



POLICY DOCUMENT: PART 3

HAZARDS ELEMENT

The city of Hayward is located in a region that is prone to a variety of natural disasters. The city's geologic setting was formed by regional and local earthquake faults, many of which are still active and can generate devastating damage to buildings and infrastructure in the event of an earthquake. The city's climate can also create hazardous conditions. Severe winter and spring storms can cause landslides in hillside areas and flooding along stream corridors and low-lying areas near the San Francisco Bay. Dry weather during spring and summer months can create hazardous conditions related to wildland fires, which when combined with strong Diablo winds, pose a significant risk to hillside neighborhoods. Climate change is projected to increase the frequency and severity of climate hazards, including increased flood, landslide, drought, extreme heat, and wildfire risks. In addition to natural hazards, Hayward also has a number of transportation facilities and industrial businesses that create risks for man-made hazards, such as aircraft accidents, hazardous material spills, and exposure to excessive noise.

While it is impossible to completely avoid natural and man-made hazards, the Hazards Element establishes goals and policies to protect life and minimize property damage during future disasters and emergencies. The goals and policies address regional hazards mitigation, seismic and geologic hazards, climate change, flood hazards, rising sea levels, wildland wildfires, hazardous materials, airport hazards, and noise.

Several other Elements of the General Plan provide supporting goals and policies that will help the Hayward community prepare for and respond to hazards, including the Community Safety Element, the Natural Resources Element, Public Facilities Element, Environmental Justice Element, the Climate Action Plan, and the Community Health and Quality of Life Element.

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Goal 1 Regional Coordination

The impacts of disasters are rarely confined to the limits of a single jurisdiction, and almost always affect multiple agencies within a region. As a result, the Federal Disaster Mitigation Act of 2000 encourages cooperation between State, regional, and local agencies, prompting them to work together to mitigate hazards. This goal and its supporting policies are designed to promote a disaster-resilient region through regional coordination and mitigation planning. This is accomplished by implementing a Local Hazards Mitigation Plan, a comprehensive plan that addresses local hazards in coordination with state and regional agencies. By participating in regional and local hazards mitigation, the City will minimize disaster risks and improve the safety of the Hayward community.

GOAL HAZ-1

Promote a disaster-resilient region by reducing hazard risks through regional coordination and mitigation planning including climate change adaptation. *[Source: Existing Goal, City Staff]*

HAZ-1.1 Local Hazards Mitigation Plan

The City shall coordinate with regional and local agencies to implement an updated Resiliency Plan¹ (former Local Hazards Mitigation Plan). *[Source: Existing Policy modified; City Staff]* (IGC/MPSP)

HAZ-1.2 Plan Implementation and Monitoring

The City shall monitor and evaluate the success of the Resiliency Plan (Local Hazards Mitigation Plan). The City shall ensure that strategies are prioritized and implemented through the Capital Improvement Program and by providing adequate

budget for on-going programs and Department operations. *[Source: Existing Policy modified; City Staff]* (MPSP/CSO/FB)

HAZ-1.3 Plan Updates

The City shall support the Association of Bay Area Governments (ABAG) in its role as the lead agency that prepares and updates the Multi-Jurisdictional Local Hazards Mitigation Plan. If ABAG cannot fulfill this role in the future, the City shall coordinate with Alameda County and other local agencies to encourage the development and implementation of a new Multi-Jurisdictional Local Hazards Mitigation Plan. Ensure all future plan updates include climate change adaptation measures. *[Source: Existing Policy modified; City Staff]* (IGC)



¹ [Hayward 2021 Local Resilience Plan, https://www.hayward-ca.gov/your-government/documents/local-resilience-plan](https://www.hayward-ca.gov/your-government/documents/local-resilience-plan)

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Photographs showing damage from the 1868 Hayward Earthquake. Courtesy of the Hayward Area Historical Society.

Goal 2 Seismic and Geologic Hazards

Hayward is located in a seismically active region that contains several major active faults, including the San Andreas Fault, Hayward Fault, and Calaveras Fault. The Hayward Fault crosses through the city and generally runs parallel and within a few hundred feet of Mission Boulevard. Other potentially active faults within Hayward include the Chabot Fault, the Carlos Bee Fault, and several adjacent and secondary faults. As a result of its location and geologic setting, the city of Hayward is subject to a variety of seismic and geologic hazards, including fault rupture, strong ground shaking, liquefaction, and landslides. In addition, segments of the city could flood if an earthquake generates a tsunami or causes an up-stream dam to fail. This goal and its supporting policies are designed to minimize risks associated with seismic and geologic hazards.

GOAL HAZ-2

Protect life and minimize property damage from potential seismic and geologic hazards.
[Source: Existing Goal, modified]

HAZ-2.1 Seismic Safety Codes and Provisions

The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height. [Source: Existing Policy] (RDR)

HAZ-2.2 Geologic Investigations

The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones:

- Fault Zone (see Figure 9.2-1 in the Hazards Background Report)

- Liquefaction Zone (see Figure 9.2-2 in the Hazards Background Report)
- Landslide Zone (see Figure 9.2-3 in the Hazards Background Report)

A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards. [Source: Existing Policy; City Staff, GPUTF] (RDR)

SEISMIC HAZARD TERMINOLOGY

Fault Zone: Zones in which cities and counties must require special geologic studies to prevent the construction of structures intended for human occupancy over an earthquake fault. The California Geological Survey publishes maps of the zones as part of its work to implement the requirements of the Alquist-Priolo Special Studies Zone Act. These maps show the most comprehensive depiction of fault traces that can rupture during an earthquake.

Liquefaction: Liquefaction happens when loosely packed sandy or silty materials saturated with water are shaken hard enough to lose strength and stiffness. Liquefied soils behave like a liquid and are responsible for tremendous damage in an earthquake, causing pipes to leak, roads and airport runways to buckle, and building foundations to be damaged.

Tsunami: A tsunami (pronounced soo-nah-mee) is a series of waves generated in a body of water by a rapid disturbance that vertically displaces the water. These changes can be caused by an underwater fault rupture (that generates an earthquake) or underwater landslides (typically triggered by earthquakes).

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HAZ-2.3 Fault Zones Assumption

The City shall assume that all sites within (or partially within) any fault zone are underlain by an active fault trace until a geotechnical investigation by a licensed geotechnical engineer proves otherwise. *[Source: Existing Policy]* (RDR)



Active Fault Zones in the San Francisco bay Area. Source: Association of Bay Area Governments.

HAZ-2.4 New Buildings in a Fault Zone

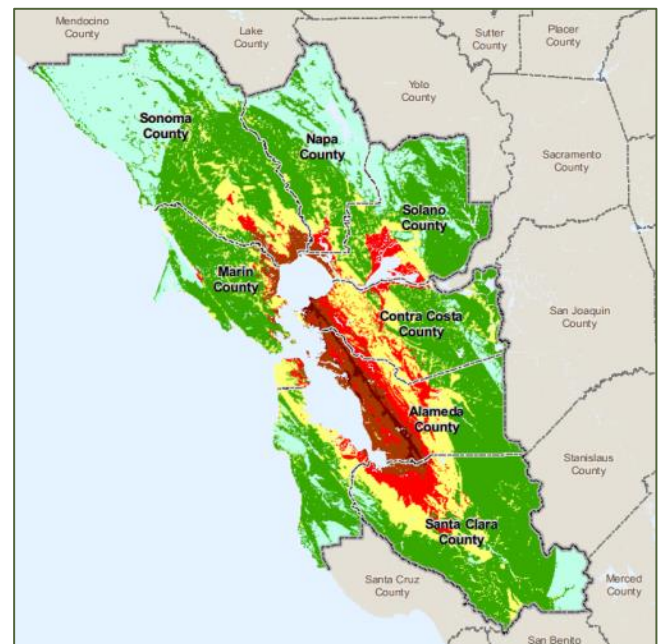
The City shall prohibit the placement of any building designed for human occupancy overactive faults. All buildings shall be set back from active faults by at least 50 feet or as recommended by a licensed geotechnical engineer based on a site and project specific evaluation. *[Source: Existing Policy, modified]* (RDR)

HAZ-2.5 Existing Buildings in a Fault Zone

The City shall prohibit the expansion of existing commercial and multi-family buildings (constructed prior to the adoption of the Alquist-Priolo Special Studies Zone Act) that are located over an active fault. Renovations to existing buildings within a fault zone shall be subject to the limitations and requirements of the Alquist-Priolo Special Studies Zone Act. *[Source: Existing Policy, modified; City Staff]* (RDR)

HAZ-2.6 Infrastructure and Utilities

The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment. *[Source: Existing policy]* (RDR)



Potential severity of ground shaking in the Bay Area during a magnitude 6.9 earthquake on the Hayward Fault. Areas in red would experience very strong to very violent ground shaking. Source: Association of Bay Area Governments.

