOUT.
U-6 (N) CATCH BASIN.
U-7 (N) RAINWATER LEADER AND SPLASH BLOCK.
U-8 (N) STORM DRAIN CLEANOUT.
U-9 (N) NINE 5/8" WATER METERS AND ONE 3/4" IRRIGATION WATER METER BY CITY OF HAYWARD.
U-10A INSTALL (N) WATER LINES FOR DOMESTIC WATER AND IRRIGATION WATER.
U-10B INSTALL (N) WATER LINES FOR DOMESTIC WATER.
U-11A (N) 1 1/2" MANIFOLD WATER SERVICE BY CITY OF HAYWARD FOR DOMESTIC WATER SERVICES.
U-11B (N) 2" MANIFOLD WATER SERVICE BY CITY OF HAYWARD FOR DOMESTIC WATER AND IRRIGATION WATER SERVICES.
U-12 CONSTRUCT (N) PRIVATE SEWER LATERAL.
U-13 (N) FIRE WATER SERVICE BY CITY OF HAYWARD PER HAYWARD STANDARDS SD-201 AND SD-204.
U-14 (N) SIDEWALK UNDERDRAIN.
U-15 (N) JOINT UTILITY TRENCH.

UTILITY PLAN

SCALE: 1" = 10'- 0"

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Ekundayo Sommi

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PLANNING SUBMITTAL

PROJECT NO.:S17046
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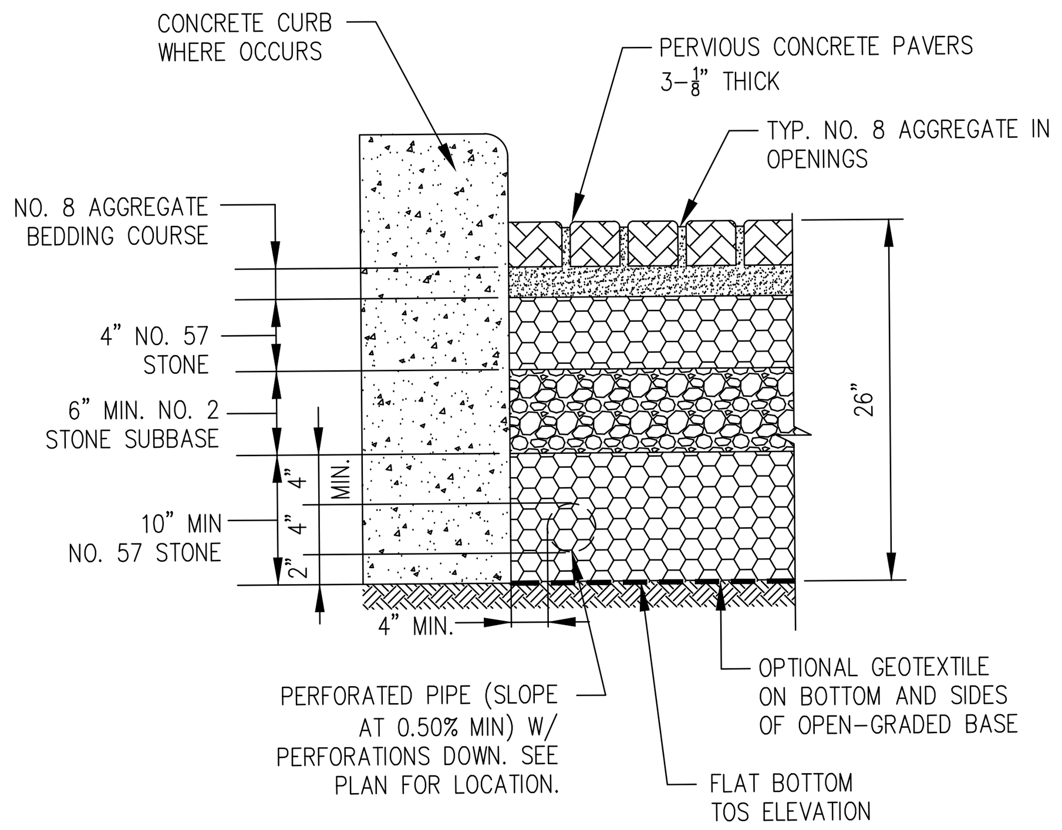
C4.0

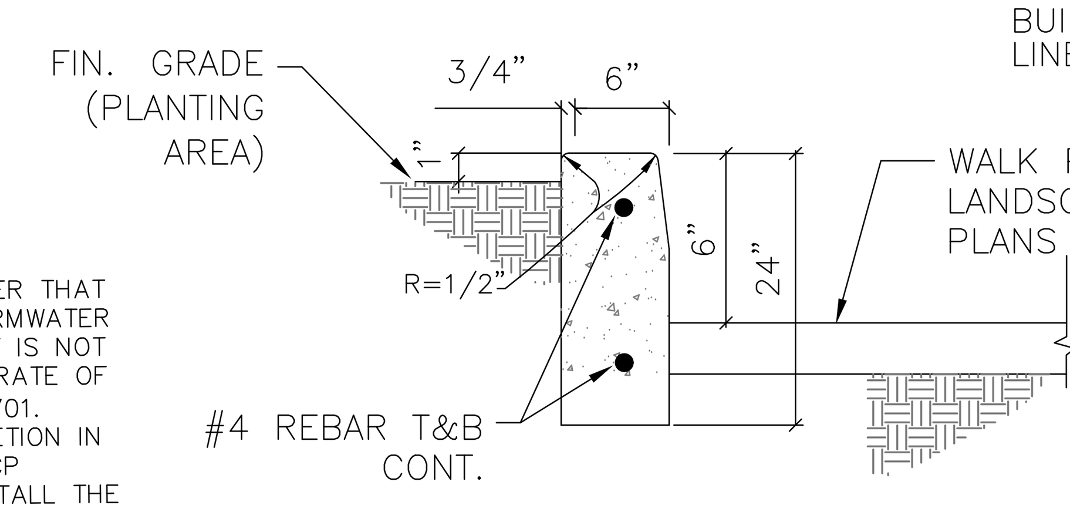
Attachment IV



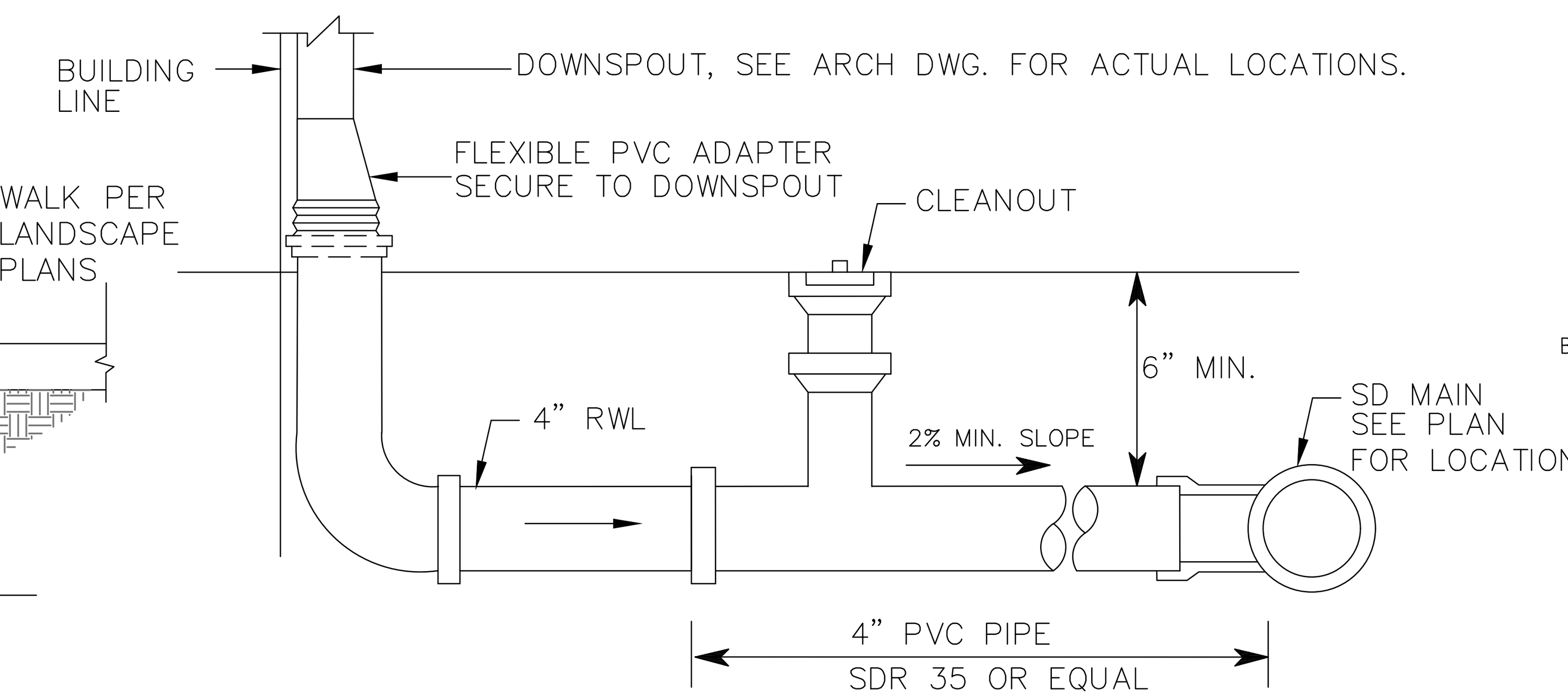
CONTRACTOR OR PERMITEE SHALL:

- PROVIDE CERTIFICATION FROM THE PAVER MANUFACTURER THAT THE PAVERS MEET THE REQUIREMENTS OF THE C3 STORMWATER HANDBOOK FOR PERVIOUS PAVERS. THIS INCLUDES, BUT IS NOT LIMITED TO, HAVING A MINIMUM SURFACE INFILTRATION RATE OF 100"/HR WHEN TESTED IN ACCORDANCE WITH ASTM C1701.
- ONLY CONTRACTORS HOLDING CERTIFICATION OF COMPLETION IN THE INTERLOCKING CONCRETE PAVEMENT INSTITUTES PICP INSTALLER TECHNICIAN COURSE SHALL BE USED TO INSTALL THE PAVERS AND AT LEAST ONE FOREMAN WITH THIS CERTIFICATION MUST BE ON THE JOBSITE AT ALL TIMES DURING CONCRETE PAVER INSTALLATION.
- PROTECT THE EXCAVATED AREA FOR PERVIOUS PAVERS FROM EXCESSIVE COMPACTION DUE TO CONSTRUCTION TRAFFIC AND PROTECT THE FINISHED PAVEMENT FROM CONSTRUCTION TRAFFIC.

