

CITY OF HAYWARD

Downtown Specific Plan

Public Hearing Draft Plan Edits

Prepared by Lisa Wise Consulting, Inc.

March 20, 2019

The following outlines edits to the Specific Plan and Code in response to community input and additional review of the Public Hearing Draft (January 2019).

Edits are divided into three categories, described below. When page numbers are provided, both Plan page (e.g. 1-3) as well as the page of the January 2019 version PDF (e.g. 15) are listed.

The edits listed below are shown in redline format, in Attachment A.

Level 1:

This type of edits are more substantial edits to program, policy, or regulatory content of the Plan and Code. They are notable differences from the January 2019 draft.

- Pg 1-3 (15) Modify Vision Statement to add 'employment' and re-order modes to put car last.
- Pg 1-11 (23) Update Section 15 with recent public meetings.
- Pg 3-6 (64) Modify Mobility Plan as follows:
 - B Street conversion, Move from Long-term to Mid-term
 - Mission/Foothill Blvd conversion, Move from Final to Long-term
- Pg 5-4 (118) add "*City Center- High Density Residential*" to Program LU 7
- Pg 5-15 (129) add "*and providing on street parking*" to Program C 6
- Pg 5-17 (131) add "*6. Foothill Boulevard (between A Street and the 'five flags' intersection)*" to Program C 13
- Pg 5-20 (134) add "*3. Allow carshare dedicated curb space subject to pricing agreement with the City*" to Program TP 6
- Pg 5-22 (136) add "*Unbundling requirements shall not adversely impact lower income households. Verifiable affordable housing projects may request modification of this program.*" To Program TP 19
- Code Pg 2-4 (170) Shopfront Overlay- remove mandatory shopfront frontage from mid-block parcels along Foothill Blvd and Main Street
- Code Zone Standards, E. Building Placement, adjust rear setback as follows:
 - NE Zone, 15' min
 - NG and UN Zones 0' min, 15' if adjacent to residential zones
 - DT-MS Zone, 0' min.

- Code Pg 2-28 (194) UC Zone Height- allow up to 173 ft on current office tower parcel. *“Maximum 173' allowed at office tower location, APN: 415-0250-112-00”*
- Implement recommendation regarding labor apprenticeship:
 - Chapter 5 Add:

Policy ED 5 Skilled Labor Force	Contribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, and to offer employees employer-paid health insurance plans.			
Program ED 16	Require contractor prequalification for projects 30,000 square feet or larger to ensure compliance with apprenticeship and health care policies	PLD	Ongoing	GF

- Chapter 6 Add:

5.3.020 Site Plan Review Required

C. Additional Requirements for Projects 30,000 Square Feet or Larger. Applications for projects 30,000 square feet or larger must comply with contractor prequalification requirements, demonstrating the contractor utilizes apprentices from state-approved, joint labor-management training programs, and offers employees employer-paid health insurance plans.

Level 2:

This type of edits involves modifications to Plan section text to clarify meaning and/or respond to community comments that do not alter the Plan vision or implementation.

- Pg 1-8 (20) Section 1.4.4 delete *“In the early 1960s, the Foothill Freeway, also known as the Bypass Alternative, was proposed to connect I-580 and I-680 through Hayward and Fremont. The project ran directly through Downtown and was highly controversial as it destroyed historic buildings and disconnected the area.”*
- Pg 2-14 (42), modify bullet #4 to “may be” used for structures, add “that serve new and existing commercial and residential uses.”

- Pg 3-1 (59) modify first sentence in 3.1.1 from "bypass for motorists passing through." to "an alternative the freeway for commuters"
- Pg 3-3 (61) paragraph 2, delete "considerable" from "considerable regional pass-through traffic"
- Pg 5-1 (115) update number of programs and policies
- Pg 5-12 (126) change "homeless" to "persons who are homeless", in Policy H 4
- Pg 5-16 (130) add "BART" to program C 10
- Code Zone Standards, D. Building Form. reduce ground floor finish floor elevation from 18" min to 12" min, allow this to apply to front facade only, allow building to be set at grade in compliance with ADA. Modify frontage standards to allow ramps.
- Code Zone Standards, H. Frontage. Allow terrace frontage in DT-MS and UC Zones.
- Code Zone Standards, I. Signage. Clarify NE and NG zones comply with sign regulations for CC-R Zone, and UN, DT-MS, and UC zones comply with sign regulations for CC-C Zone.
- Code Pg 3-21 (221) adjust carriage house width/depth from 36'x30' to 24'x32'.

Level 3:

This type of edits address errors.

- Pg 2-3 (31) fix typos on Figure 2.1
- Pg 2-25 (53) fix diagram street labels
- Pg 3-23 (81) delete duplicate "create"
- Pg 3-35 (93) delete footnote 4, does not apply
- Pg 4-9 (97) fix spelling of Sulphur Creek
- Pg 4-10 (98) fix spelling of "Zones"
- Code Pg 2-13 (179) eliminate 12' combined side setback
- Code Pg 2-32 (198) correct reference for drive ins from 10-1.1045h to 10-1.1045j.
- Code 3-37 and 3-43 (237, 243) remove "gallery" from frontage listed for Stacked Flats and Mid-Rise buildings.
- Code 3-39 (239) "street sides" modified to "side streets"
- Appendix C-7 (375) fix "Mid to Long term" timeframe to 5-15 years. Mid-term is 5-10, long term is 11 to 15.