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HAZ-2.7 Dam Failure

The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake. *[Source: Existing Policy, City Staff] (IGC)*

HAZ-2.8 Tsunamis

The City shall coordinate with the Hayward Area Recreation and Park District (HARD), the East Bay Regional Parks District (EBRPD), and the Alameda County Flood Control and Water Conservation District to efficiently evacuate shoreline parks during and prior to potential tsunami events with consideration to sea level rise increasing tsunami impact. *[Source: Existing Policy modified, City Staff] (CSO/MPSP/IGC)*

HAZ-2.9 Seismic Retrofits

The City shall encourage property owners to upgrade buildings for seismic safety purposes, especially masonry and soft-story buildings (i.e., buildings designed with minimal bracing on the first floor). *[Source: Existing Policy, City Staff; GPUTF; Public] (MPSP/PI)*

HAZ-2.10 City Facilities

The City shall strive to seismically upgrade existing City facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall consider the relocation and/or reconstruction of facilities. *[Source: Existing Policy; City Staff] (PI/CSO)*

HAZ-2.11 Critical Facilities

The City shall encourage seismic upgrades to hospitals, schools, long-term care facilities, and other important facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall encourage the

relocation and/or reconstruction of facilities. *[Source: Existing Policy; City Staff] (PI/CSO)*

HAZ-2.12 Public Awareness

The City shall promote greater public awareness of earthquake hazards and promote resources and programs to help property owners make their homes and businesses more seismically safe. *[Source: Existing Policy] (PI)*

Goal 3 Flood Hazards

Various parts of Hayward are subject to flooding during major storm events, including shoreline areas and upland areas located along streams, creeks, and drainage ways. The geographic extent of local flood hazards is anticipated to increase in the next century as a result of rising sea levels caused by climate change. Extreme weather conditions caused by climate change could also increase flooding risks during major storms. Parts of Hayward are also located in dam failure inundation zones. Dam failure refers to the uncontrolled release of impounded water stored behind a dam. It can be caused by heavy rainfall, earthquakes, landslides, improper operation or maintenance, poor construction or maintenance, vandalism, and other natural or human actions. This goal and its supporting policies are designed to minimize damage and risks associated with flood hazards, including flood hazards associated with extreme weather caused by climate change and dam failure. Related policies that address rising sea levels are discussed under Goal 4.

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GOAL HAZ-3

Protect life and minimize property damage from potential flood hazards. *[Source: Existing Goal; GPUTF; Public; CC/PC]*

HAZ-3.1 FEMA Coordination

The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the city. *[Source: Existing Policy] (IGC)*

HAZ-3.2 Development in Floodplains

The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized. *[Source: Existing Policy] (RDR)*

HAZ-3.3 Flood Plain Management Ordinance

The City shall maintain and enforce a Flood Plain Management Ordinance to:

- Promote public health, safety, and general welfare by minimizing public and private losses due to floods,
- Implement the Cobey-Alquist Flood Plain Management Act,
- Comply with the eligibility requirements of the National Flood Insurance Program, and

Protect assets within flood zones from increased extreme precipitation events as identified in the Climate Vulnerability Assessment (Appendix A to this Element). *[Source: Existing Policy modified; City Staff] (MPSP/RDR)*

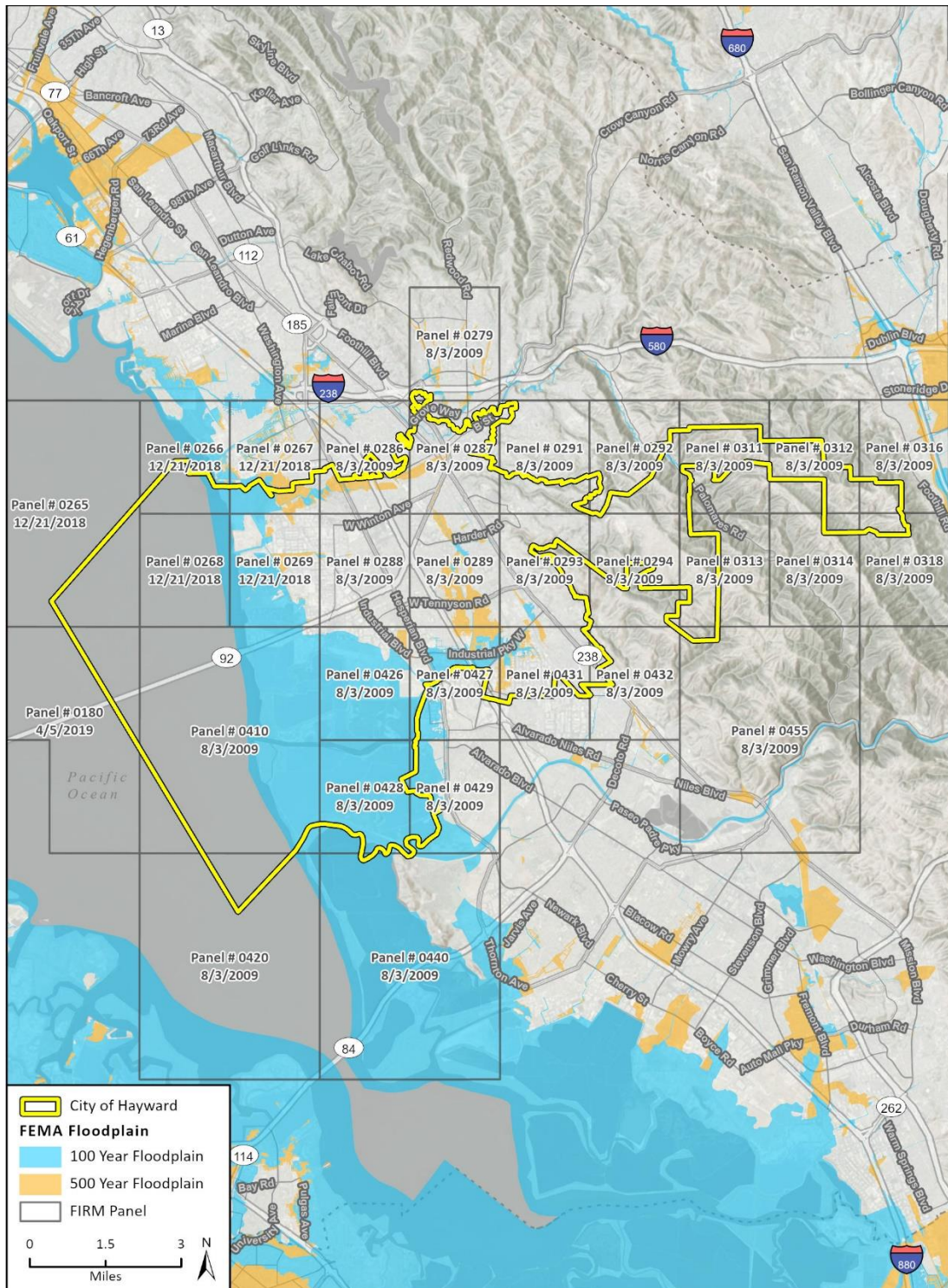
HAZ-3.4 Changing Flood Conditions Associated with Climate Change

The City shall coordinate with the Alameda County Flood Control and Water Conservation District to evaluate the need to expand the capacity of flood control facilities based on changing flood conditions associated with climate change and extreme weather. *[Source: Existing Policy, modified] (IGC)*