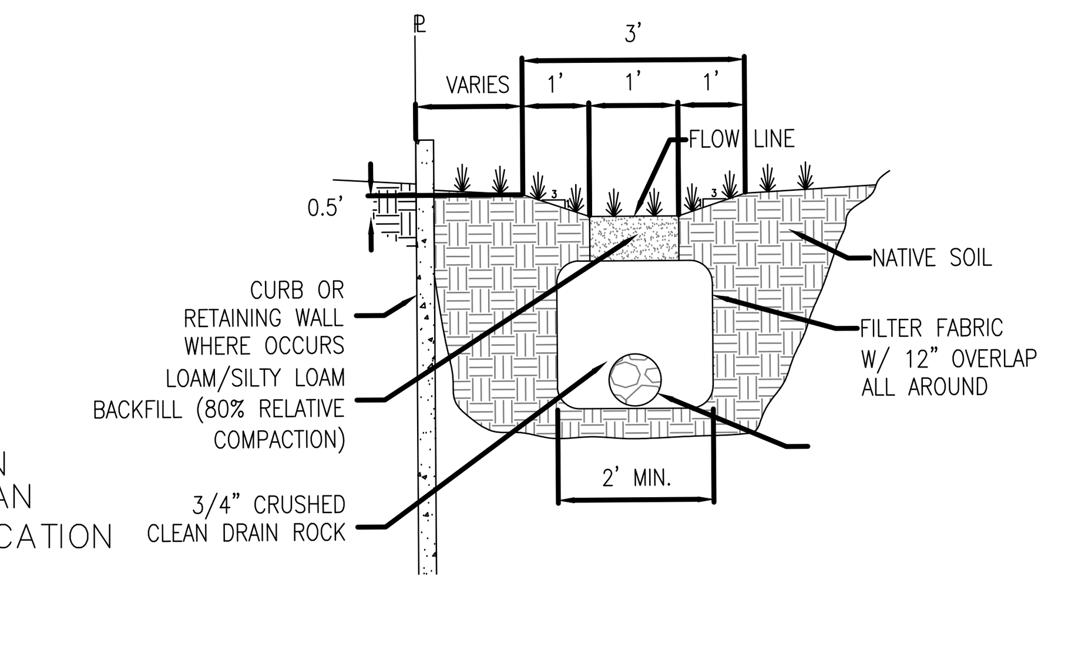
1 C5.0 PERVIOUS PAVER
NTS



2 C5.0 PLANTER CURB
NTS

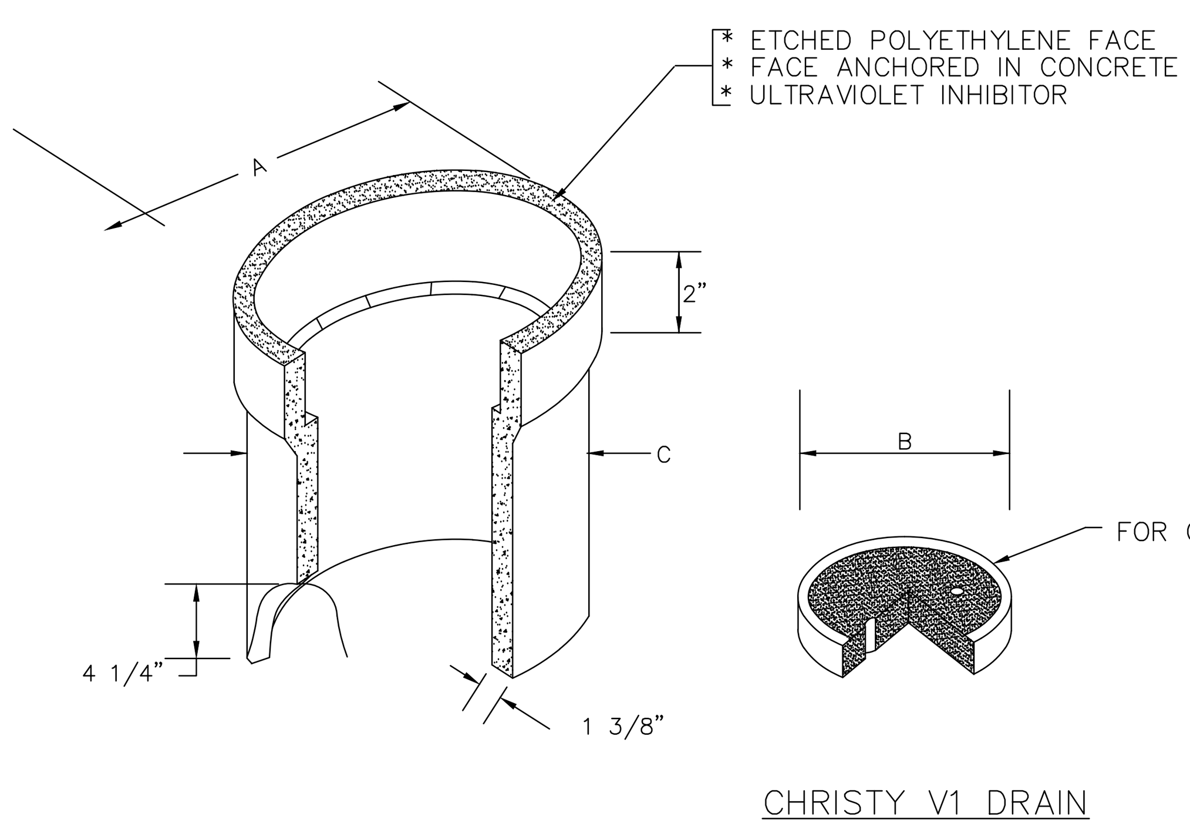


3 C5.0 DOWNSPOUT TO RWL CONNECTION DETAIL
NTS

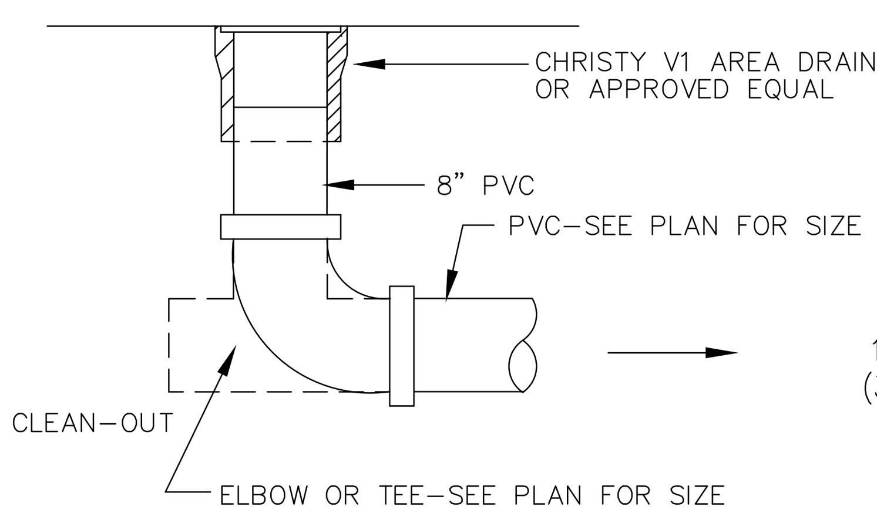


NOTES:
1. FLOWLINE SLOPE SHALL BE 2% OR LESS FOR EFFECTIVE DECREASED RUNOFF VELOCITY. MINIMUM FLOWLINE SLOPE 0.5%.
2. OPTIMAL DEPTH OF FLOW IS 0.25' OR LESS. WEIRS OR CHECK DAMS MAY BE USED TO IMPEDE FLOWS AND TO PROMOTE SEDIMENTATION AND NATURAL FILTRATION.
3. DRAIN ROCK SHALL BE COMPLETELY WRAPPED IN FILTER FABRIC (MIRAFI 140N) AND OVERLAPPED AT TOP FOR THE FULL WIDTH OF THE TRENCH,
4. BACKFILL WITH COMPACTED LOAM OR SILTY LOAM SOILS (NRCS HYDROLOGIC SOIL GROUP) GROUP B FOR MODERTAE INFILTRATION RATE.
5. PLANT SWALE WITH SUITABLE PERMANENT GROUND COVER VEGETATION TO ACT AS NATURAL FILTER AND TO RETARD LOW INTENSITY FLOWS.