1.2 VISION AND PLAN GOALS

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

VISION STATEMENT

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

1



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

2



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

3



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

4



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

5



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

6



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

7



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

1.4.4 Historic Context

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

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

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

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



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



B Street circa 1912 (Hayward Area Historical Society)



B Street circa 1940s (Hayward Area Historical Society)



B Street circa 1940s (Hayward Area Historical Society)

1.5 PUBLIC PARTICIPATION

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

1.5.1 Stakeholder Interviews

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

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

1.5.2 Joint Planning Commission and City Council Work Sessions

Joint Work Sessions

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

Other Work Sessions

The City held four other work sessions during the development and review of the Plan. Two meetings with the Council Infrastructure Committee to discuss the mobility plan and infrastructure improvements, one work session with the City Council to present and discuss the Public Hearing Draft Plan and Code, and one Planning Commission work session to discuss and provide input on the Public Draft Environmental Impact Report.



Consultant team during kick-off meeting and site tour



Public workshop held on January 25, 2017

Project Website

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



Public workshop held on January 25, 2017

1.5.3 Public Workshops

The Consultant Team facilitated two community workshops and one 5-day design charrette during the planning process.

Workshops

Workshop 1: Vision

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

Workshop 2: Public Hearing Draft Plan

On January 12, 2019, over 110 people attended the open house on the Public Hearing Draft Plan and Code. The open house began with a presentation by the Consultant Team and time for questions. After the presentation, participants visited the open house stations to learn more about and discuss specific elements of the Plan and Code with City staff and the Consultant Team. There were five stations, covering: 1) Long Term Vision and Guiding Principles, 2) Mobility Plan, 3) Plan Implementation and Process, 4) Land Use Plan and Community Character, and 5) Development Code.

What is a charrette?

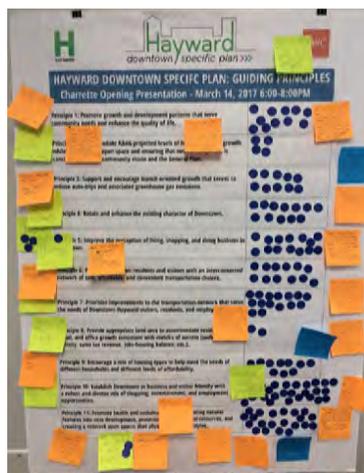
A charrette is an intensive planning session that allows the community an opportunity to work directly with land use and transportation planners, and economics and environmental professionals. These sessions provide opportunities for collaboration and ensure the community's substantive participation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

Design Charrette

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

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

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



Community votes on priorities during design charrette, March 2017

1.5.4 Long Term Vision Survey

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

1.5.5 Hayward Downtown Specific Plan Task Force

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

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

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

1.5.6 Public Hearings

To be completed after Public Hearings in 2019.