HAZ-3.5 Public Awareness

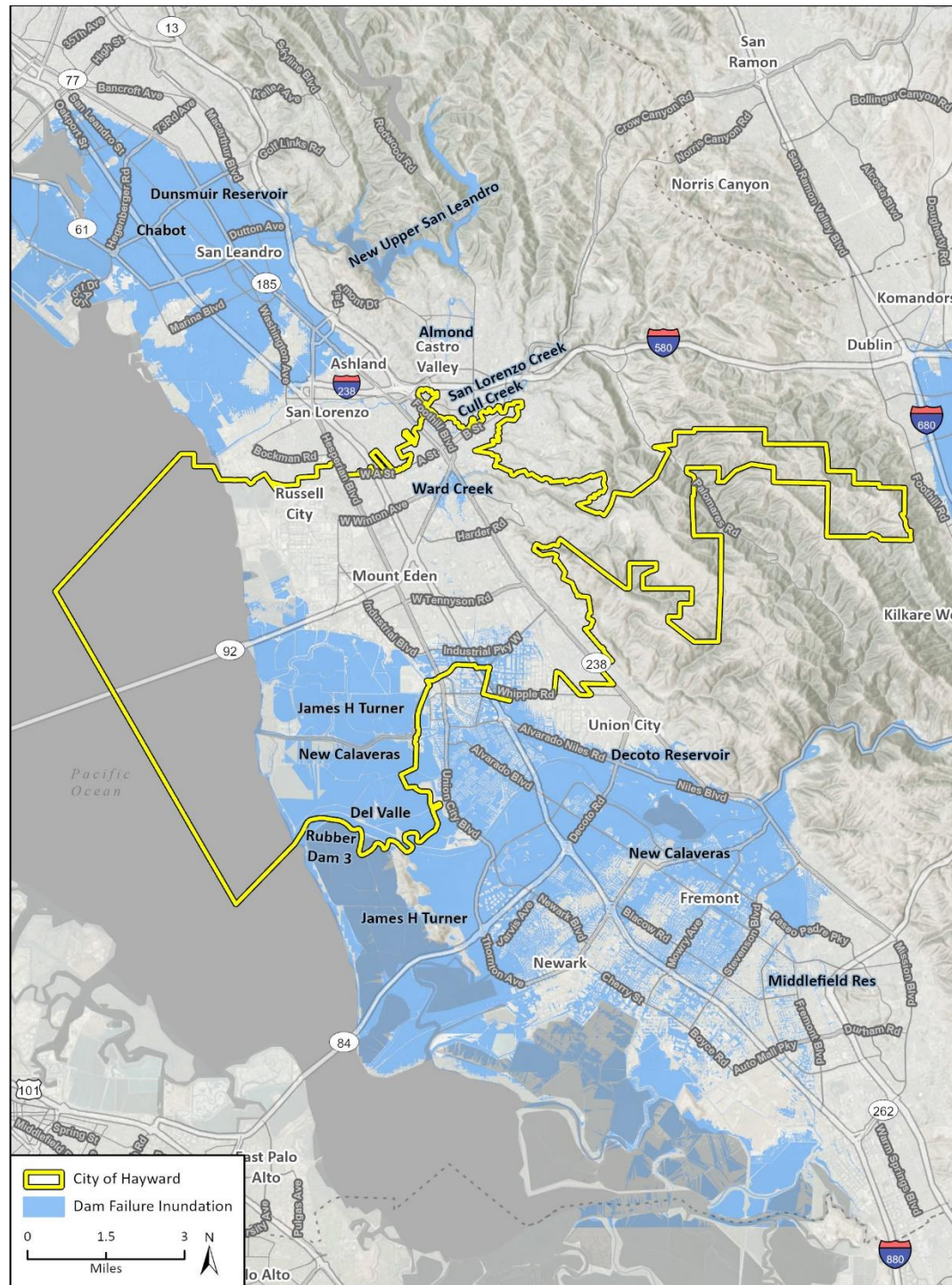
The City shall promote greater public awareness of flooding hazards and promote resources and programs to help property owners and landlords protect their homes and businesses from flood damage. *[Source: Existing Policy modified; City Staff] (PI)*

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Areas of Hayward that are subject to flooding during a 100-year storm (light blue), and a 500-year storm (light orange). Source: FEMA

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Additional data provided by DSOD, 2022.

Safety Element Hazards
Fig X Dam Failure Inundation in Hayward

Areas of Hayward that are located in the dam failure inundation zone are shown in blue. Source: California Department of Water Resources

Goal 4 Rising Sea Levels

Sea levels are projected to rise by up to 1.9 feet by mid-century (See the Climate Vulnerability Assessment in Appendix A). As sea levels rise, the Hayward shoreline, as well as industrial, commercial, and residential areas along creeks and drainage ways, will become more and more vulnerable to water inundation during both normal high tides and flooding during major storm events. If unmitigated, rising sea levels have the potential to inundate the open space and recreational resources along the shoreline, and flood nearby industrial, commercial, and residential areas. This goal and its supporting policies are designed to protect the Hayward shoreline and adjacent urban uses from the impacts of rising sea levels.

The maps below outline mid and end-century sea level rise projections that display areas with marine inundation under the separate scenarios. The first map displays these scenarios outright while the following shows these scenarios under a 100-year or 1 percent chance storm overlaid. The final map following this section displays groundwater hazard risk with water table at surface and up to 3.3 feet by mid-century. Projections in the maps are consistent with best available science but maintain a high degree of uncertainty.

Policies related to climate change and the reduction of greenhouse gas emissions are provided in the Natural Resources Element, Mobility Element, and Climate Action Plan.

GOAL HAZ-4

Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels. [Source: Existing Goal; Public; GPUTF, CC/PC].

HAZ-4.1 Monitor Rising Sea Level

The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards. [Source: Existing Policy; City Staff] (IGC/CSO)

HAZ-4.2 Regional Planning for Sea Level Rise

The City shall continue to coordinate with the Bay Conservation and Development Commission, Alameda County, and others to participate in *Bay Adapt: Regional Strategy for a Rising Bay* and similar efforts, to advance regional dialogue on mechanisms for balancing the protection of at-risk communities and enhancing the region's overall resilience to rising sea levels. [Source: Existing Policy modified; City Staff; Hayward Area Shoreline Adaptation Master Plan] (IGC)

HAZ-4.3 Shoreline Adaptation Master Plan

The City shall coordinate with Oakland, San Leandro, Alameda County, the Hayward Area Shoreline Planning Agency, the Bay Conservation and Development Commission, and other agencies to expand and restore wetland habitat and increase shoreline resilience through the implementation of the Hayward Regional Shoreline Adaptation Master Plan and **will align the Shoreline Adaptation Master Plan with BCDC guidelines when they are adopted.** [Source: Existing Policy modified; City Staff; GPUTF] (IGC)

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HAZ-4.4 FIRM Maps

The City shall cooperate with FEMA in the preparation of updated Flood Insurance Rate Maps that reflect rising sea levels and changing flood conditions. *[Source: Existing Policy modified; City Staff] (RDR)*

HAZ-4.5 Rising Sea Level Notifications

The City shall require that all applicants for new industrial and commercial development, including major remodels, within areas which may flood due to sea level rise by the end of the century during a 100 year flood event, notify residents, tenants and property owners about the risk of future sea level rise and groundwater hazard risk. When maps are updated, the City shall provide notice to all potentially impacted residents, tenants, property and business owners about updated data related to rising sea levels and flooding. *[Source: Existing Policy modified, City Staff; GPUTF] (RDR)*

HAZ-4.6 Adaptation Atlas

The City shall partner with regional jurisdictions to incorporate the findings of the San Francisco Estuary Institute's SF Bay Area Adaptation Atlas, including commitments to nature-based measures, grey infrastructure, policy and regulatory measures, and financial measures. **Nature-based measures will be considered and prioritized if feasible from a constructability and cost standpoint.** *[Source: New Policy]*

HAZ-4.7 Adaptation Programs and Standards

The City shall investigate opportunities to provide programs and funding resources to retrofit and adapt critical facilities, community structures, and infrastructure through:

- Raising buildings and roads by placing fill to rebuild the grades at higher elevations,

- Rebuilding all connecting roads, trails, and utilities to slope up to the new grade determined based on projected sea-level rise,
- Requiring adaptive management plans for restoration/mitigation sites within projected sea-level rise hazard zones to consider increased flooding and erosion potential,
- Installing nature based and grey infrastructure around areas projected to be impacted by sea level rise **with priority given to nature-based infrastructure.** *[Source: New Policy]*

HAZ-4.8 Vulnerable Communities

The City shall prepare a sea level rise adaptation plan to identify strategies to increase resilience of Glen Eden, Eden Shore, and Russell City communities with prioritization of vulnerable populations. Include outreach to affected communities that is accessible in multiple formats and in multiple languages. *[Source: New Policy]*

HAZ-4.9 Groundwater Management Plan

The City shall coordinate with Alameda County Flood Control & Water Conservation District to develop a Shallow Groundwater Management Plan to identify feasible strategies for managing rising groundwater tables from sea level rise and storm surges. **The plan will include a watershed-level model of groundwater rise and consider establishing a Shallow Groundwater Overlay District that would implement related building standards within the overlay district to ensure that buildings are resilient to groundwater rise, saltwater intrusion, liquefaction, and toxic contaminants.** *[Source: New Policy, Hayward Area Shoreline Adaptation Master Plan]*

HAZ-4.10 Increase Flood Protection Standards for New Construction and Renovations

The City shall incorporate sea level rise into the municipal code **and establish a Sea Level Rise**

Overlay District to require compliance with base floor elevation and flood-proofing requirement to mid-century sea levels. Consider unconventional design elements that may allow structures to accommodate a higher water table and higher liquefaction risks. **Consider establishing shoreline and creek buffer zones that are reserved for flood protection, habitat restoration, public access, and recreation.** *[Source: New Policy][Source: Hayward Area Shoreline Adaptation Master Plan]*