8 C5.0 VEGETATED SWALE
NTS



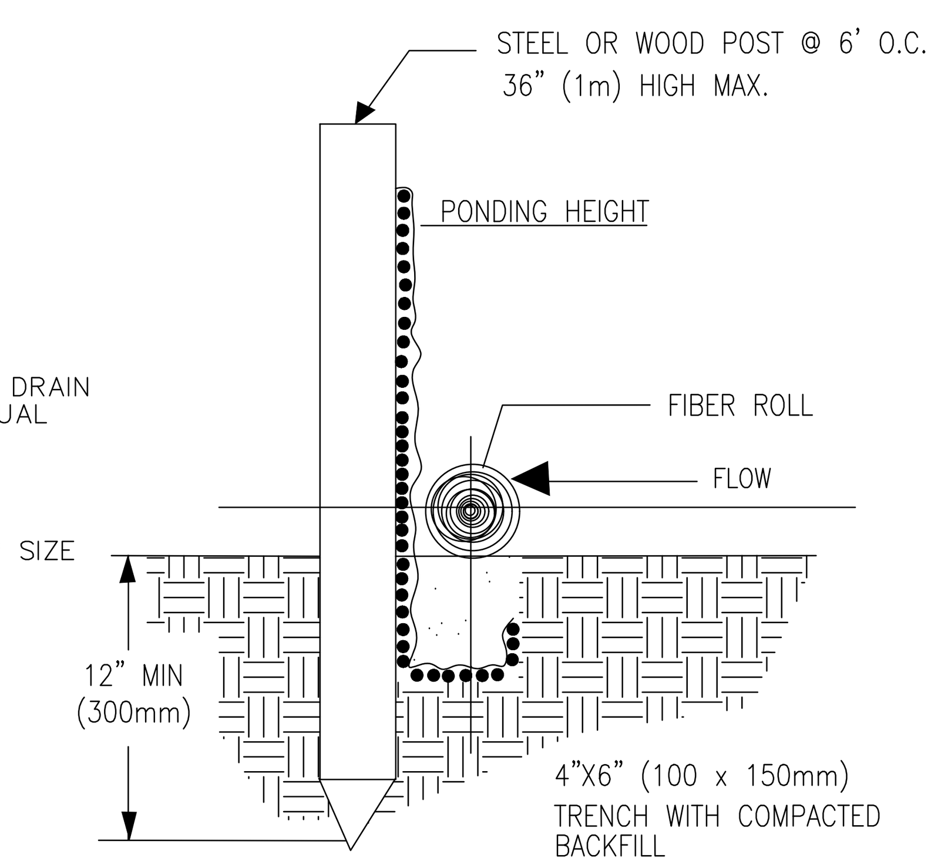
CHRISTY V1 DRAIN



STRUCTURAL

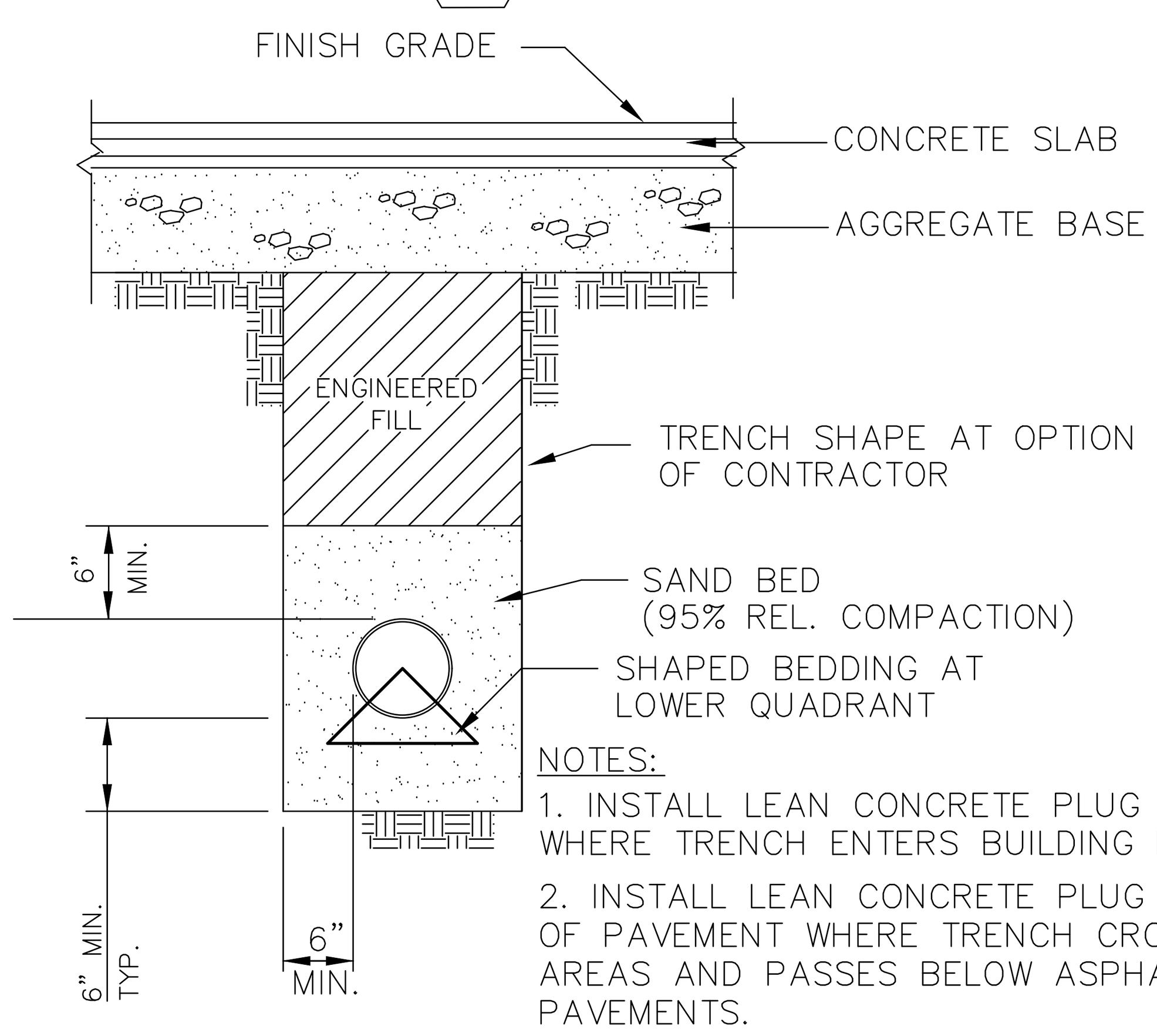
STRUCTURAL	A	B	C
AREA DRAIN	12 3/8"	8 7/8"	8"
CLEANOUT	8 3/8"	4 7/8"	4"

5 C5.0 STORM DRAIN CLEANOUT DETAIL
NTS



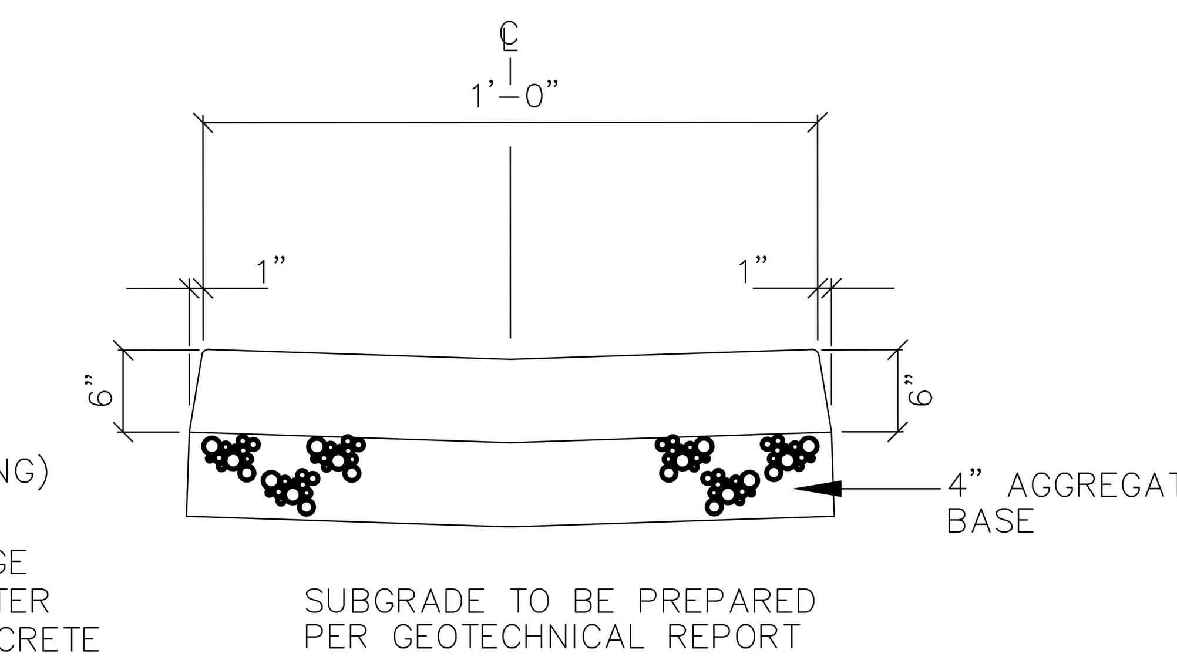
6 C5.0 SILT FENCE
NTS

NOTES:
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN. NECESSARY, 9" (225mm) MAXIMUM RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT WILL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

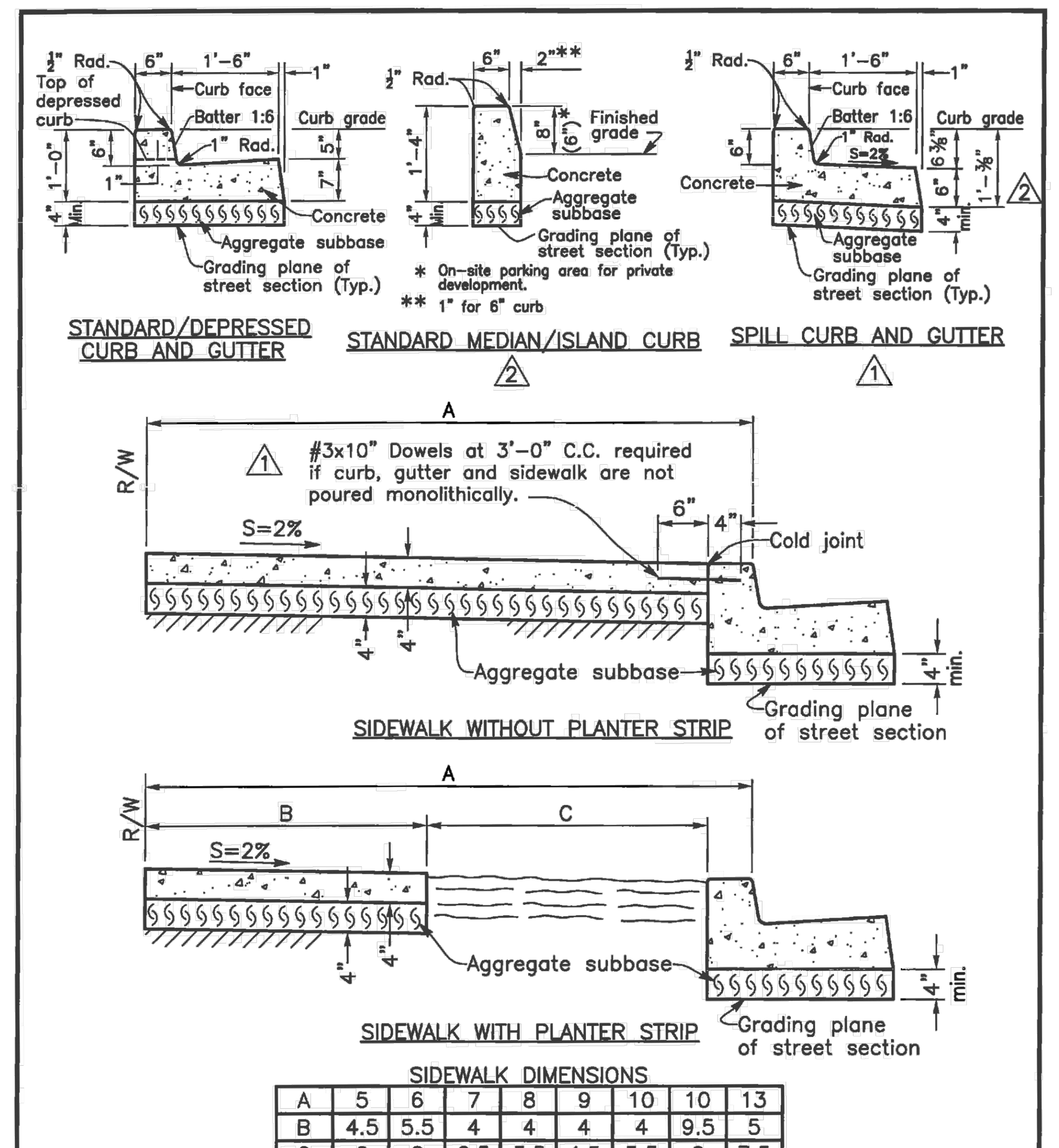


NOTES:
1. INSTALL LEAN CONCRETE PLUG (MIN. 5' LONG) WHERE TRENCH ENTERS BUILDING FOOTPRINT.
2. INSTALL LEAN CONCRETE PLUG AT THE EDGE OF PAVEMENT WHERE TRENCH CROSSES PLANTER AREAS AND PASSES BELOW ASPHALT OR CONCRETE PAVEMENTS.