Task Force Meetings



Consultant team working during charrette

2.2 LONG-TERM VISION

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

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



Promote Downtown as safe, lively, and business friendly

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



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

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



Preserve the history, arts, and culture of Downtown

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



Build on and enhance natural features and open spaces

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



Establish Downtown as a regional destination

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

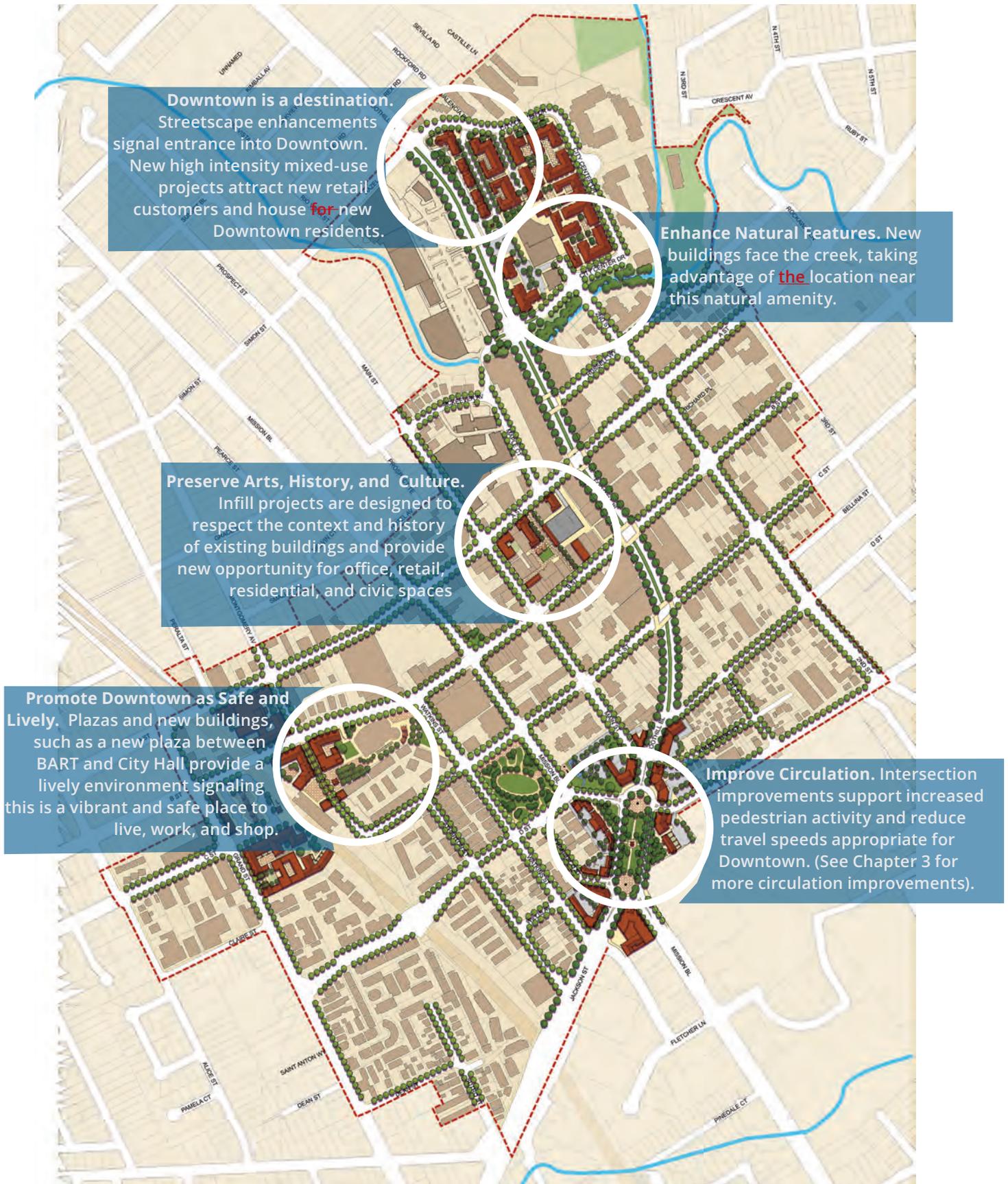


Figure 2.1 Specific Plan Illustrative Plan



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

Building Form and Use

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

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

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

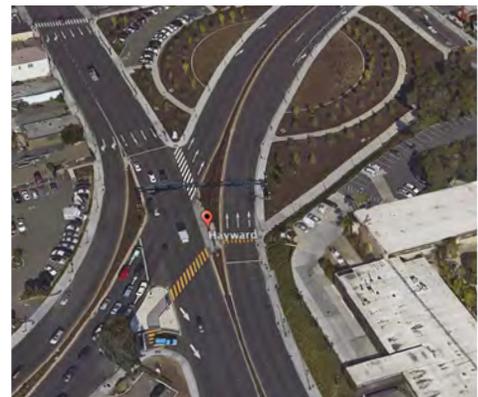
This area continues to provide a mixture of residential, retail, restaurant, and entertainment uses. Corner lots should have entertainment, restaurants, and retail uses to activate the streetscape. Mid-block ground floor uses include office, service, and residential.

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



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

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



Existing Conditions

3.1 INTRODUCTION AND SETTING

3.1.1 Introduction

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

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

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

RELEVANT SPECIFIC PLAN GOALS

(See Chapter 5)

#4

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

#5

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

3.1.2 Setting

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

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

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