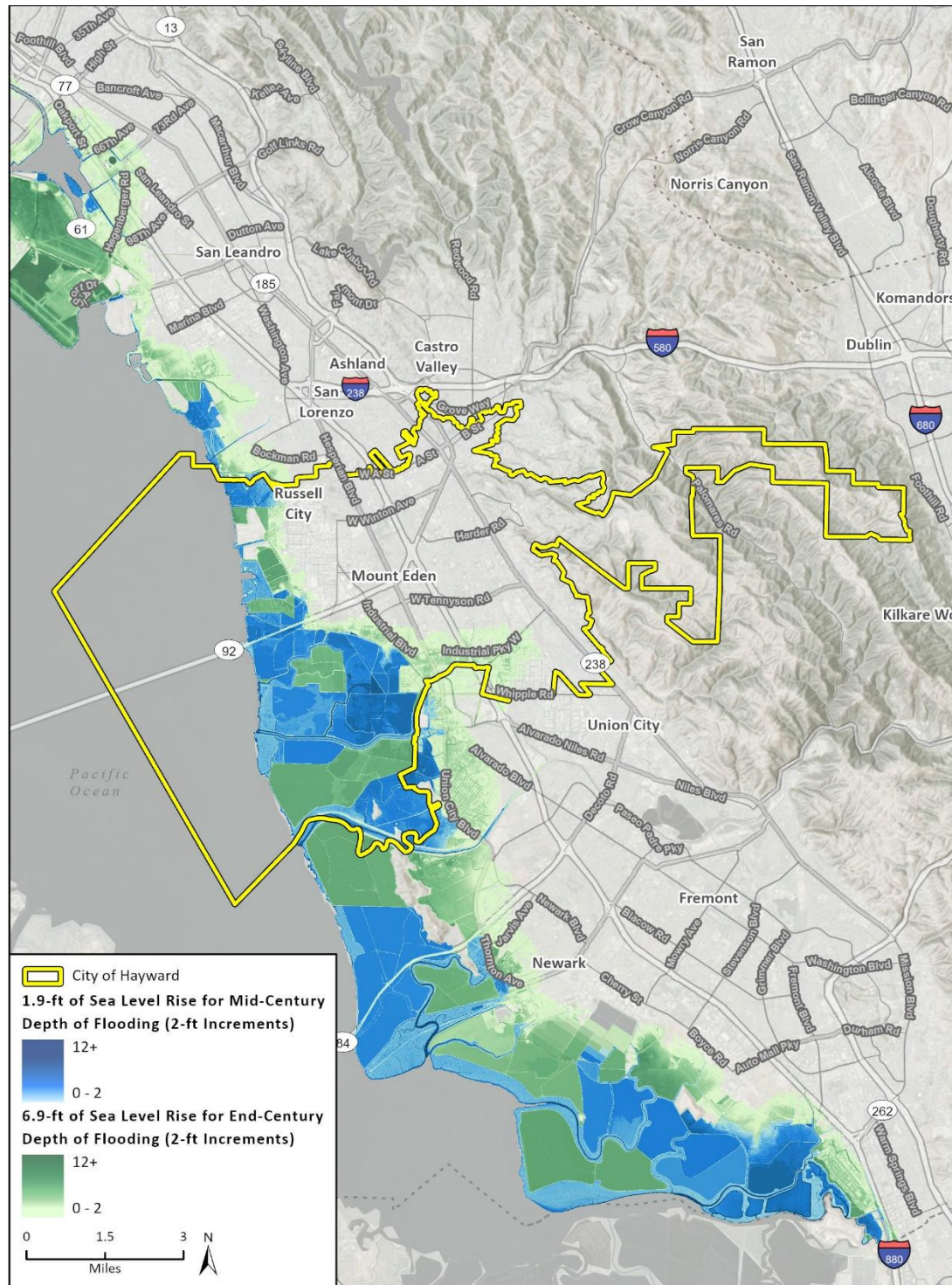
HAZ-4.12 Develop Technical Support and Education

The City shall develop technical support and education to help businesses and residents understand risks from sea level rise and develop mitigation actions *[Source: New Policy, Hayward Area Shoreline Adaptation Master Plan]*

HAZ-4.10 Essential Facilities Siting

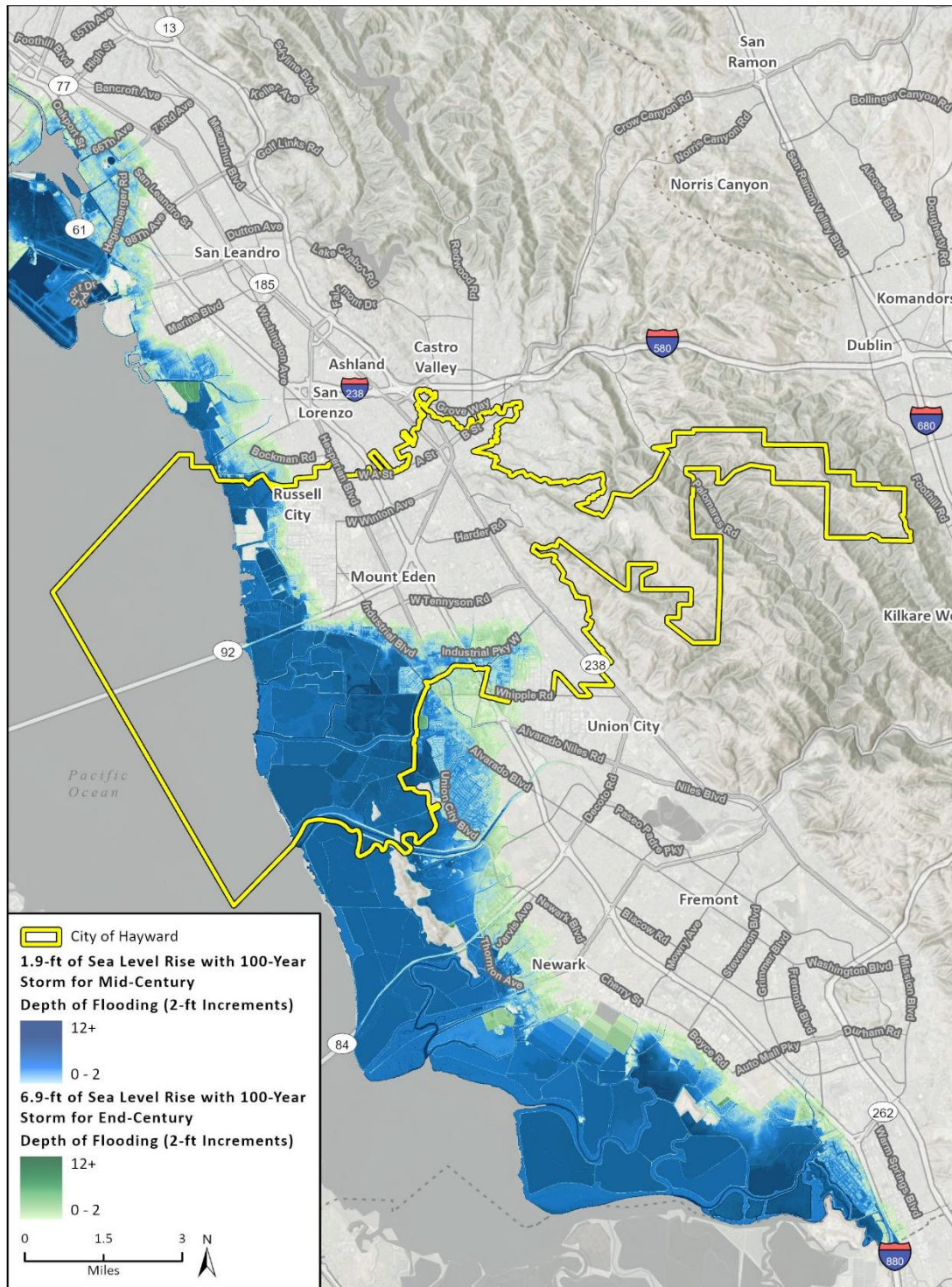
Locate, when feasible, new essential public facilities, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside of flood hazard zones. *[Source: New Policy]*

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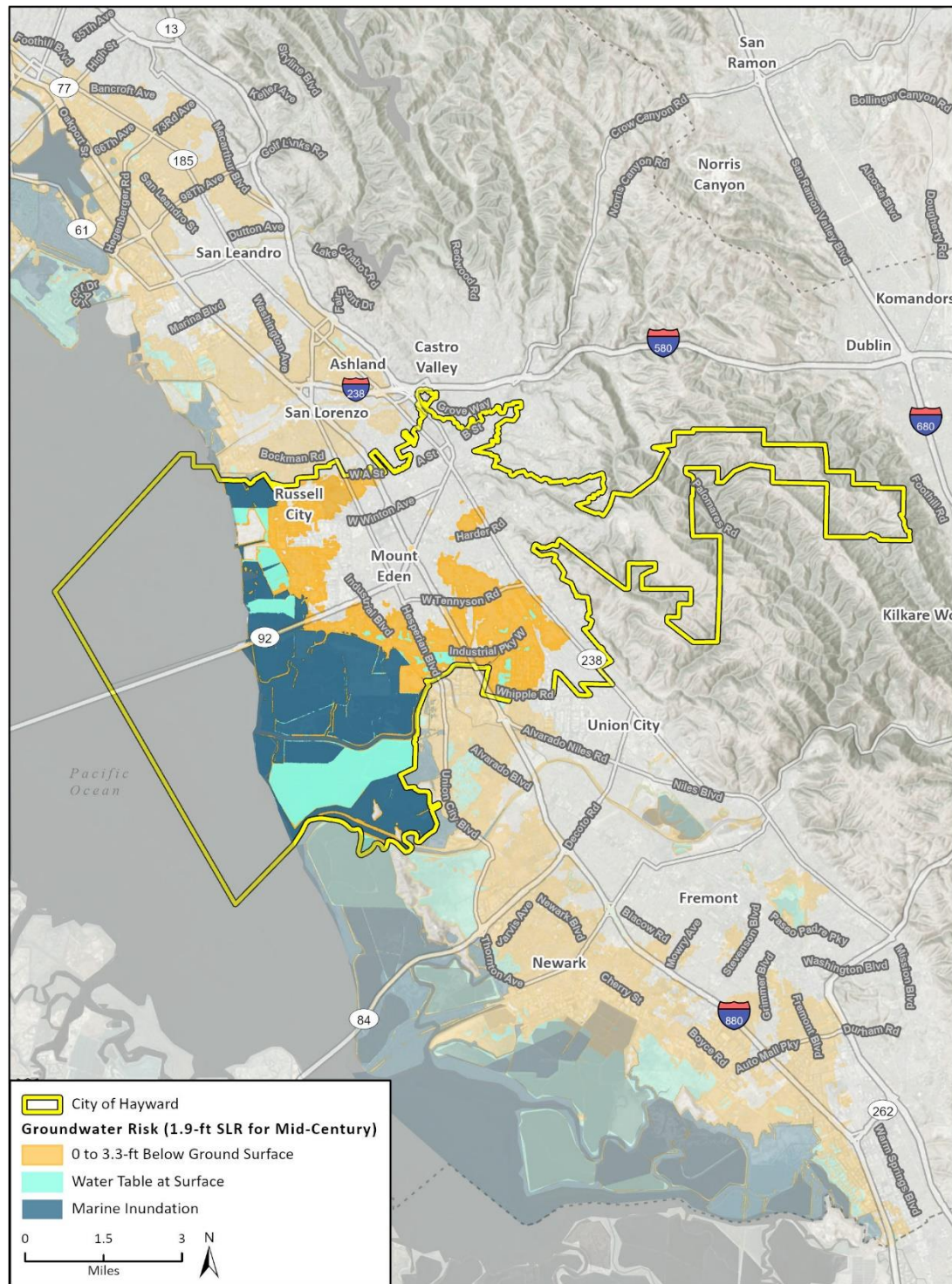
Areas of Hayward that are subject to sea level rise with a mid-century rise of 1.9 feet (blue gradient) and an end century rise of 6.9 feet (green gradient with a 100 year storm. Source: Adapting to Rising Tides