7 C5.0 TYPICAL UTILITY TRENCH DETAIL FOR PVC PIPES
NTS



9 C5.0 CONCRETE VALLEY GUTTER
NTS

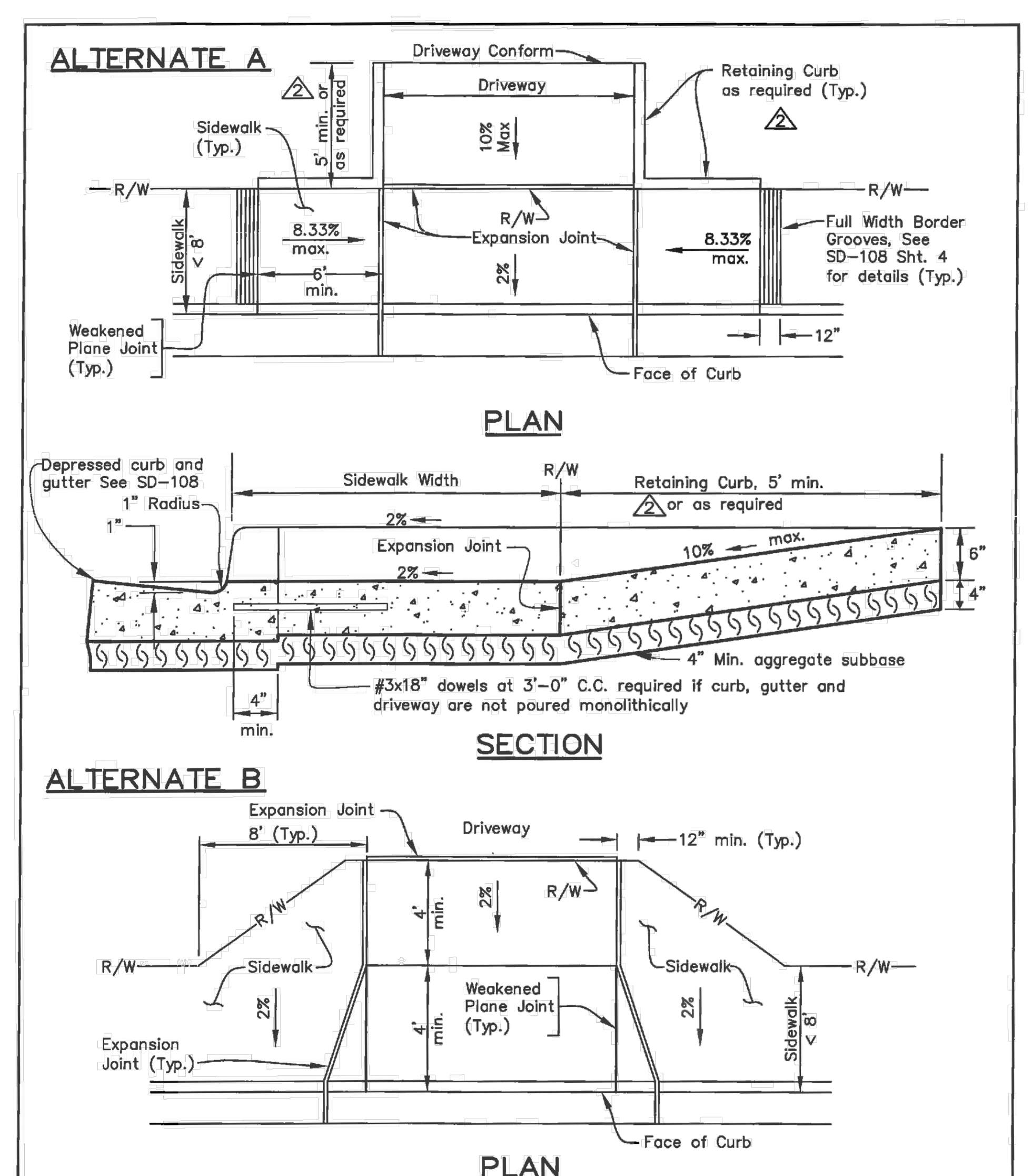


SIDEWALK DIMENSIONS

A	5	6	7	8	9	10	10	13
B	4.5	5.5	4	4	4	4	9.5	5
C	0	0	2.5	3.5	4.5	5.5	0	7.5

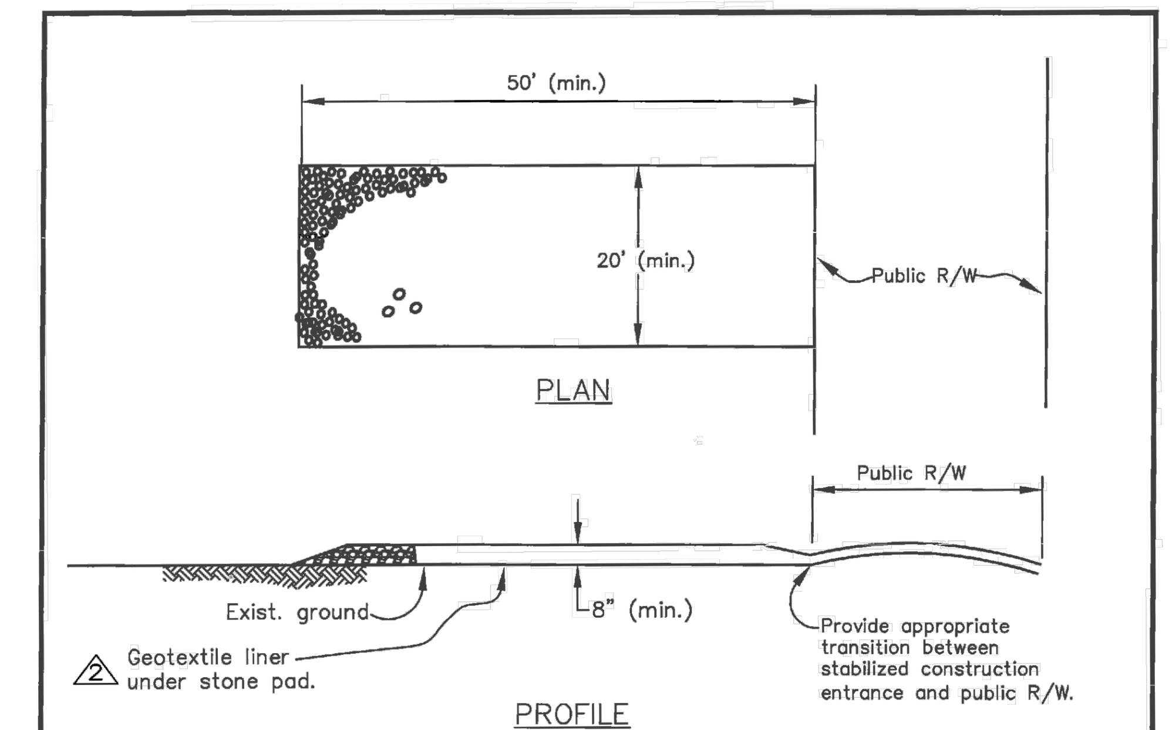
NOTES:
1. Construction shall conform to SD-107.
2. Aggregate subbase under curbs and gutters shall extend to the grading plane of the street section but shall in no case be less than 4".

CITY OF HAYWARD PUBLIC WORKS DEPT.
STANDARD SIDEWALK, CURB AND GUTTER, ISLAND CURB AND CURB RAMP SECTIONS
DWG. NO. SD-108 SHT. 1 OF 6
2 11/01/11 JT; 1 3/31/10 AL; DRAWN BY: JT; CHECKED BY: JF; DATE 05/08/08; SCALE: NTS



NOTES:
1. Construction shall conform to SD-107.
2. See SD-109 & SD-110 for all other applicable driveway details.

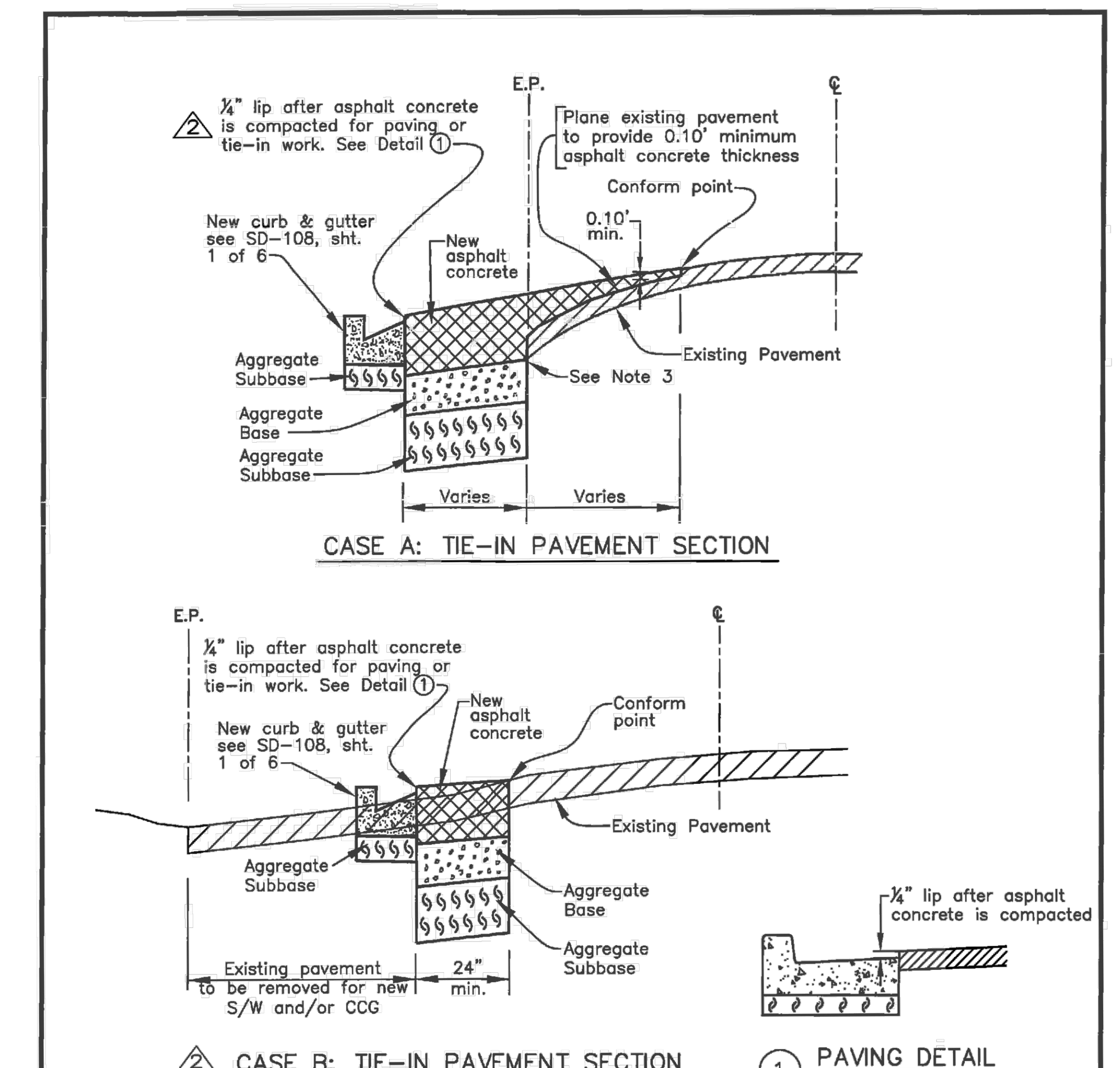
CITY OF HAYWARD PUBLIC WORKS DEPT.
STANDARD DRIVEWAY FOR SIDEWALK < 8'
DWG. NO. SD-108A SHT. 1 OF 1
2 1/21/11 JT; 1 3/31/10 AL; DRAWN BY: HGM; CHECKED BY: JF; DATE: 09/29/08; SCALE: NTS