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

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



Crosswalk on Foothill Boulevard at City Center Drive



Sidewalk along Foothill Boulevard north of Mission Boulevard



“Please enter from back of parking lot” sign on Foothill Boulevard



A Street approaching Mission Boulevard, with sharrow marking bicycle route

3.2 MOBILITY VISION

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

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

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

3.2.1 Street Modifications

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

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

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

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

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

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

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

MOBILITY

Intersection Improvements

PUBLIC REALM ENHANCEMENTS



Bulbouts. Painted bulbouts at corners, other temporary installation.



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



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



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

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

MAJOR ROADWAY ELEMENTS

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

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

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

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

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

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

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

Short Term
Under 5 Years

Mid Term
5-10 Years



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



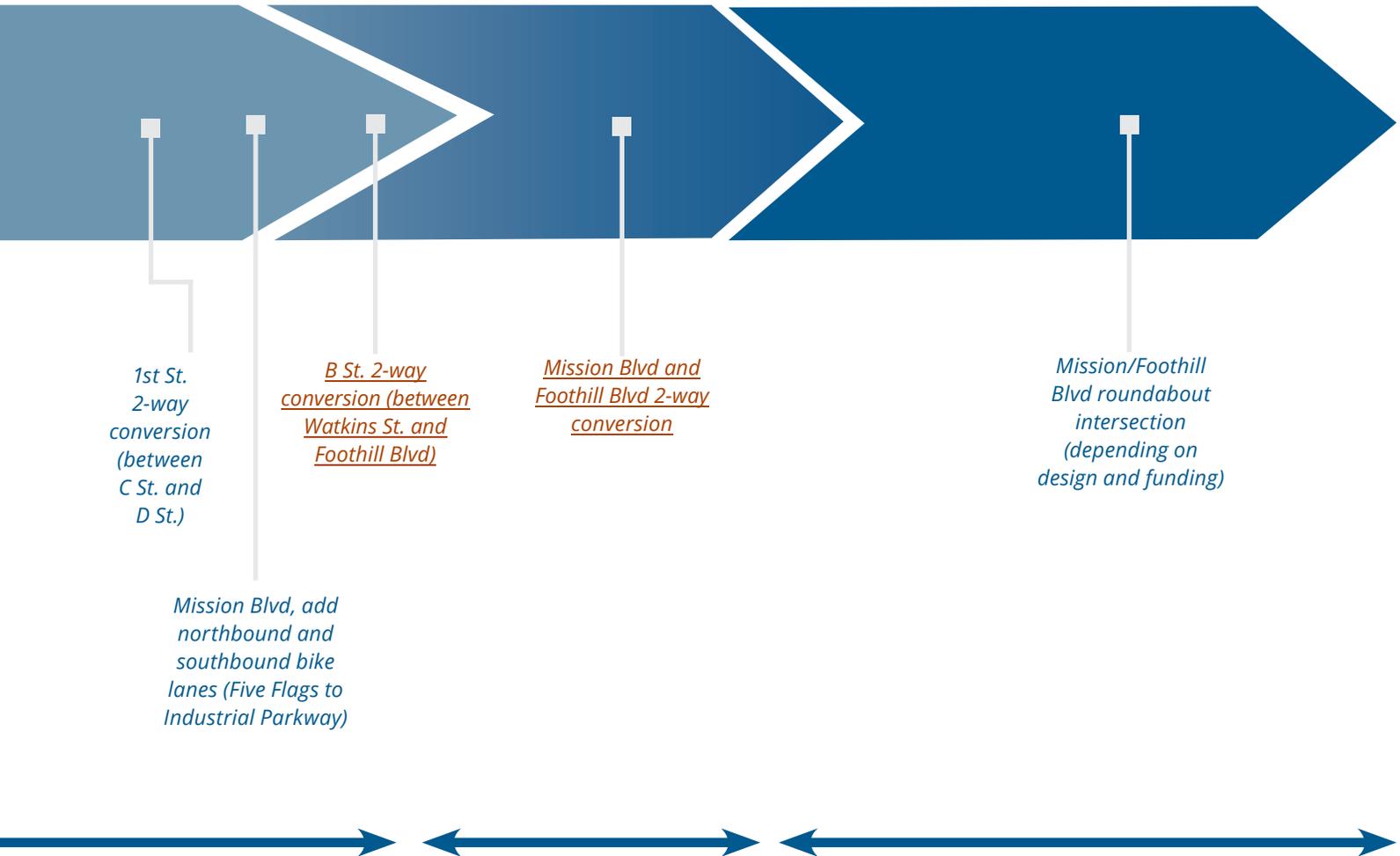
Greening. Greening on Foothill Blvd with additional tree wells and planting strips. {See Section 4.2.5 for recommendations to incorporate green infrastructure into tree wells, planting strips, permanent bulbouts and other ROW improvements}