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Areas of Hayward that are subject to sea level rise with a mid-century rise of 1.9 feet (blue gradient) and an end century rise of 6.9 feet (green gradient with a 100 year storm). Source: Adapting to Rising Tides

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Areas of Hayward that are subject to groundwater risk with a mid-century sea level rise of 1.9 feet showing new depths of groundwater from marine inundation to 0-3.3 feet below ground surface. Source: USGS Groundwater Risk Tool

Goal 5 Urban Wildfire Hazards

The foothill neighborhoods of Hayward are located adjacent to natural hillsides and open space areas that are prone to wildfires. This goal and its supporting policies are designed to minimize urban wildfire risks through the implementation of wildland/urban interface guidelines, fire prevention codes, and open space management practices that reduce the potential for wildfires. Fire hazards zones are mapped in the figure below this section showing both high and very high hazard severity zones (VHFHSZ) located to the northeast and southeast of Hayward with none directly in city limits.

Measures in the California Building Code reduce fire hazards in structures. These include use of specific building construction materials, fire separation walls, building separation, and use of fire sprinklers. Included in development regulations are requirements for minimum road widths that provide adequate access for firefighting equipment and evacuation of residents, as well as clearance around structures (fuel modification areas) to prevent the rapid spread of fire.

Water availability and peak load water supply are essential in combating wildfires. Peak load water supply refers to the supply of water to meet both domestic water and fire-fighting needs during the particular season and time of day when domestic water demand on a water system is at its peak. As development occurs, peak load water supply reserves must be increased. The City of Hayward and East Bay Municipal Utility District, the City's water providers, must ensure peak load water supply requirements are met.

GOAL HAZ-5

Protect life and minimize potential property damage from urban wildfire hazards in hillside areas. [Source: Existing Goal, modified]

HAZ-5.1 Wildland/Urban Interface Guidelines

The City shall maintain and implement Wildland/Urban Interface Guidelines for new and existing development within neighborhoods that are proximal to existing fire hazard areas. [Source: Existing Policy, modified] (MPSP/RDR)

HAZ-5.2 Fire Prevention Codes

The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property including vegetation management and fire-resistant material retrofits in neighborhoods proximal to fire hazard severity zones. [Source: Existing Policy, modified] (CSO/RDR)

HAZ-5.3 Defensible Space and Fuel Reduction

The City shall enforce defensible space criteria and assist property owners in removing overgrown vegetation and to reduce fuel loads on hillside properties in neighborhoods proximal to fire hazard severity zones, especially near structures and homes. [Source: Existing Policy, modified] (PI/JP/IGC/RDR)

HAZ-5.4 Grant Funding

The City shall seek grant funding to mitigate potential wildfire threats to the community and to implement special training workshops and projects related to defensible space and fuel reduction practices. [Source: Existing Policy] (CSO)

HAZ-5.5 Park District Coordination

The City shall coordinate with the East Bay Regional Park District and the Hayward Area Recreation and Park District to promote forestry and park management practices that reduce the

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potential for wildland fires. *[Source: Existing Policy] (CSO)*

HAZ-5.6 Regional Coordination

The City shall coordinate with Alameda County, the cities of Pleasanton, Dublin, and San Ramon, and other fire protection agencies to reduce the potential for wildfire hazards in the East Bay hills and participate in mutual aid agreements. *[Source: Existing Policy, modified] (CSO)*

HAZ-5.7 Fire Flow Adequacy

The City shall maintain adequate water supply systems and flows to meet fire suppression needs throughout the city including new and existing development. Water supply locations to be defined for emergency services. *[Source: New Policy]*

HAZ-5.8 Fire Resistance Retrofits

The City shall encourage retrofits of homes within neighborhoods proximal to fire hazard severity zones to increase the prevalence of home hardening techniques. Develop and formalize a plan for providing defensible space assistance, public education, and regulatory enforcement of fire resistance activities and programs, such as the Weed Abatement Program. *[Source: New Policy]*

HAZ-5.9 Evacuation During Wildfires

The City shall increase the resilience of the neighborhoods proximal to fire hazard severity zones during a potential wildfire evacuation through:

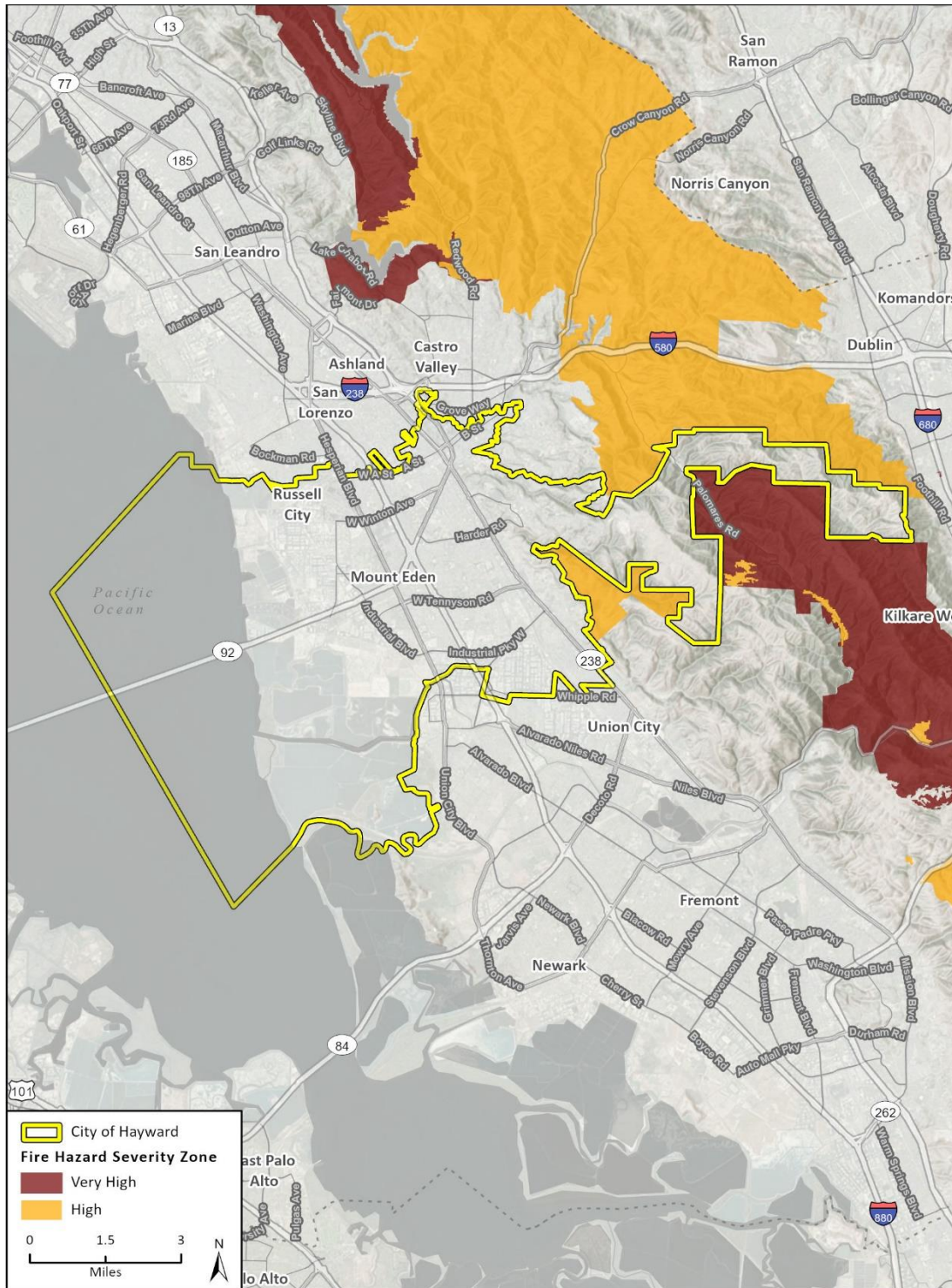
- Enforcing visible address numbers painted on sidewalks enforced through the City,
- Developing multiple language accessible materials for how to prepare your family and home for an evacuation and go kit,
- Identifying and preparing vulnerable populations that may need assistance to evacuate,