DESIGN AND CONSTRUCTION SPECIFICATIONS

1. The material for construction of the pad shall be 3 to 4 inch fractured stone.
2. The thickness of the pad shall not be less than 8 inches.
3. Place geotextile liner under stone pad.
4. The width of the pad shall not be less than the full width of all points of ingress or egress.
5. The length of the pad shall be as required, but not less than 50 feet.
6. The entrance shall be maintained in a condition that will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand, and repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public rights-of-way shall be removed immediately.
7. When necessary, wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required, it shall be done on an area stabilized with crushed stone that drains into an approved sediment trap or sediment basin. All sediment shall be prevented from entering any storm drain, ditch or watercourse through use of sand bags, gravel, board or other approved methods.

CITY OF HAYWARD PUBLIC WORKS DEPT.
STANDARD STABILIZED CONSTRUCTION ENTRANCE
DWG. NO. SD-111 SHT. 1 OF 1
2 03/30/10 AL; 1 07/10/09 HGM; DRAWN BY: HGM; CHECKED BY: JSF; DATE 06/04/08; SCALE: NTS



NOTES:
1. Tie-in pavement section shall be approved by the City Engineer.
2. Conform point shall be determined by the City Engineer and may occur anywhere between the edge of pavement and the centerline.
3. Tie-in asphalt concrete shall extend to at least the bottom of existing asphalt concrete unless otherwise approved by the City Engineer.
4. Tie-in pavement section shall be designed according to the R-value and Traffic Index and can be full-depth asphalt concrete.

CITY OF HAYWARD PUBLIC WORKS DEPT.
STANDARD TIE-IN PAVEMENT
DWG. NO. SD-113 SHT. 1 OF 1
2 10/15/10 JT; 1 03/30/10 AL; DRAWN BY: JT; CHECKED BY: JF; DATE 08/05/08; SCALE: NTS

ACKLAND INTERNATIONAL, INC.
333 Hegenberger Road
Suite 206
Oakland, CA 94621
510.564.4284 (tel)
510.633.2431 (fax)

REGISTERED PROFESSIONAL ENGINEER EKUNDAYO AKIN SOWUNMI No. 22573 Exp. 12-31-21 CIVIL STATE OF CALIFORNIA
Ekundayo Sowunmi

24997 O'NEIL AVE
HAYWARD, CA 94554

PLANNING SUBMITTAL

PROJECT NO.:S17046
DRAWN: DS
CHECKED: ES
SCALE: AS SHOWN
DATE: 09-18-19

C5.0

PLANT NOTES

1. THESE NOTES ARE FOR GENERAL REFERENCE IN CONJUNCTION WITH, AND AS A SUPPLEMENT TO, THE WRITTEN SPECIFICATIONS, DETAILS, ADDENDA AND CHANGE ORDERS ASSOCIATED WITH THE CONTRACT DOCUMENTS.
2. CONTRACTOR SHALL COORDINATE ALL WORK WITH OTHER TRADES PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL BECOME FAMILIAR WITH THE LOCATION OF ALL EXISTING AND FUTURE UNDERGROUND SERVICES AND IMPROVEMENTS WHICH MAY CONFLICT WITH WORK TO BE DONE. CONTACT UNDERGROUND SERVICE ALERT (USA) AT (800) 227-2600 PRIOR TO DIGGING. NOTIFY OWNER'S REPRESENTATIVE IMMEDIATELY SHOULD CONFLICTS ARISE.
4. FINE GRADING, HEADERS AND IRRIGATION COVERAGE SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANTING OPERATIONS.
5. CONTRACTOR SHALL LAY OUT PLANT MATERIAL PER PLAN AND FACE TO GIVE BEST APPEARANCE OR RELATION TO ADJACENT PLANTS, STRUCTURES OR VIEWS. CONTRACTOR TO OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
6. PLANT MATERIAL SHALL NOT BE INSTALLED IN AN AREA WHICH WILL CAUSE HARM TO ADJACENT STRUCTURES OR OBSTRUCT IRRIGATION SPRAY PATTERN. NOTIFY THE OWNER'S REPRESENTATIVE SHOULD CONFLICTS ARISE.
7. PRIOR TO PLANTING INSTALLATION, CONTRACTOR SHALL OBTAIN APPROVAL OF PLANT LAYOUT FROM OWNER'S REPRESENTATIVE. PLANT LOCATIONS ARE DIAGRAMMATIC AND MAY BE ADJUSTED IN THE FIELD AT THE OWNER'S REPRESENTATIVE'S REQUEST.
8. CONTRACTOR SHALL COORDINATE PLANT LOCATION TO DRIP TUBING LOCATION AND ADJUST PLANTING AS NECESSARY TO ACHIEVE BEST RESULT.
9. ALL NON-TURF AREAS SHALL BE MULCHED WITH A MINIMUM 3" LAYER OF BARK MULCH. UNLESS OTHERWISE NOTED, FINISH GRADE OF PLANTING AREAS SHALL BE 3" BELOW ADJACENT PAVING. TAPER 3" DEPTH BARK MULCH TOP DRESSING TO 1/2" BELOW ADJACENT PAVING (1-1/2" DEPTH) WITHIN 2' OF PAVING. CONTRACTOR SHALL SUBMIT A SAMPLE TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO MULCH DELIVERY TO THE SITE. FOR FURTHER INFORMATION, SEE SPECIFICATIONS.
10. GROUND COVERS SHALL BE PLANTED EVENLY AND CONTINUOUSLY UNDER TREE AND SHRUB MASSES.
11. CONTRACTOR SHALL USE A NATURAL PRE-EMERGENT, SUCH AS CORN WEED BLOCKER OR COMPARABLE, AND SHALL APPLY ACCORDING TO THE MANUFACTURER'S DIRECTIONS PRIOR TO APPLYING MULCH.
12. ALL NEWLY PLANTED MATERIAL SHALL BE THOROUGHLY SOAKED WITH WATER WITHIN 3 HOURS OF PLANTING.
13. THIRTY DAYS AFTER PLANTING, CONTRACTOR SHALL RE-STAKE AND STRAIGHTEN TREES AS NEEDED.
14. BENEATH PROPOSED SOD, EXCAVATE EXISTING SOIL TO A DEPTH OF 12" BELOW PROPOSED FINISHED GRADE. REPLACE WITH IMPORTED LOAM SOIL AND BRING TO FINISHED GRADE.
15. THE CONTRACTOR SHALL PROVIDE FOR IN THEIR BID FOR A BASE AMENDMENT FOR SOIL AMENDMENT. AFTER ROUGH GRADING OF THE SITE A SOIL NUTRIENT TEST WILL BE CONDUCTED OF VARIOUS PLANTED AREAS AND THE PLANTER AREAS SHALL BE AMENDED BASED ON THIS SOIL MANAGEMENT REPORT.
16. SEE CIVIL ENGINEERS GRADING PLAN FOR GRADING AND DRAINAGE DESIGN ON THIS PROJECT.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE COMPLIANCE

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENATION PACKAGE. TITLE 23 CH. 2.7 SECTION 492.3

SCOTT FORNACIARI — 10/19/19 DATE

CALIFORNIA REGISTERED LANDSCAPE ARCHITECT #3980

SITE GRADING NOTE:

LANDSCAPE GRADING FOR THE SITE IS SHOWN ON THE CIVIL ENGINEERING SITE IMPROVEMENT PLAN(S).

LANDSCAPE COEFFICIENT WUCOLS FACTOR:

RATING	SPECIES
HIGH	0.7 - 0.9
MOD. / AV.	0.4 - 0.6
LOW	0.1 - 0.3
VERY LOW	< 0.1

* WULCOLS VALUES BASED ON UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION DEPT. OF WATER RESOURCES 'A GUIDE TO ESTIMATING IRRIGATION WATER NEEDS OF LANDSCAPE PLANTINGS IN CALIFORNIA'