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



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



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

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

Mission Blvd and Foothill Blvd 2-way conversion

Mission/Foothill Blvd roundabout intersection (depending on design and funding)

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

Mid Term
5-10 Years

Long Term
11-15 Years

Final Vision Buildout
15-20 Years

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

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

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

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

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

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

1. **Identify/procure bike system operator**
 - a. Formalize responsibilities with a Service Level Agreement.
 - b. Develop Performance Metrics.
2. **Design bikeshare system**
 - a. Refine bikeshare locations and siting.
 - b. Work with operator to develop implementation plan.

2C. Establish a Transportation Management Association

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

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

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

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

Drainage

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

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

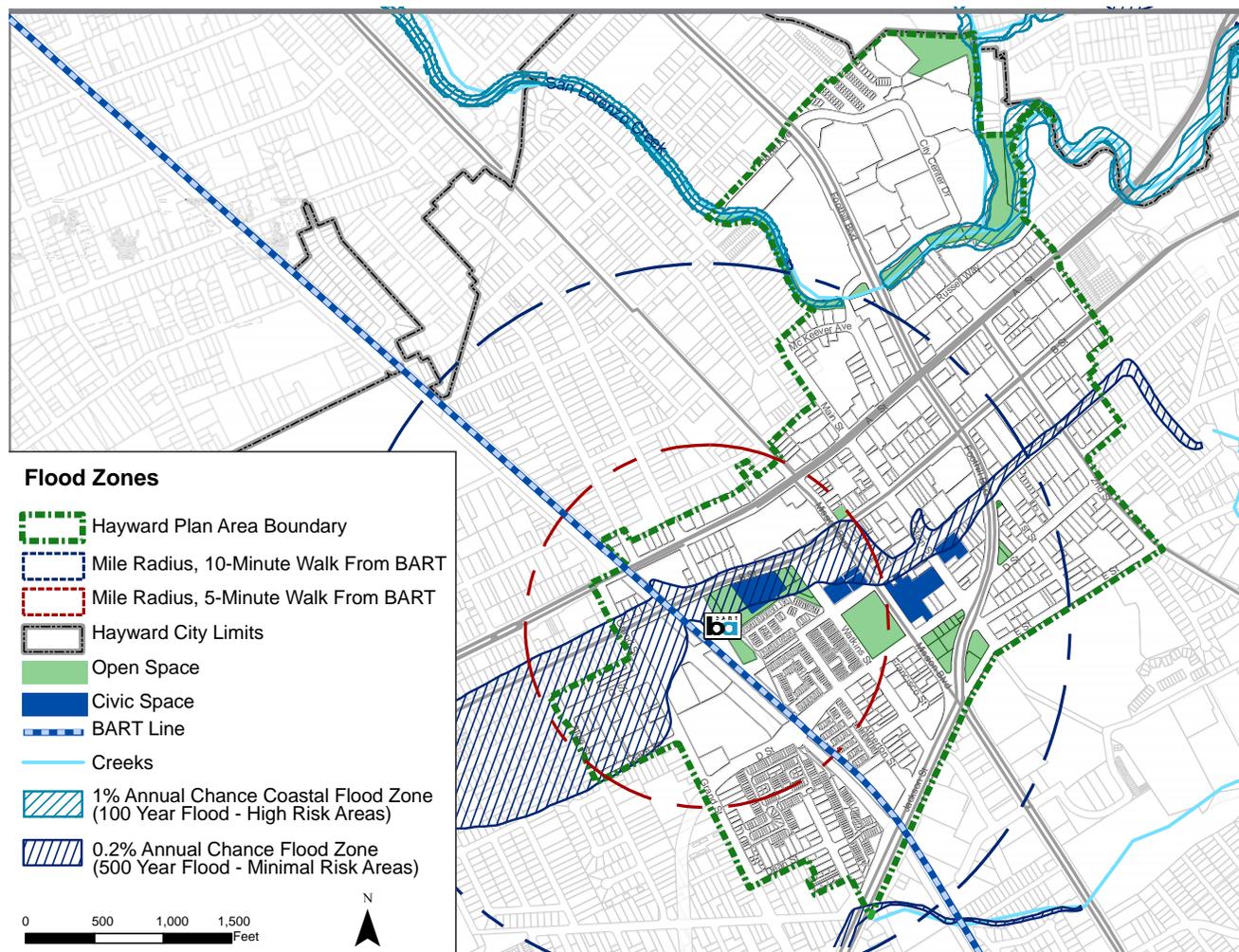


Figure 4.5 Flood Zones within the Plan Area

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

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

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

Water Quality Protection and Runoff Control Requirements

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

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

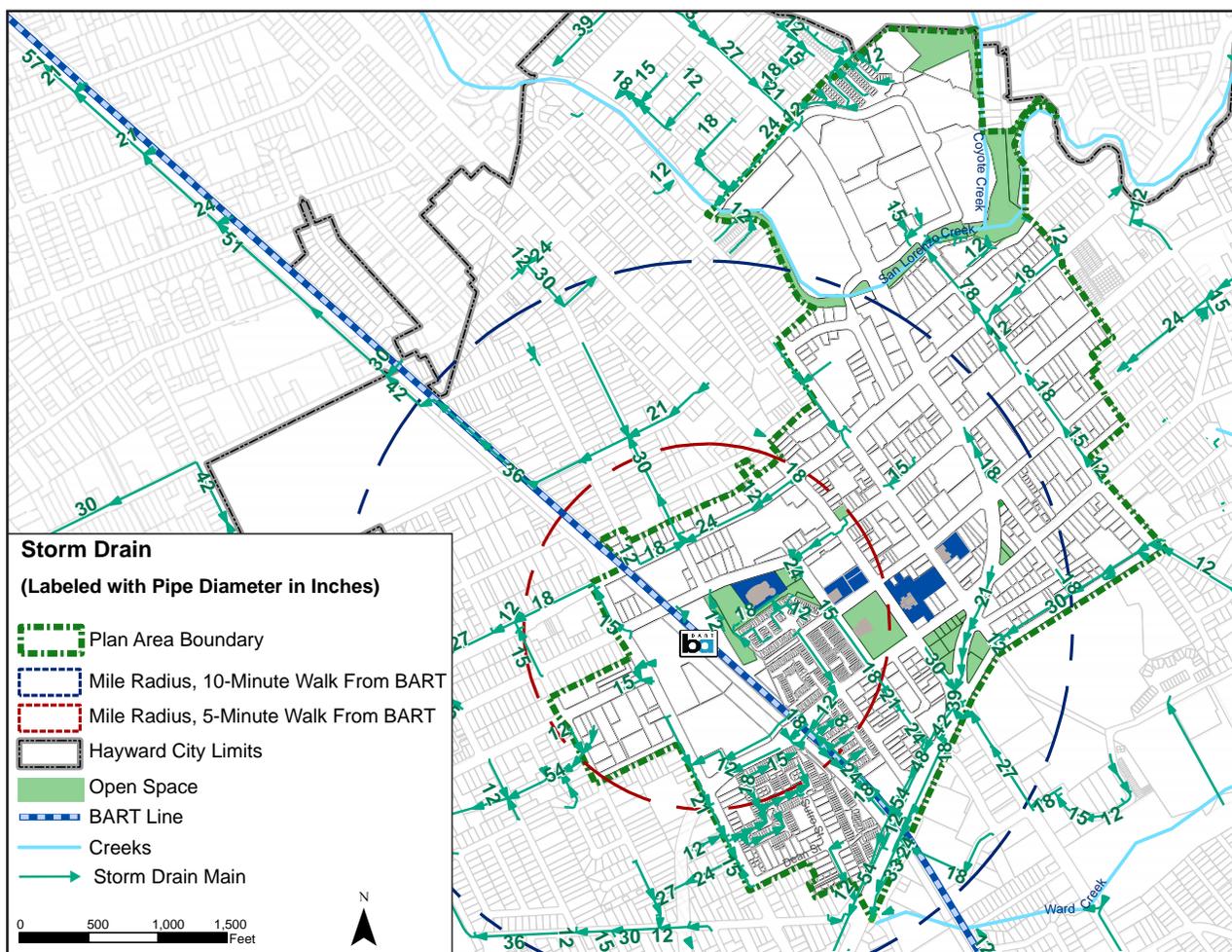


Figure 4.7 Storm Drainage within the Downtown Specific Plan Area

5.1 IMPLEMENTATION PLAN

5.1.1 Goals, Policies, and Implementation Programs

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

In total, this Section sets seven goals, creates 487 policies, and recommends 1298 programs. Each implementation program includes the party responsible for implementation, timeframe, and potential funding source. Assigning a responsible party helps to ensure continued commitment by City staff, elected officials, and other vital organizations to the goals of the Plan. In addition, to help establish priorities, programs include anticipated timeframes for implementation. Short-term programs are anticipated to be implemented within the first four years of Plan adoption, mid-term programs to occur within five to 10 years, and long-term programs in 11 or more years.

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

Implementation

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

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

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

Goal 1: Land Use (cont.)

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

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

Goal 3: Housing

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

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

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

Goal 4: Circulation (cont.)