- Maintaining critical evacuation routes, community fire breaks and,
- Adequate ingress and egress to new developments. *[Source: New Policy]*



Areas of the San Francisco Bay Area that burned during wildfires between 1950 and 2011 (yellow). Source: Association of Bay Area Governments

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Areas bordering and near Hayward with Very High Fire Hazard Severity Zones (dark red) and High Fire Hazard Severity Zones (orange). Source: CALFIRE

Goal 6 Climate Change Adaptation/Resiliency

Climate change is caused by the addition of excess greenhouse gases (GHGs) to the atmosphere, which traps heat near the earth's surface raising global average temperatures. The resulting increase in average temperatures across the globe affects sea levels, precipitation patterns, the severity of wildfires, the prevalence of extreme heat events, water supply, and ocean temperatures and chemistry. Hayward is vulnerable to the effects of climate change as understood through the findings of the Climate Vulnerability Assessment (Appendix A). Policies under this goal build on existing policies within the Hazards Element, Natural Resources Element, the Community Health and Quality of Life Element as well as the entire General Plan with the intent of supporting the ability of the community to adapt to climate change.

GOAL HAZ-6

Community resilience to climate change is increased through adapted community capacity, infrastructure, services, parks, and open spaces. *[Source: New Goal; Climate Vulnerability Assessment]* [connected to HQL Goal 9, Community Resiliency]

HAZ-6.1 Vulnerable Populations

The City shall provide vulnerable community members with language-appropriate information on available financial, technical, and educational resources and programming to increase resilience against climate change hazards, including sea level rise, extreme heat, flooding, wildfire, and groundwater rise. The City shall develop and distribute information on adaptation measures including building weatherization, energy and water efficiency, and emergency preparedness. *[Source: New Policy]* [connected to HQL-9.9 and EJ-1.15]

HAZ-6.2 Resilience Hubs

The City shall develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services during climate hazards such as extreme heat events, flooding, and poor air quality events. *[Source: New Policy]* [connected to HQL-9.9 and EJ-1.15]

HAZ-6.3 Green Economy

The City's Economic Development Division, Landscape Maintenance Division, and Environmental Services Division shall partner with community-based organizations and the Alameda County Workforce Development Board to support the creation of jobs, training programs, and workforce development in urban forest management, tree planting, and green infrastructure development to provide sustained economic benefit and ensure long-term capacity for maintenance *[Source: New Policy]* [connected to HQL-9.4 and 9.5] [connected to new CAP action CS-1]

HAZ-6.4 Adapted Community Structures and Infrastructure

The City shall expand the resilience of critical buildings and infrastructure through assessment of needed retrofits to function properly while subject to increased climate hazard frequency such as flooding, extreme heat, regional wildfires, and landslides. *[Source: New Policy]* [connected to PFS 1.7] [connected to new CAP measure EG]

HAZ-6.5 Adapted Services

The City shall coordinate with emergency services as well as utility providers to assess needed service improvements in providing increased redundancy and uninterrupted service for water, power, and emergency service response. *[Source: New Policy]*

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HAZ-6.6 Transportation Corridors

The City shall improve the resiliency of transportation infrastructure by identifying highly trafficked active transportation and commute patterned streets and prioritizing the creation of “complete streets” including green infrastructure such as permeable pavement, shading, lighting, biodiversity, flood resilience, pedestrian and bike lane safety, and drinking water improvements.

[Source: New Policy]

HAZ-6.7 Parks and Open Space Resilience

Protect open spaces, habitats, and parks impacted by sea level rise, floods, drought, extreme heat, and wildfire including:

- Protect existing floodplains, open space, and other natural features that provide flood storage by establishing minimum buffers, limiting new development in wetlands and buffers.
- Protect and expand large, continuous greenspaces such as parks, median strips and street trees wherever possible for greater cooling magnitude and extent. Include a mix of grass and trees for greatest cooling benefits.
- Prioritize greening in most vulnerable areas with high pollution, heat, and flood burden and engage frontline communities in the design and placement of green features. *[Source: New Policy]*

HAZ-6.8 Resilient Power

The City shall work with utility companies to improve grid resilience and backup power for the community including utility activities that:

- Harden vulnerable overhead lines against winds and wildfires,
- Protect energy infrastructure and increase redundancy of energy storage and

distribution systems in surrounding hazard zones for wildfire,

- Invest in sustainable backup power sources to provide redundancy and continued services for critical facilities during periods of high demand during extreme heat events,
- Explore the feasibility of installing microgrids, including for critical health care facilities. *[Source: New Policy] [connected to new CAP action EG-1.4]*

HAZ-6.9 Climate Overlay Zones

The City shall establish hazard overlay zones. Overlay designations shall be developed to address potential future at-risk areas, such as areas prone to wildfire, subsidence, future floodplain or area of temporary inundation, or area at risk for high wind/storm events due to future climate change impact models. Apply overlay zones to areas with the greatest current hazards and/or future climate impacts. Associate corresponding risk reduction, adaptation policies, and standards specific to the hazard or climate impact. Overlay zones should include development standards for appropriate risk mitigation measures. *As much as possible, the City should prioritize building affordable housing near jobs and transit and outside of the Climate Overlay Zones.* *[Source: New Policy]*

HAZ-6.10 Essential Facilities Siting

Locate, when feasible, new essential public facilities, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside of climate change hazard zones. *[Source: New Policy; see also HAZ-4.10]*

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HAZ-6.11 Climate Adaptation Planning Coordination

Coordinate with Alameda County and neighboring jurisdictions to prioritize climate adaptation efforts that address regional climate change vulnerabilities of community members, infrastructure and services, natural resources and ecosystems, and critical facilities and buildings. *[Source: New Policy]*

HAZ-6.12 Green Infrastructure

New infrastructure projects (including bike/ped and traffic calming infrastructure, road upgrades, public plaza redevelopment, tree planting, or utility upgrades) will be reviewed for alignment with the City's Green Infrastructure plan and feasibility of inclusion of green stormwater infrastructure elements. *[Source: New Policy]*

Goal 7 Hazardous Materials

Hazardous materials are toxic, ignitable, corrosive, or reactive substances that can cause harm to people. Hazardous materials are used by households and businesses within urban areas. The improper use and disposal of hazardous materials can contaminate soil and groundwater resources and compromise the health and quality of life of residents. Accidents involving the transportation of hazardous materials can also cause explosions or spills that endanger the lives and property of nearby residents and businesses. This goal and its supporting policies are designed to establish strategies to minimize exposure to hazardous materials through the documentation, monitoring, clean-up, and re-use of hazardous material sites; and the implementation of best practices for the routine use, storage, transport, and disposal of hazardous materials.

GOAL HAZ-7

Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials. *[Source: Existing Policy, modified]*

HAZ-7.1 Hazardous Materials Program

The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes:

- Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP);
- California Accidental Release Prevention (CalARP) Program;
- Underground Storage Tank (UST) Program;
- Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans;
- Hazardous Waste Generator Program;
- On-site Hazardous Waste Treatment (Tiered Permit) Program; and
- California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS). *[Source: Existing Policy; City Staff] (CSO/MPSP/RDR)*

HAZ-7.2 Site Investigations

The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the

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greater Hayward community. *[Source: Existing Policy; City Staff]* (RDR)

HAZ-7.3 Permit Requirements

The City shall direct the Fire Chief (or their designee) and the Development Services Director (or their designee) to evaluate all project applications that involve hazardous materials, electronic waste, medical waste, and other hazardous waste to determine appropriate permit requirements and procedures. *[Source: Existing Policy; City Staff]* (RDR)

HAZ-7.4 Land Use Buffers

The City shall review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses. *[Source: Existing Policy]* (RDR)

HAZ-7.5 Collection Programs

The City shall maintain and further develop its collection programs for household hazardous waste and e-waste (cell phones, batteries, computers, televisions, computers, monitors, etc.). *[Source: Existing Policy]* (CSO/MPSP)

HAZ-7.6 Education Resources

The City shall provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials. *[Source: Existing Policy]* (PI)

HAZ-7.7 Agency Coordination

The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials. *[Source: Existing Policy]* (IGC/PI)

HAZ-7.8 Truck Routes

The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible. *[Source: Existing Policy]* (MPSP/PI)

Goal 8 Evacuation Capacity

Consistent with Government Code Section 65302 as amended by AB 747, AB 1409, and SB 99, the City conducted an emergency evacuation analysis attached as Appendix B. The analysis complies with above requirements in identifying evacuation routes and capacity under several emergency scenarios. The evacuation scenarios included wildfire, tsunami, dam failure, and a gas pipeline failure. Policies address the identified constraints as a result of this analysis.