LANDSCAPE REQUIREMENT
11,920 SF LOT SIZE

LANDSCAPE AREAS SUMMARY - ON SITE
1,440 SF LANDSCAPE PLANTING
THERE IS NO TURF PROPOSED FOR THE PROJECT

LANDSCAPE AREAS SUMMARY - OFF SITE
80 SF LANDSCAPE PLANTING AT PARKING MEDIAN

ANOVA METRIX RECEPTICLE MODEL L2009

TRASH ENCLOSURE

OUTDOOR CREATIONS MODEL 300

BARBEQUE

OUTDOOR CREATIONS MODEL 1005

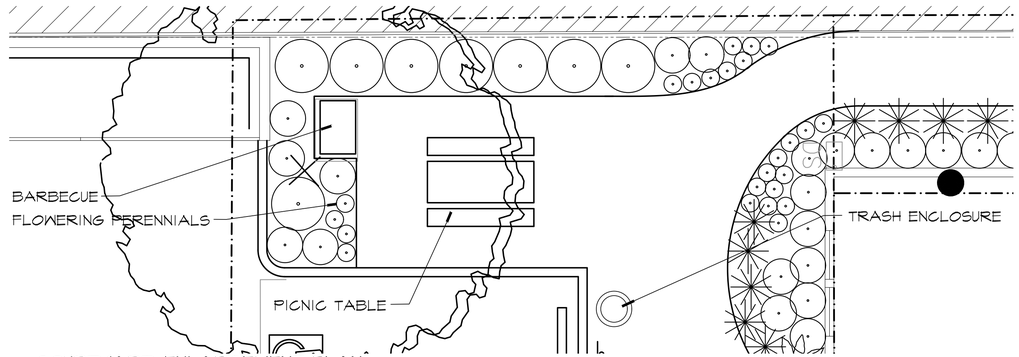
PICNIC TABLE

PRELIMINARY PLANT LEGEND

REGION 1 WUCOLS CLASS SUNSET ZONE 15

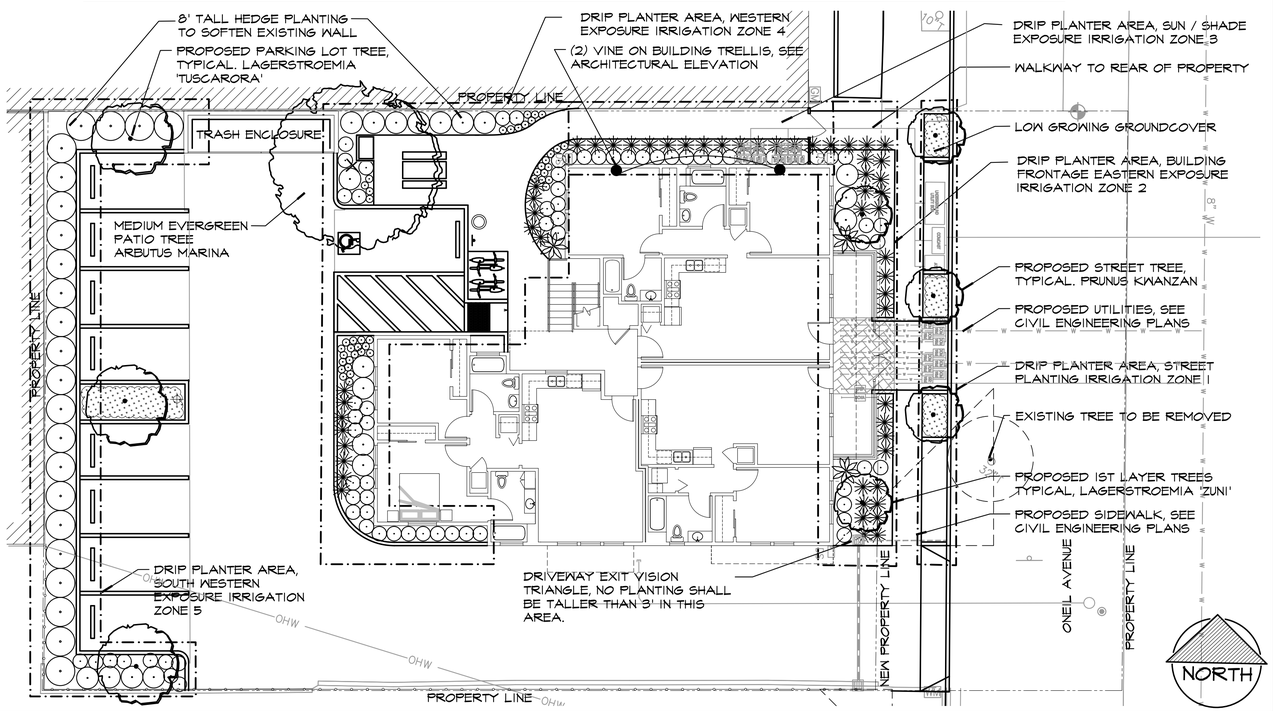
REGION 1 WUCOLS CLASS	SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME	MATURE SIZE	PLANT SPACING
	TREES					
LOW	ARB MAR	24" BOX	ARBUTUS MARINA	"MARINA" MADRONE	30'T X 30'W *	AS SHOWN ON PLAN
LOW	LAG TUS	24" BOX	LAGERSTROEMIA I. 'TUSCARORA'	CRAPE MYRTLE - PINK	22'T X 12'W	AS SHOWN ON PLAN
LOW	LAG ZUN	24" BOX	LAGERSTROEMIA I. 'ZUNI'	CRAPE MYRTLE - LAVENDER	9'T X 8'W	AS SHOWN ON PLAN
LOW	PRU CER	24" BOX	PRUNUS S. 'KWANZAN'	PURPLE LEAF PLUM	30'T X 20'W	AS SHOWN ON PLAN
	SHRUBS					
LOW	FES EJI	1 GAL	FESTUCA GLAUCA 'ELIJAH BLUE'	ELIJAH BLUE OAT GRASS	8"T X 8"W	12"
MEDIUM	HEM PEG	1 GAL	HEMEROCALLIS 'PEGGY'S PINK'	DAYLILY - PINK	2'T X 2'W	2'-3'
MEDIUM	HEM RED	1 GAL	HEMEROCALLIS 'RED VELVET'	DAYLILY - RED	2'T X 2'W	2'-3'
MEDIUM	HEU MAX	1 GAL	HEUCHERA MAXIMA	ISLAND ALUM ROOT	2'T X 3'W	3'-4'
LOW	LAV ANG	5 GAL	LAVANDULA ANGUSTIFOLIA	ENGLISH LAVENDER	2'T X 2'W	2'-3'
LOW	LAV INT	5 GAL	LAVANDULA X. 'PROVENCE'	PROVENCE LAVENDER	2'T X 3'W	3'-4'
LOW	NAN SIE	5 GAL	NANDINA D. MONFAR 'SIENNA SUNRISE'	HEAVENLY BAMBOO	3'T X 2'W *	2'-3'
VERY LOW	NAS PUL	1 GAL	NASELLA PULCHRA	PURPLE NEEDLE GRASS	3'T X 2'W	3'-4'
LOW	PHO MAO	5 GAL	PHORMIUM C. 'MAORI QUEEN'	DWARF FLAX - MAORI QUEEN	3'T X 4'W	4'-5'
LOW	RHU OVA	5 GAL	RHUS OVATA	SUGAR BUSH	10'T X 4'W	4'
MEDIUM	ROS FLO	5 GAL	ROSA FLORIBUNDA 'ICEBERG'	ICEBERG ROSE	3'T X 4'W *	4'-5'
LOW	SAL NEM	1 GAL	SALVIA NEMOROSA 'OSTERFRIELAND'	SALVIA	2'T X 2'W	2'-3'
	VINES					
MEDIUM	CLE ARM	15 GAL	CLEMATIS ARMANDII	EVERGREEN CLEMATIS VINE		
	GROUNDCOVERS					
LOW			DYM MAR DYMONDIA MARGARETAE	DYMONDIA	3"T X 20"W	18" O.C.
			BARK MULCH - 3" COVER IN ALL PLANTERS NOT PLANTED AND FILLED IN AROUND ALL PLANTS, TYPICAL.			

NOTE: PLANT SIZE REFERENCES SOURCED FROM SUNSET WESTERN GARDEN BOOK.
* PLANT SIZE REFERENCED FROM MONROVIA NURSERY, SUNSET GARDEN BOOK DID NOT HAVE INFORMATION
NOTE: STREET TREES SHALL BE PLANTED ACCORDING TO THE CITY STANDARD DETAIL SD-122



COURTYARD ENLARGEMENT PLAN

SCALE: 1/4"=1'-0"



LANDARC Associates PLLC
1900 S. Norfolk Street
Suite 350
San Mateo, CA 94403
CA RLA # 3980
t: 408.361.8085
www.landarcassociates.com

LICENSED LANDSCAPE ARCHITECT
SCOTT T. FORNACIARI
Cert. No. 3980
Signature
10/18/19
Renewal Date
9/30/2020
Date
STATE OF CALIFORNIA

PROJECT: 24997 O'NEIL AVENUE
HAYWARD, CALIFORNIA 94554

OWNER: MR. PAWAN KUMAR
24997 O'NEIL AVENUE
HAYWARD, CALIFORNIA 94554

REVISIONS		
MARK	DATE	DESCRIPTION
1	11.27.19	CITY COMMENTS
2	04.14.20	CITY COMMENTS

DRAWING TITLE
CONCEPTUAL LANDSCAPE PLAN

DATE: 3/12/19
JOB NUMBER: 1902
DRAWN: SF CHECKED: SF
SCALE: 1" = 10'-0"

SHEET NUMBER
L1.1
SHEET OF

IRRIGATION NOTES

1. THESE NOTES ARE FOR GENERAL REFERENCE IN CONJUNCTION WITH AND AS A SUPPLEMENT TO THE WRITTEN SPECIFICATIONS, DETAILS, ADDENDA AND CHANGE ORDERS ASSOCIATED WITH THE CONTRACT DOCUMENTS.
2. CONTRACTOR SHALL BECOME FAMILIAR WITH THE LOCATION OF EXISTING AND FUTURE UNDERGROUND SERVICES. CONTACT UNDERGROUND SERVICE ALERT (USA) AT (800) 642–2444 PRIOR TO BEGINNING WORK. CONTACT OWNERS REPRESENTATIVE SHOULD ANY CONFLICTS ARISE.
3. THE IRRIGATION SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH ALL LOCAL CODES AND REGULATIONS.
4. THIS SYSTEM IS DESIGNED TO OPERATE AT 75 PSI AND 20 GPM MAXIMUM AT EACH VALVE LOCATION. CONTRACTOR SHALL VERIFY PRESSURE AND FLOW PRIOR TO BEGINNING OF WORK. CONTACT OWNERS REPRESENTATIVE IMMEDIATELY SHOULD CONFLICTS ARISE.
5. THE IRRIGATION SYSTEM DESIGN IS DIAGRAMMATIC. WHERE PIPING, VALVES, ETC. ARE SHOWN OUTSIDE OF PLANTING AREAS, THE INTENT IS FOR PIPING, VALVES, ETC. TO BE INSTALLED WITHIN PLANTING AREAS UNLESS OTHERWISE NOTED AND DETAILED.
6. CONTRACTOR SHALL COORDINATE IRRIGATION INSTALLATION WITH OTHER TRADES. CONTRACTOR TO COORDINATE AND VERIFY ALL SLEEVING, PIPING, ELECTRICAL SUPPLY, POINT OF CONNECTION, ETC.
7. CONTRACTOR IS RESPONSIBLE FOR COMPLETE AND UNIFORM COVERAGE OF ALL PLANTING AND TURF AREAS. CONTRACTOR TO THROTTLE THE FLOW CONTROL AT EACH VALVE TO OBTAIN OPTIMUM OPERATING PRESSURE FOR EACH CIRCUIT. ADJUST SPRAY HEADS AND NOZZLES FOR OPTIMUM COVERAGE WHILE PREVENTING OVERSPRAY ONTO WALKWAYS AND STRUCTURES.
8. CONTRACTOR TO MAP "AS–BUILT" CONDITIONS OF THE IRRIGATION SYSTEM. PROVIDE DIMENSIONS FOR MAINLINE FROM NEAREST PAVED SURFACE OR BUILDING. REDUCE PLAN TO A LEGIBLE FORMAT, ENCASE IN PLASTIC AND PLACE IN CONTROLLER ENCLOSURE.
9. REFER TO SPECIFICATIONS AND IRRIGATIONS DETAILS
10. CONTRACTOR SHALL TOOL–TIGHTEN ALL POP–UP SPRAY NOZZLES AND CAPS.
11. CONTRACTOR SHALL PROTECT EXISTING VALVE WIRES FOR REUSE ON NEW CIRCUITING, IF / WHERE OCCURS.
12. CONTRACTOR SHALL FIELD VERIFY EXTENT OF EXISTING IRRIGATION TO BE DEMOLISHED. CHECK AND DOCUMENT OPERATIONAL CONDITION OF EXISTING SYSTEM WITH OWNER REPRESENTATIVE PRESENT PRIOR TO BEGINNING WORK.
13. CONTRACTOR SHALL REMOVE ALL EXISTING IRRIGATION HEADS AND UNDERGROUND PIPING OR COMPONENTS THAT ARE NOT REQUIRED FOR NEW IRRIGATION SYSTEM AND EXISTING TO REMAIN IRRIGATION.
14. CONTRACTOR RESPONSIBLE TO PROVIDE CONTINUOUS OPERATION OF REMAINING IRRIGATION SYSTEM OUTSIDE OF PROJECT AREA. NOTIFY OWNER REPRESENTATIVE OF ANY DISRUPTIONS OF WATER SERVICE. CONTRACTOR TO PROVIDE SUPPLEMENTAL WATER TO PLANT MATERIAL WITHIN PROJECT AREA DURING CONSTRUCTION AS REQUIRED.
15. CONTRACTOR SHALL USE MANUFACTURER–PROVIDED DEVICE TO PREVENT LOW END DRAINAGE, WHERE LOW END DRAINAGE MAY OCCUR WITH GRADE CHANGE. IN THE EVENT THAT THE DEVICE DOESN'T CONTAIN DRAINAGE, CONTRACTOR SHALL MAKE USE OF A KING BROTHERS, INC. SPRING OR FLOW CHECK VALVE AS NECESSARY.