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

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program C 2	PLD, PW	Short	GF, PBD, TFCA, BPDG	
Program C 3	PLD, PW	Short-Mid	GF, PBD, AHSC, CNRA, ATP, CIG, TFCA	
Program C 4	PLD, PW	Short-Mid	GF, SCGP, ATP, APG, CIG, TFCA, Measure BB, AHSC	
Program C 5	PLD, PW	Mid	GF, PBD, AHSC, CNRA, ATP, CIG, TFCA	
Program C 6	PLD, PW	Mid	GF	
Program C 7	PLD, PW	Mid	GF, PBD, AHSC, CNRA, ATP, CIG, TFCA	

Goal 4: Circulation (cont.)

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

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

Goal 4: Circulation (cont.)

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

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program C 11	PLD, PW	Mid	GF, PBD, TFCA, BPDG	
Program C 12	PW	Mid-Long	GF, EIFD, ATP, CIG, Measure BB	
Program C 13	PLD, PW	<ul style="list-style-type: none"> 1. A Street (between Mission Boulevard and Foothill Boulevard); Mid 2. C Street (between Mission Boulevard and Second Street); Mid 3. 1st St 2-way conversion (between C St and D St); Mid 4. B Street (between Watkins Street and Foothill Boulevard)and Mid 5. Mission Boulevard (between A Street and the "Five Flags" Intersection). Long 6. <u>Foothill Boulevard (between A Street and the "Five Flags" intersection).</u> Long 	GF, SCGP, ATP, APG, CIG, TFCA, Measure BB	

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

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

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

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

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

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
<p>Encourage new residential and commercial development projects with common parking areas to unbundle the full cost of parking from the cost of the property itself.</p> <p>1. <i>Residential:</i> For rental and for-sale housing, unbundle the full cost of parking from housing cost and create a separate parking charge. <u>Unbundling requirements shall not adversely impact lower income households. Verifiable affordable housing projects may request modification of this program.</u></p> <p>2. <i>Commercial Leases:</i> Unbundle parking costs from commercial space cost by identifying parking costs as a separate line item in the lease and allow tenants to lease as few parking spaces as they wish.</p>	PLD	Ongoing	N/A	 
<p>Monitor occupancy and usage and parking lot rates of City-owned infill sites within the Plan Area and evaluate whether parking is the highest and best use for each site.</p>	PW	Ongoing	GF	
<p>Continue to assess current and future parking supply and demand to thoughtfully plan for long-term parking and transportation needs.</p>	PW	Ongoing	GF	
<p>Partner with ridesharing software companies (e.g. Uber and Lyft) to establish strategically located drop-off and pick-up spots throughout the Plan Area including near BART, B Street, Main Street, and multi-family residential projects.</p>	PLD, PW	Ongoing	GF	 

Goal 6: Economic Development

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

<p>Policy ED 1 Business Attraction, Retention, and Expansion</p>	<p>Support the attraction, retention, and expansion of desired businesses, including small start-ups, minority-owned, or disadvantaged businesses that will contribute to Downtown’s revitalization.</p>
<p>Policy ED 2 Flexible Economy</p>	<p>Support innovative industries and business incubation that diversify the economy and align with the strategy for Downtown revitalization.</p>
<p>Policy ED 3 Innovative Financing Strategies</p>	<p>Seek innovative and creative ways to fund public amenities, development incentives, and new infrastructure without unduly transferring the cost burden to the private sector.</p>
<p>Policy ED 4 Infrastructure and Utility Delivery</p>	<p>Ensure efficient delivery of infrastructure and utilities in the Plan Area to achieve buildout in a cost-effective manner and to support economic development.</p>
<p><u>Policy ED 5 Skilled Labor Force</u></p>	<p><u>Contribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, and to offer employees employer-paid health insurance plans.</u></p>

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

Goal 6: Economic Development (cont.)

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

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program ED 11	PLD, EDD	Mid	GF	
Program ED 12	PLD, EDD	Mid	GF	
Program ED 13	EDD	Ongoing	GF	
Program ED 14	EDD	Ongoing	GF	
Program ED 15	LCS, PLD	Ongoing	HCD, GF	 
Program ED 16	PLD	Ongoing	GF	