Pursuant to SB 99, residential developments in hazard areas that do not have at least two emergency evacuation routes are shown in the figure below identifying single access roads. Single access roads are a local street that feeds into a collector with a singular point of entry and exit. These roads present potential evacuation complications necessitating added evacuation management.

GOAL HAZ-8

Community resilience to natural and man-made hazards is attained through increased evacuation capacity and emergency preparedness. *[Source: New Goal]*

HAZ-8.1 Evacuation Route Maintenance

Maintain roadways that are likely to function as key evacuation routes by property inspections, public education, homeowner association education,

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roadside vegetation management *[Source: New Policy]*.

HAZ-8.2 Vulnerable Population Assistance

The City shall identify vulnerable populations that may need assistance to evacuate and prepare coordinated language accessible communication and assistance processes for identified populations related to evacuation procedures and preparedness. Include resources for the visually impaired, hearing impaired, mobility impaired, people with medical conditions and the unhoused. *[Source: New Policy; City Staff]*

HAZ-8.3 Transportation Coordination

Encourage implementation of communication systems to coordinate advanced mobilization of transit operators to facilitate evacuations during flood and wildfire events with hazard alert notifications. Implement through a Traffic Control Center to coordinate all evacuation activities. This center would have up to the minute reports on traffic patterns and can communicate directly with the broadcast media to let drivers know about roadway congestion and conditions and direct them to alternate routes. *[Source: New Policy, SCAG]*

HAZ-8.4 Evacuation Management Tools

The City shall coordinate investments with Caltrans in retrofitting freeway and arterial routes through structural improvements and increased staff capacity including:

- Management controls for signal coordination to allow uninterrupted flow (green wave).
- Traffic control plans to increase intersection capacity including minimized left-turn movements, adjusted signal timings, and toll suspension.
- Ability to manage movements at key intersections to increase throughput.

- Backup power and other preparation for signal operation during power outages.
- Ability to communicate through changeable message signs.
- Lane control equipment procurement
- Shoulder clearance and parking restrictions along primary routes of evacuation *[Source: New Policy]*

HAZ-8.5 Single Access Roads

The City shall provide obstruction removal services where road systems are antiquated and do not provide for proper evacuation or two-way flow. Additionally, the City will improve the accessibility of single access roads by emergency vehicles. *[Source: New Policy]*

HAZ-8.6 Evacuation Facilities

The City shall implement communication methods to coordinate advanced and timely evacuations with schools, hospitals, and vulnerable populations to evacuation shelters when relevant. *[Source: New Policy]*

HAZ-8.7 Evacuation Planning

The City shall develop pre-response plans and accompanying evacuation plans for all neighborhoods proximal to each type of hazard zone including city-wide earthquake risk. *[Source: New Policy]*

HAZ-8.8 Annual Trainings

The City shall conduct community and emergency response evacuation trainings annually through the Traffic Control Center. *[Source: New Policy]*

HAZ-8.9 High Fire Limitations

The City shall facilitate restriction of parking, construction permits or right-of-way encroachment on high fire days. *[Source: New Policy; SCAG]*

HAZ-8.10 Public Education

The City shall communicate to the public on essential resources and procedures through a variety of communication tools and in multiple languages on topics including:

Education on the California Standard Statewide Evacuation Terminology.

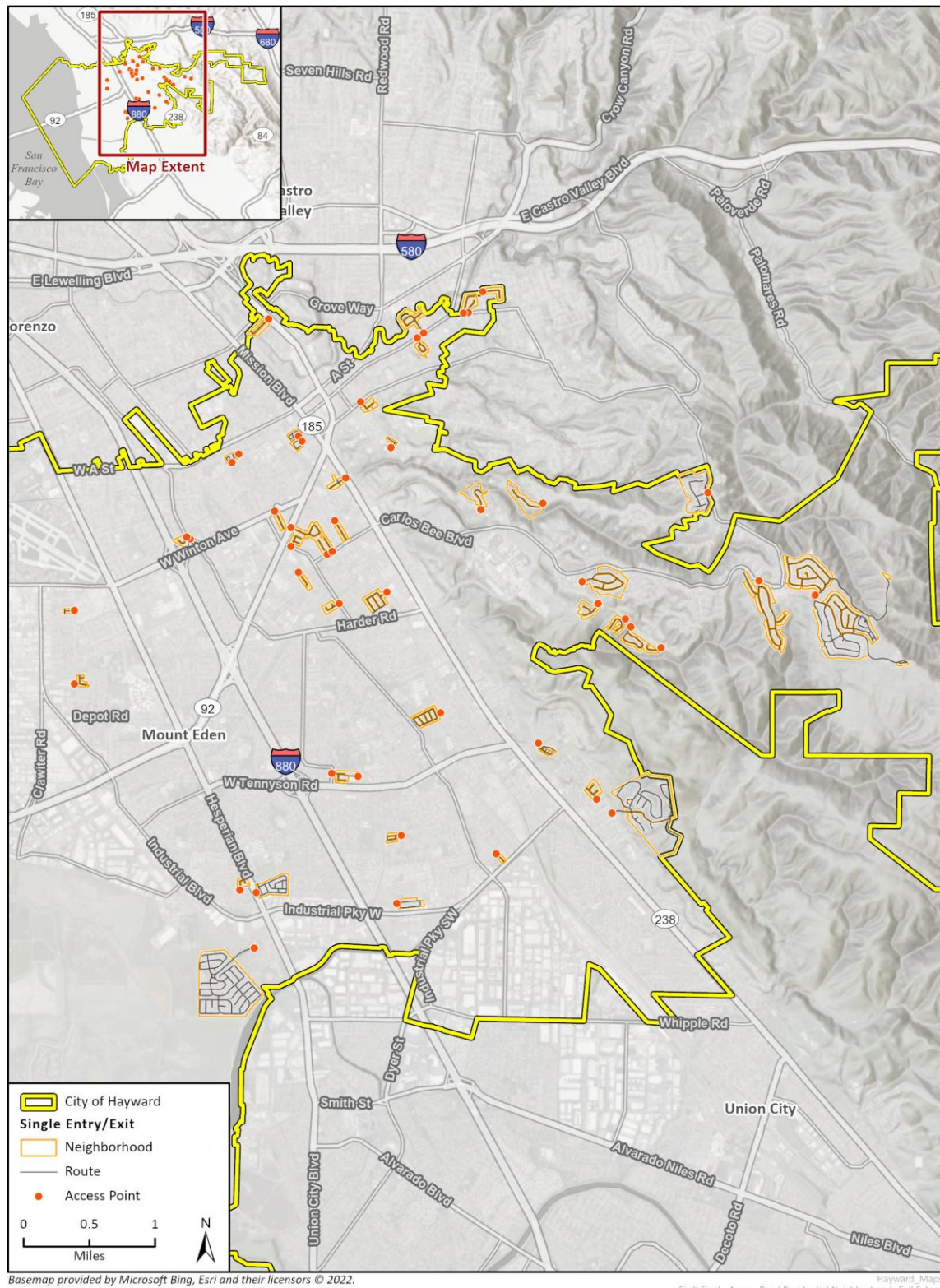
- Emergency evacuation checklists for residents.
- Creation and education of the public on evacuation maps.
- Available transportation services.
- Evacuation shelter and support service options. *[Source: New Policy]*

HAZ-8.11 Resource Management

The City shall create clear and transparent evacuation plans and systems across critical facilities and residential areas including strategies of

- Redundant staffing and clarity on staff roles and expertise.
- Prepared critical facilities with backup communication systems and critical supplies/services.
- Transportation plans for all critical facilities and communities in need of additional assistance
- Routine management exercises to practice evacuation drills as well as inform resource needs. *[Source: New Policy]*

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Neighborhood areas of Hayward with Single Access Roads identified with access points (orange) and neighborhood perimeters (yellow).

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Goal 9 Airport Hazards

The Hayward Executive Airport is designated as a General Aviation Reliever Airport located in northwest Hayward. The airport is owned and operated by the City of Hayward. A variety of aircraft, including single and twin-engine airplanes, corporate jets, and helicopters, use the airport on a daily basis. Commercial, industrial, residential, and recreational properties near the airport could be exposed to aviation-related accidents and related hazards. This goal and its supporting policies are designed to minimize this exposure. The Federal Aviation Administration (FAA) has the sole authority to regulate aviation activities in the United States, including the certification of aircraft and pilots. The City of Hayward's role is to maintain and operate the airport and regulate land uses in the vicinity of the airport. Related policies that address airport noise are provided under Goal HAZ-8.

GOAL HAZ-9

Minimize exposure to safety hazards associated with aircraft using the Hayward Executive Airport. [Source: Existing Goal; City Staff].