HYDROZONE LEGEND

ZONE 1
LAWN AREA
TOTAL = 0 SF

ZONE 2
PLANTER SPRAY AREA
TOTAL = 0 SF

ZONE 3
PLANTER DRIP AREA
TOTAL = 1,309 SF

ZONE 4
TREE DRIP AREA
7 SF EACH TREE
TOTAL = 63 SF

SECTION B. WATER BUDGET CALCULATIONS

Section B1. Maximum Applied Water Allowance (MAWA)

The project's Maximum Applied Water Allowance shall be calculated using this equation:

MAWA = (Eto) (0.62) [(0.45 x LA) + (0.3 x SLA)

where:

MAWA	= Maximum Applied Water Allowance (gallons per year)
Eto	= Reference Evapotranspiration from Appendix A (inches per year)
0.45	= ET Adjustment Factor (ETAF)
LA	= Landscape Area includes Special Landscape Area (square feet)
0.62	= Conversion factor (to gallons per square foot)
SLA	= Portion of the landscape area identified as Special Landscape Area (square feet)
0.3	= the additional ET Adjustment Factor for the Special Landscape Area (1.0 - 0.7 = 0.3)

Maximum Applied Water Allowance = **16,919** **gallons per year**

Show calculations.

(44.2) (0.62) [(0.45x 1,372) + (0.3) x 0 = **16,919**

City of Hayward

LANDSCAPE WATER USE STATEMENT

Project Name Multi-family residential
Project Address 24977 Oneil ave.
Hayward, CA 94554

Prepared by:
Landarc Associates PLLC RLA 3980
1900 S. Norfolk Street Suite 350
San Mateo, CA 94403 408-361-8085

PART ONE Landscape Water Allowance

Total Irrigated Landscaped Area (square feet)	**Box A** 1,372
X	20.80
Landscaped Water Allowance (Gallons per Year)	**Box B** 28,538

PART TWO Estimated Landscape Water Use

*ELWU = LZ x PF x 26
IE

Landscape Zone	Area (LZ) (square feet)	Plant Factor (PF)	Irrigation Efficiency (IE)	ELWU (Gallons/Year)
1	39	0.2	0.81	250
2	256	0.4	0.81	3,287
3	126	0.4	0.81	1,618
4	357	0.4	0.81	4,584
5	531	0.2	0.81	3,409
6	63	0.2	0.81	404
TOTAL	1,372			**13,552**

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE COMPLIANCE

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENATION PACKAGE. TITLE 23 CH. 2.7 SECTION 492.3

SCOTT FORNACIARI 10/18/19
CALIFORNIA REGISTERED LANDSCAPE ARCHITECT #3980 DATE

SITE GRADING NOTE:

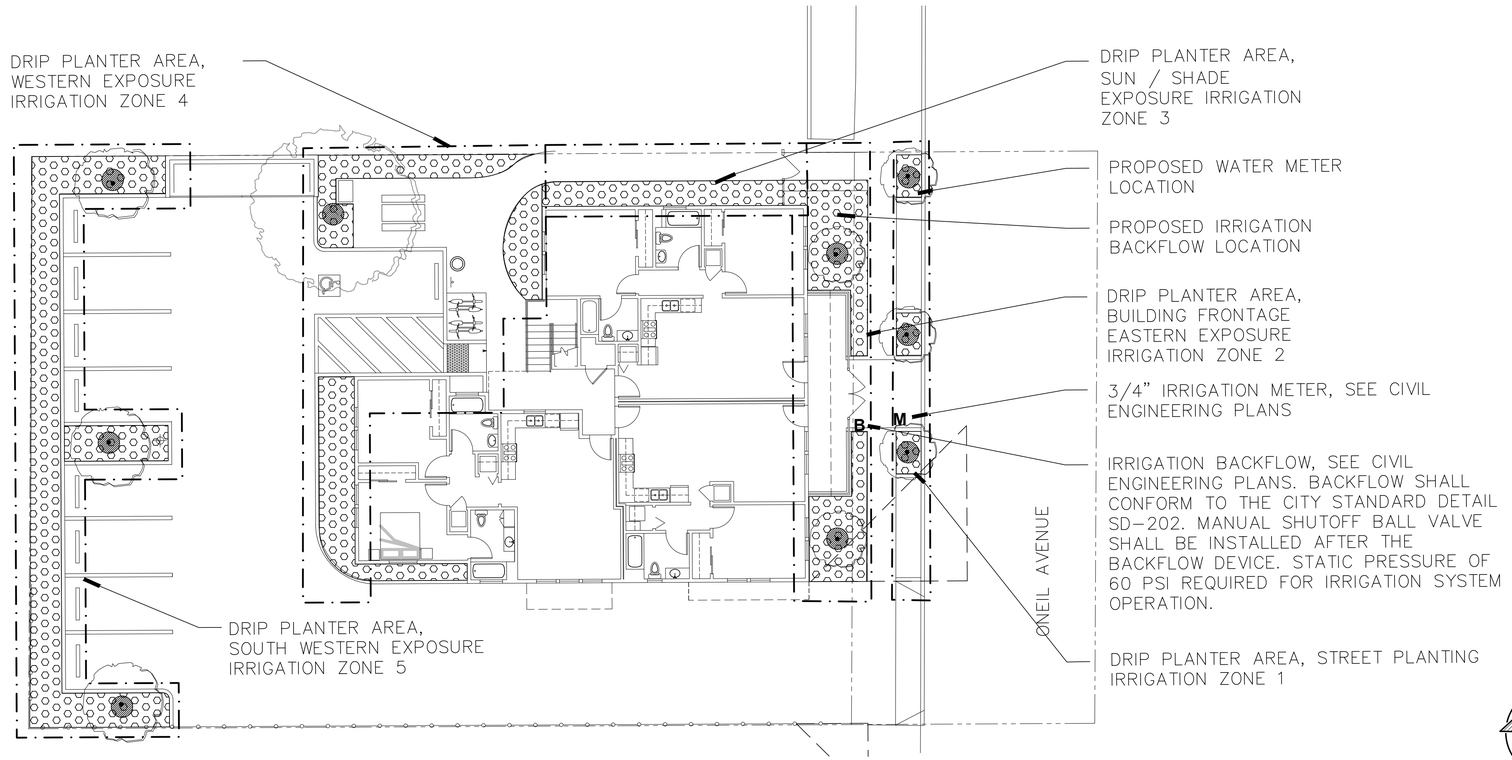
LANDSCAPE GRADING FOR THE SITE IS SHOWN ON THE CIVIL ENGINEERING SITE IMPROVEMENT PLAN(S).

SITE IRRIGATION NOTES:

1. PROJECT SHALL HAVE A SEPARATE WATER METER, SEE CIVIL ENGINEERING PLANS
2. PROJECT SHALL HAVE A SEPARATE REDUCED PRESSURE BACKFLOW PREVENTER FOR IRRIGATION
3. PROJECT STATIC WATER PRESSURE AT THIS LOCATION IS 75 PSI

HYDROZONE INFORMATION TABLE

HYDROZONE TYPE	ZONE	IRRIGATION METHOD	SQUARE FOOTAGE	% OF LANDSCAPE AREA
ZONE 3	1	DRIP	39	2
ZONE 3	2	DRIP	256	19
ZONE 3	3	DRIP	126	9
ZONE 3	4	DRIP	357	26
ZONE 3	5	DRIP	531	39
ZONE 3	6	DRIP	63	5



LANDARC
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1900 S. Norfolk Street
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San Mateo, CA 94403
t: 408.361.8085
www.landarcassociates.com
CA RLA # 3980

LICENSED LANDSCAPE ARCHITECT
SCOTT T. FORNACIARI
Cert. No. 3980
Signature 10/18/19
Renewal Date 9/30/2020
Date
STATE OF CALIFORNIA

PROJECT:
24997 O'NEIL AVENUE
HAYWARD, CALIFORNIA 94554

OWNER:
MR. PAWAN KUMAR
24997 O'NEIL AVENUE
HAYWARD, CALIFORNIA 94554

REVISIONS		
MARK	DATE	DESCRIPTION
1	10.18.19	CITY COMMENTS
2	04.14.20	CITY COMMENTS

DRAWING TITLE
HYDROZONE PLAN

DATE: 3/12/19
JOB NUMBER: 1902
DRAWN: SF CHECKED: SF
SCALE: 1"=10'-0"

SHEET NUMBER
L2.1
SHEET OF

Affordable Housing Plan

Project Name: 24997 O'Neil Ave - 9 Dwelling Units
Developer Info: Kumar-Punia Family Trust; 2127 Arlington Way, San Ramon, CA-94582

The Developer, Kumar-Punia Family Trust, has reviewed, understands, and agrees to the provisions and requirements of the City of Hayward's Affordable Housing Ordinance (AHO) No 17-20 and the Density Bonus Ordinance (DBO) for the proposed housing project of 9 dwelling units that is located at 24997 O'Neil Ave, Hayward, CA.

The proposed project site is zoned as MBT4-1 Urban General Zone and allows for seven (7) dwelling units. Therefore, to achieve the proposed 9 dwelling units, the Developer is requesting a 25% density bonus (1.75 dwelling units rounded up to 2 dwelling units) and one concession (a reduction of the open space requirement to 10%).