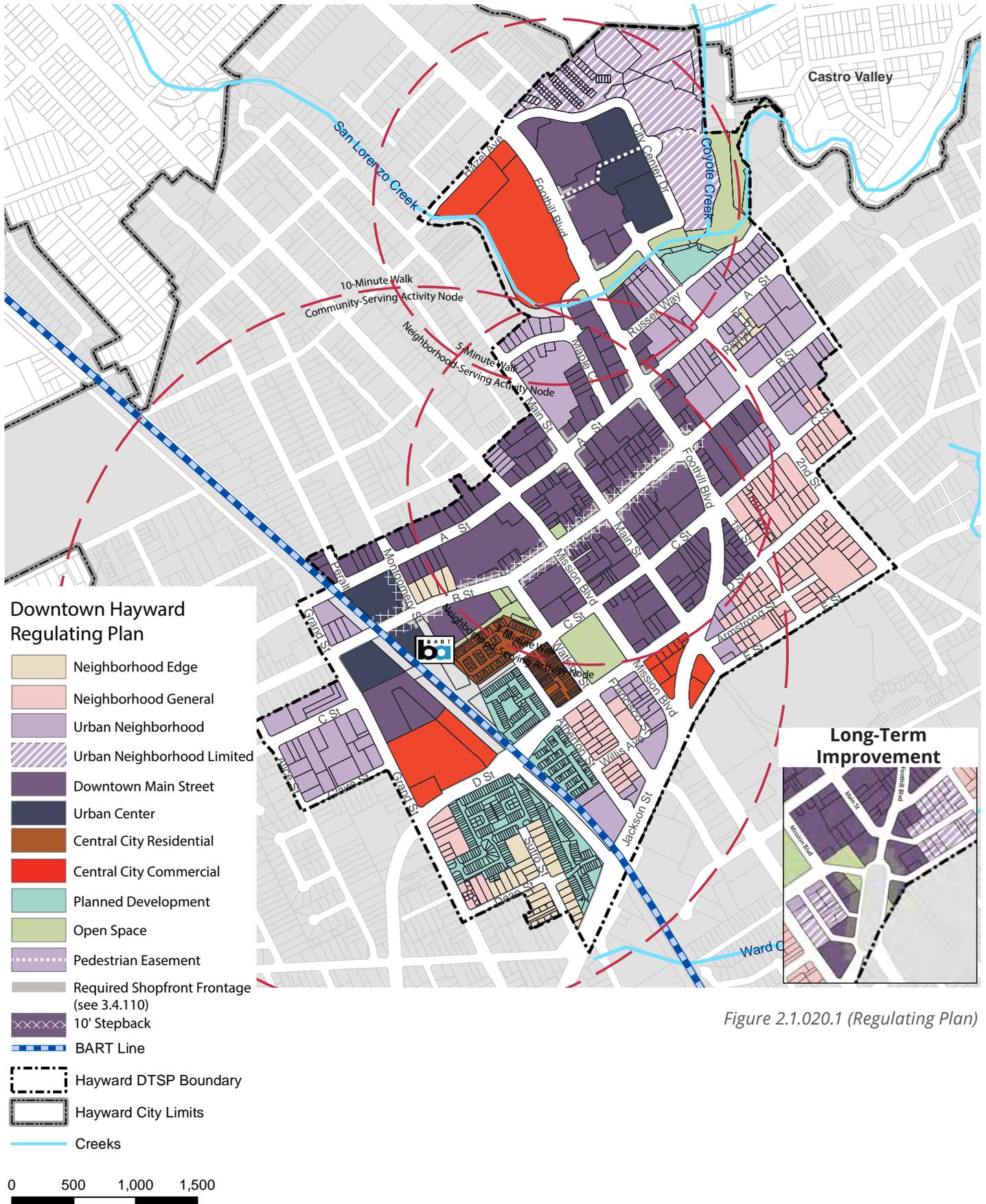


Figure 2.1.020.1 (Regulating Plan)

Neighborhood Edge

2.2.040 Neighborhood Edge (NE)



A. Intent

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

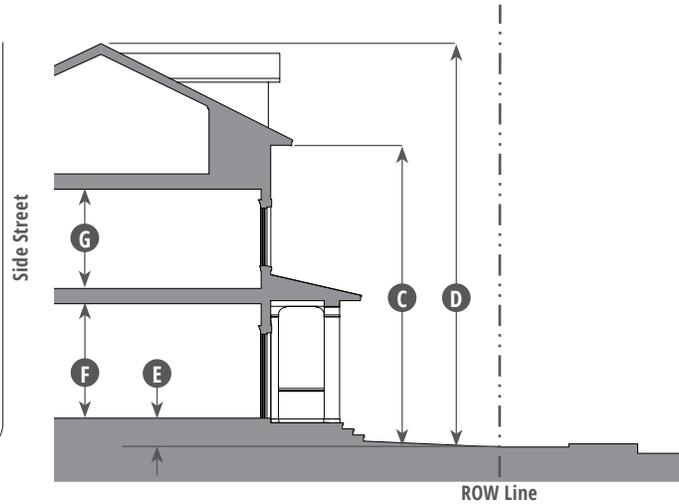
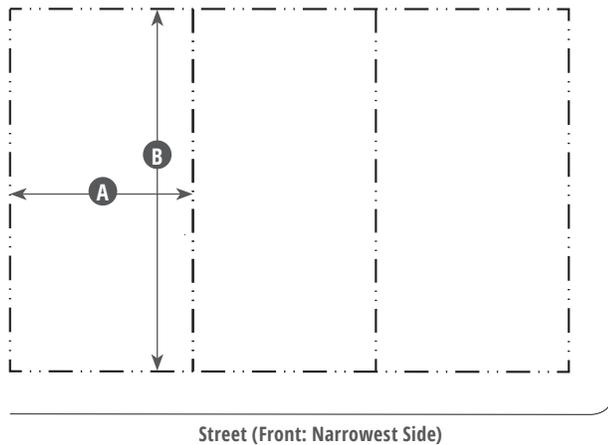
The following are generally appropriate form elements in this zone:

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

B. Sub-Zone(s)

None

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



Key

--- ROW / Lot Line

C. Building Types

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

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

Accessory Building Type

Carriage Building	3.3.040
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Key

--- ROW Line

D. Building Form

Height

Main Building		
Stories	2½ stories max. ¹	
To Eave/Parapet	24' max.	C
Overall	35' max.	D

Accessory Structure(s)		
Carriage Building	2 stories max. ¹	
Other	1 story max.	