HAZ-9.1 Land Use Safety Compatibility and Airspace Protection Criteria

The City shall consider all applicable federal statutes (including 49 U.S.C. 47107), federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars and other forms of written guidance, and State law, with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the Hayward Executive Airport. [Source: Existing Policy, City Staff] (RDR)



Hayward Executive Airport.

HAZ-9.2 Airport Land Use Compatibility Plan

The City shall require all development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the Hayward Executive Airport to comply with all applicable federal statutes (including 49 U.S.C. 47107), federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars and other forms of written guidance, and State law, with respect to criteria related to land use safety and airspace protection. [Source: Existing Policy, City Staff] (IGC/RDR)

HAZ-9.3 Commission Review

The City shall ensure that all applicable plans, ordinances, and development applications are reviewed by the Alameda County Airport Land Use Commission if required by State law. [Source: Existing Policy, City Staff] (IGC/MPSP/RDR)

Goal 10 Noise Hazards

Exposure to excessive noise can impact the health and quality of life of residents and employees. Excessive noise can cause hearing loss, stress, hypertension, sleep disturbance, and fatigue. The Hayward community contains a variety of noise sources, including aircraft, trains, vehicle traffic on freeways and roadways, and industrial and

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commercial operations. This goal and its supporting policies are designed to minimize human exposure to excessive noise by evaluating noise exposure risks and incorporating appropriate mitigation measures.

GOAL HAZ-10

Minimize human exposure to excessive noise and ground vibration. [Source: Existing Policy]

HAZ-10.1 Locating Noise Sensitive Uses

The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise. [Source: Existing Policy; City Staff] (RDR)

HAZ-10.2 Noise Study and Mitigation

The City shall require development projects in areas where they may be exposed to major noise sources (e.g. roadways, rail lines, and aircraft or other non-transportation noise sources) to conduct a project level environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table HAZ-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems, and the installation of noise attenuating windows and wall/ceiling insulation. [Source: Existing Policy] (RDR)

NOISE TERMINOLOGY

dBA: Measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Equivalent Noise Level (Leq): Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No “penalties” are added to any noise levels during the exposure time; Leq would be the same regardless of the time of day during which the noise occurs.

Day-Night Average Noise Level: (Ldn): A 24-hour average Leq with a 10 dBA “penalty” added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the Ldn would always be higher than its corresponding 24-hour Leq (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA Leq, but a 66.4 dBA Ldn).

Community Noise Equivalent Level (CNEL): An Ldn with an additional 5 dBA “penalty” for the evening hours between 7:00 P.M. and 10:00 P.M. This is essentially a measure of ambient noise.

Sound Exposure Level or Single Event Level (SEL): A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

TABLE HAZ-1 Exterior Noise Compatibility Standards for Various Land Uses	
Land Use Type	Highest Level of Exterior Noise Exposure that is Regarded as “Normally Acceptable”^a (Ldn^b or CNEL^c)
Residential: Single-Family Homes, Duplex, Mobile Home	60
Residential: Townhomes and Multi-Family Apartments and Condominiums	65
Urban Residential Infill ^d and Mixed-Use Projects ^e	70
Lodging: Motels and Hotels	65
Schools, Libraries, Churches, Hospitals, Nursing Homes	70
Auditoriums, Concert Hall, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75
Office Buildings: Business, Commercial, and Professional	70
Industrial Manufacturing, Utilities, Agriculture	75

Source: Governor’s Office of Planning and Research, *State of California General Plan Guidelines 2003*, October 2003.

- As defined in the *State of California General Plan Guidelines 200*, “Normally Acceptable” means that the specified land uses is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise mitigation. For projects located along major transportation corridors (major freeways, arterials, and rail lines) this “normally acceptable” exterior noise level may be exceeded for certain areas of the project site (e.g. the frontage adjacent to the corridor or parking areas) with the exception of primary open space areas (see policies HAZ-8.5 and HAZ-8.6).
- Ldn or Day Night Average is an average 24-hour noise measurement that factors day and night noise levels.
- CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.
- Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard).
- Mixed-Use Projects would include all mixed-use developments throughout the City of Hayward.

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HAZ-10.3 Incremental Noise Impacts of Commercial and Industrial Development

The City shall consider the potential noise impacts of commercial and industrial developments that are located near residences and shall require noise mitigation measures as a condition of project approval. *[Source: Existing Policy; City Staff]* (RDR)

HAZ-10.4 Noise Mitigation and Urban Design

The City shall consider the visual impact of noise mitigation measures and shall require solutions that do not conflict with urban design goals and standards. *[Source: Existing Policy; City Staff]* (RDR)

HAZ-10.5 Residential Noise Standards

The City shall require the design of new residential development to comply with the following noise standards:

- The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 pm to 7:00 am), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.
- The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, duplex or mobile home, which is typically the backyard or a fenced side yard, shall be an Ldn of 60 dB. This standard shall be measured at the approximate center of the primary open space area. This standard

does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

- The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an Ldn of 65 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.
- The maximum acceptable exterior noise level for the primary open space area of urban residential infill and mixed-use projects (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family or mixed-use projects) shall be an Ldn of 70 dB. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard). This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches. *[Source: Existing Policy]* (RDR)

HAZ-10.6 Noise Standards for Lodging, Nursing Homes, and Hospitals

The City shall require the design of new lodging facilities, nursing homes, hospitals, and other

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similar uses to comply with the following noise standards:

- The maximum acceptable interior noise level for sleeping areas shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 pm to 7:00 am) and 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed. *[Source: Existing Policy; City Staff]* (RDR)

HAZ-10.7 Noise Standards for Office and Similar Uses

The City shall require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA Leq (peak hour). *[Source: Existing Policy, City Staff]* (RDR)

HAZ-10.8 Park Noise

The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes. *[Source: Existing Policy; City Staff]* (IGC)

HAZ-10.9 OSHA Standards

The City shall encourage businesses to comply with Occupational Safety and Health Administration (OSHA) standards related to noise safety and ear protection when employees work in noisy environments (interior and exterior). *[Source: Existing Policy; City Staff]* (CSO)

HAZ-10.10 BART Trains and Bus Transit

The City shall encourage BART and AC Transit to upgrade their trains and transit fleets with vehicles that generate less noise when driving and idling. *[Source: Existing Policy]* (IGC)

HAZ-10.11 Freeway Sound Walls

The City shall encourage Caltrans, in conjunction with any new freeway project, to construct attractive sound walls and landscaping strips along freeways to protect adjacent areas from excessive freeway noise. *[Source: Existing Policy]* (IGC)

HAZ-10.12 Transportation Noise

The City shall consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and will strive to minimize noise impacts through the implementation of mitigation measures. *[Source: Existing Policy]* (RDR/IGC)



Sources of noise in the city of Hayward.

HAZ-10.13 Utilities

The City shall require the evaluation of public facilities (e.g., utility substations, water storage facilities, and pumping stations) to determine

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potential noise impacts on surrounding uses and identify appropriate mitigation measures. *[Source: Existing Policy] (IGC/CSO/RDR)*

HAZ-10.14 Airport Noise

The City shall monitor noise impacts from aircraft operations at the Hayward Executive Airport and maintain and implement the noise abatement policies and procedures outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan. *[Source: Existing Policy] (CSO, MPSP, RDR)*



Aircraft at the Hayward Executive Airport

HAZ-10.15 Airport Noise Evaluation and Mitigation

The City shall require project applicants to evaluate potential airport noise impacts if the project is located within the 60 dB CNEL contour line of the Hayward Executive Airport or Oakland International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. *[Source: Existing Policy, City Staff] (IGC/RDR)*

HAZ-10.16 Airport Disclosure Notices

The City shall require that all new development within an airport-defined over-flight zone provide

deed notices disclosing airport over-flights and noise upon transfer of title to future residents and property owners. *[Source: Existing Policy, City Staff] (RDR)*

HAZ-10.17 Community Noise Control Ordinance

The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities. *[Source: Existing Policy] (CSO/MPSP)*

HAZ-10.18 Mixed-Use Developments

The City shall require the full disclosure of the potential noise impacts of living in a mixed-use development by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval. *[Source: Existing Policy, City Staff] (RDR)*

HAZ-10.19 Downtown Housing Development

The City shall require the full disclosure of the potential noise impacts of living in an urban downtown environment by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval. *[Source: Existing Policy, City Staff] (RDR)*

HAZ-10.20 Construction Noise Study

The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible. *[Source: Existing Policy, City Staff] (RDR)*

HAZ-10.21 Construction and Maintenance Noise Limits

The City shall limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through

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Saturday and 10:00am to 6:00 pm on Sundays and holidays) *[Source: Existing Policy, City Staff]* (RDR)

HAZ-10.22 Vibration Impact Assessment

The City shall require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. *[Source: Existing Policy, City Staff]* (RDR)

HAZ-10.23 Transportation Vibration

The City shall require new residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Bay Area Rapid Transit) to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies (e.g. Caltrans, Federal Transportation Authority). *[Source: Existing Policy, City Staff]* (RDR)