In compliance with the AHO and DBO ordinance, the Developer will provide one (1) affordable dwelling unit (Unit 1B – 1Bed/1bath) for rent at very low income.

Unit Square Footage and Mix:

The affordable unit will be of similar size and quality as the project's market rate units ranging in size from 635 sq. ft. (1 BR units) to 858 sq. ft. (2 BR units); Please see attached for floor plans.

The proposed project consists of 9 dwelling units:

- 3 – 1-Bedroom units (33%) units
- 6 – 2-Bedroom (66%) units

Marketing

The Developer will work in coordination with City of Hayward Housing Division and City's Housing Consultant to develop a marketing plan which will include signage, internet and other advertising means designed to reach the targeted income group through employers, community groups and other local organization.

For Rental Units

The DBO – Option "B" Section 10-19.130 requires that, in order to qualify for the 25% increase in density and one concession, a minimum of 5% of the total dwelling units are required to be restricted at very low income.

The AHO for rental requirement is that 6% of the total dwelling units are required to be restricted at the lower income households and the first unit must be restricted to very low income household.

In conclusion, the construction of one (1) affordable(Unit 1B – 1Bed/1bath), for rent dwelling unit, restricted at very low income will satisfy the requirements of both AHO and DBO which would allow for the project to be considered for an increase of 25% in density and one concession.

Attachment: 24997 Oneil- floor Plan.pdf (with idenification of affordable unit)

Marcus Martinez

From: Everline, Rene [redacted]
Sent: Thursday, April 18, 2019 2:57 PM
To: Marcus Martinez
Cc: Rene Everline; Shelley Ortez
Subject: Reference: 201901824 SPR

Follow Up Flag: Follow up
Flag Status: Flagged

Marcus Martinez, Assistant Planner
City of Hayward Planning Division
777 B Street, 1st Floor
Hayward, CA 94541-5007

Dear Mr. Martinez,

I am a resident that lives in the condo complex (Hayward Glen) across from the vacant lot proposed for a 9-unit residential building (3 stories, 9 units on the 0.23 acre, with 9 parking spots and 1260 square feet of landscaped open space for residence).

I have a major issue with the number of parking spaces that have been allocated for this proposed residential building.
Here is why:

- First of all, parking is a HUGE problem on this one block of Oneil Avenue. Often residents who live on the block have to park their vehicles at least 2 or more blocks away because they can't find parking.

- Second, I've noticed most residents have two or more vehicles per household. So having only 1 parking space per unit for this new building means that if they have a second vehicle they will be competing with the rest of their neighbors for parking…making an already BAD situation even WORSE!

- Third, there is a scheduled street cleaning every 2nd and 4th Monday and Friday of the month between 7am- 11am and this reduces the amount of parking to just ONE side of the block. Residents are scrambling to find parking in the early am or night before to avoid getting parking violation tickets.

I feel that our neighborhood deserves to have well thought out planning for any proposed new construction given the above parking issues.

So please consider the potential impact that this proposed building will have on residential parking on our block and consider increasing the number of parking spaces for it.

Thank you for your time and consideration.

Norma Rene Everline
835 Challenger Way
Hayward, CA 94544
[redacted]

Marcus Martinez

From: Marcus Martinez
Sent: Thursday, April 11, 2019 8:03 AM
To: Christina Lanzatella
Subject: RE: 24997 O'Neil Ave, Reference 201901824 SPR

Hello Christina,

Thank you for taking the time to provide your comments and feedback on the proposed project at 24997 O'Neil Avenue. I will add your comments to the project file to be part of the official record, and we will take such comments into consideration when reviewing the subsequent submissions of the project and having future discussions with the applicant. At this point and time, no decision has been made and you will be notified via public notice in the mail once a decision is rendered.

Although I understand your concern with the parking and safety issues – our Hayward Municipal Code, with respect to the project's zoning district, establishes a maximum cap on the amount of parking residential developments can provide. For this zoning district, the Code states that no more than 1.5 parking spaces is allowed per rental unit; thus, we would not be able to require 2 spaces per unit. However, as shown in the rendering, the project will be required to install sidewalks, curb, and gutter along their project frontage which will create about 2-3 on-street parking spaces which were not previously available.

If you have any additional comments on the project, please do not hesitate to reach out to me via email and/or phone and we can discuss further.

Thank you again for sharing your comments.

Regards,

Marcus Martinez | Assistant Planner
Development Services Department
City of Hayward
P: (510) 583-4236
E: marcus.martinez@hayward-ca.gov

From: Christina Lanzatella [redacted]
Sent: Wednesday, April 10, 2019 8:15 PM
To: Marcus Martinez <Marcus.Martinez@hayward-ca.gov>
Subject: 24997 O'Neil Ave, Reference 201901824 SPR

Hello Mr Martinez,

I am writing about the notice in the mail of a proposed project at 24997 O'Neil Ave including nine units.

I live in the community across O'Neil from the proposed project. It would be terrible for our community if this project was allowed to continue. Even without adding more housing, over the last eight years parking has become very difficult. We have to park far away in places that don't always have sidewalks, endangering us as we walk in the street to our homes. There are vagrants that live near the BART tracks that make me feel very uncomfortable to have to move past

when I have to park in an isolated place. If new housing went in here on O'Neil, it would need to include AT LEAST two parking spaces per unit.

Please don't allow me and my twelve year old daughter to be put even further at risk than we already are as I have to park father and farther away and we walk dangerous roads not meant for pedestrians at all and isolation rendering it dangerous from other humans!

-Christina Lanzatella-Craig, Challenger Way resident

Marcus Martinez

From: JaNeT [redacted]
Sent: Thursday, April 18, 2019 1:48 PM
To: Marcus Martinez
Subject: Reference 201901824 SPR - 24997 O'Neil Avenue, Hayward

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Martinez,

I am writing today in regards to the proposed residential project at 24997 O'Neil Avenue, Hayward. We live across the street at Discoverer Place, Hayward. We are concerned about the project, as it currently only proposes nine automobile parking spaces on site for a nine unit building. Our street parking is already overwhelmed on this dead-end street. On our property (of Hayward Glen), each unit possess two parking spaces a piece and we still have parking issues with guests and other residencies in the area. Two doors down is an apartment complex and they also take up much of the street parking. I feel that for each of your residential units with one bedroom or more, you must have 2 parking spaces allotted on-site, as it is likely the chance of two people living in the unit is high and without two spaces, someone in each unit will be forced to park on the street. We are excited to see Hayward grow, but without proper planning, it will be hard to keep harmony in an already crowded place. Knowing that there might be 1260 square feet of landscaped open space makes me feel like you can better make use of the land to create more parking spaces within the property. We appreciate your time in regards to this project and hope that we can work something out so our little area in Hayward here can thrive for everyone.

Warmly,
Janet Wong
25019 Discoverer Place
Hayward, CA 94544

File #: MIN 20-073

DATE: July 9, 2020

TO: Planning Commission

FROM: Director of Development Services

SUBJECT

Minutes of the Planning Commission Meeting of June 25, 2020

RECOMMENDATION

That the Planning Commission approve the minutes of the Planning Commission meeting of June 25, 2020

SUMMARY

The Planning Commission held a meeting on June 25, 2020

ATTACHMENTS

Attachment I Draft Minutes of June 25, 2020

MINUTES OF THE SPECIAL MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION REMOTE PARTICIPATION
Thursday, June 25, 2020, 7:00 p.m.

This meeting was being conducted utilizing teleconference and electronic means consistent with State of California Executive Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order No. 20-10 dated April 29, 2020, regarding the COVID-19 pandemic.

MEETING

A special meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Chair Bonilla.

ROLL CALL

Present:	COMMISSIONERS:	Andrews, Faria, Goldstein, Patton, Roche, Stevens
	CHAIRPERSON:	Bonilla
Absent:	COMMISSIONER:	None

Staff Members Present: Billoups, Brick, Buizer, Chan, Simpson

PUBLIC COMMENT:

Public Comments were limited only to items on the Agenda.

PUBLIC HEARING:

For Agenda Item No. 1, the decision of the Planning Commission is final unless appealed. The appeal period is 10 days from the date of the decision. If appealed, a public hearing will be scheduled before the City Council for final decision.

1. Appeal of the Planning Director's Decision to Approve a Two-Year Extension of the Approved Mixed-Use Development consisting of 72 Residential Townhomes and 8,000 square feet of commercial space on a 5.88-acre parcel located at the Southwest corner of Mission Boulevard and Industrial Parkway (APNS: 078G-2651-012-08, 078G-2651-011-002, 078G-2651-010-03, 078G-2651-009-02, and 7G-2651-008-00) Requiring Approval of a Vesting Tentative Tract Map and Site Plan Review, Application No. 201504677; (Appellant: Rosemarie Aquilar and Glenn Kirby); (Applicant: Doug Rich, Valley Oak Partners)

Planning Manager Buizer announced that staff received a recent request to continue the item to a date in the future. Staff is requesting that the Commission continue this item to a date uncertain. Ms. Buizer said that once the new date is determined, staff will then renotice the item, publish the legal notice and coordinate with both the applicant and the appellant prior to bringing the item back to the Planning Commission for consideration.

Chair Bonilla thanked Planning Manager Buizer for informing the Planning Commission.

Planning Manager Buizer confirmed for Planning Commissioner Patton that the request came from the applicant and that she shared this with the appellants who were amenable to the continuance.

Planning Commissioner Andrews made a motion to approve the staff recommendation to continue the item to a date in the future.

Planning Commissioner Faria seconded the motion.

Commissioner Andrews made a motion, Commissioner Faria seconded the motion. The motion carried by the following roll call vote:

AYES:	Commissioners Andrews, Faria, Goldstein, Patton, Roche, Stevens Chair Bonilla
NOES:	None
ABSENT:	None
ABSTAIN:	None

APPROVAL OF MINUTES

2. Approval of the Planning Commission Meeting Minutes of June 11, 2020.

Commissioner Roche made a motion, seconded by Commissioner Faria, to approve the Planning Commission Meeting Minutes of June 11, 2020. The motion passed with the following votes:

AYES:	Commissioners Stevens, Andrews, Faria, Patton, Roche, Goldstein Chair Bonilla
NOES:	None
ABSENT:	None
ABSTAIN:	None

COMMISSION REPORTS

Oral Report on Planning and Zoning Matters:

Planning Manager Buizer shared that staff is working on updating the quarterly report that will provide the Planning Commission with the status of all Planning projects. Ms. Buizer said

staff wants to be able to capture all of the June activity and upon completion, staff will forward the report and anticipates the report to be available late next week.

Commissioners' Announcements, Referrals:

There were none.

ADJOURNMENT

Chair Bonilla adjourned the meeting at 7:07 p.m.

APPROVED:

_____
Julie Roche, Secretary
Planning Commission

ATTEST:

_____
Denise Chan, Senior Secretary
Office of the City Clerk