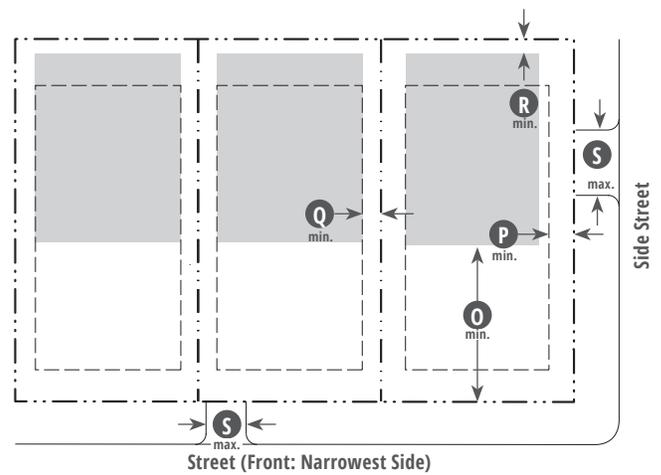
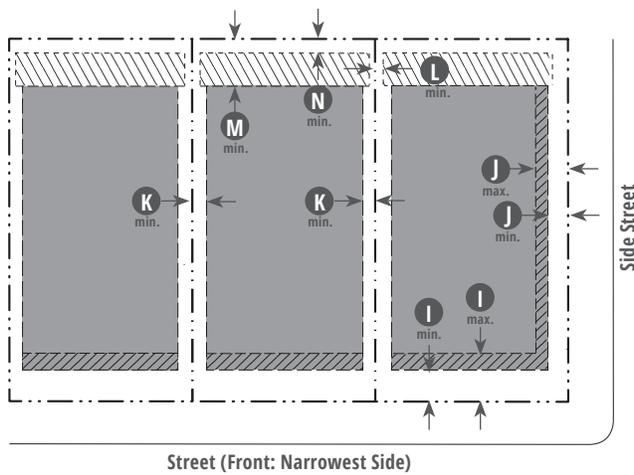
Ground Floor Finish Level	18-12" min. ²	
Above Sidewalk		E
Ground Floor Ceiling	9' min.	F
Upper Floor(s) Ceiling	8' min.	G

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

² Common entries for buildings may be set at grade to comply with ADA. Required for residential use facing a street and/or public right-of-way. Applies only to room(s) on street-facing or civic space-facing facades. Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level

Footprint

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



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

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

E. Building Placement

Setback (Distance from ROW / Lot Line)

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

Building within Facade Zone (Percent of Net Lot Width)

Front	65% min.
Street Side	50% min.

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

F. Parking and Driveways

Minimum Required Spaces

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

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

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

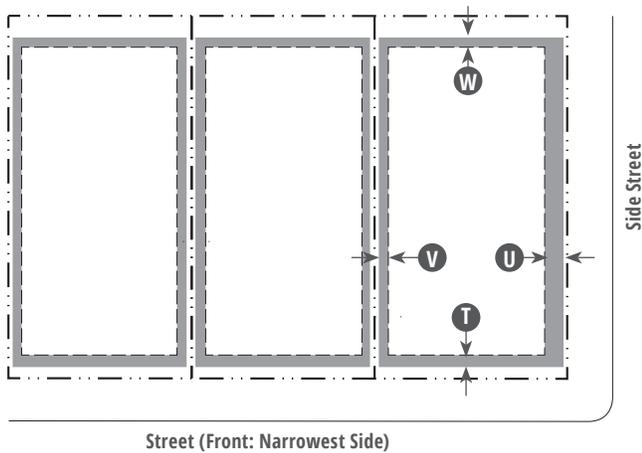
Location (Distance from ROW / Lot Line)

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

Miscellaneous

Curb Cut or Parking	14' max.	S
Driveway Width		

Driveways may be shared between adjacent lots.



Key

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

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

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

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

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

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code. [Properties within NE Zone must comply with sign regulations applicable to the CC-R Zone.](#)

Key A = Allowed — = Not Allowed

Neighborhood General

2.2.050 Neighborhood General (NG)



A. Intent

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

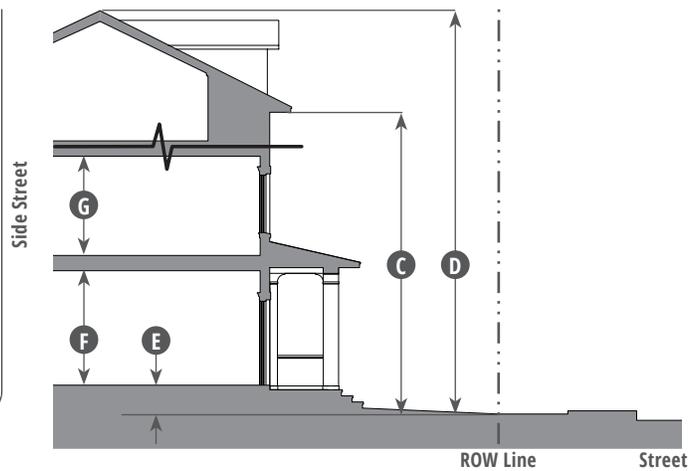
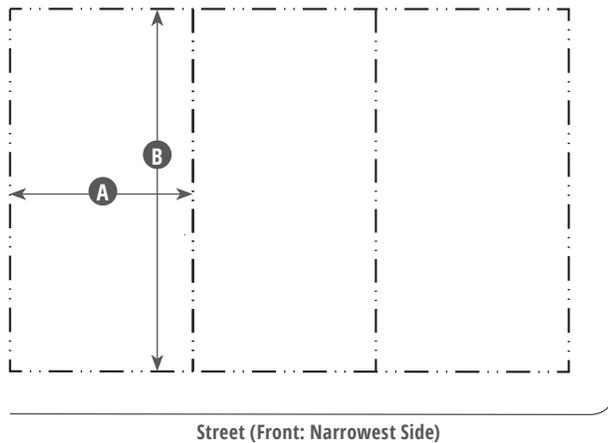
The following are generally appropriate form elements in this zone:

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

B. Sub-Zone(s)

None

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



Key

--- ROW / Lot Line

C. Building Types

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

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

Accessory Building Type

Carriage Building ²	3.3.040
--------------------------------	---------

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

Key

--- ROW Line

D. Building Form

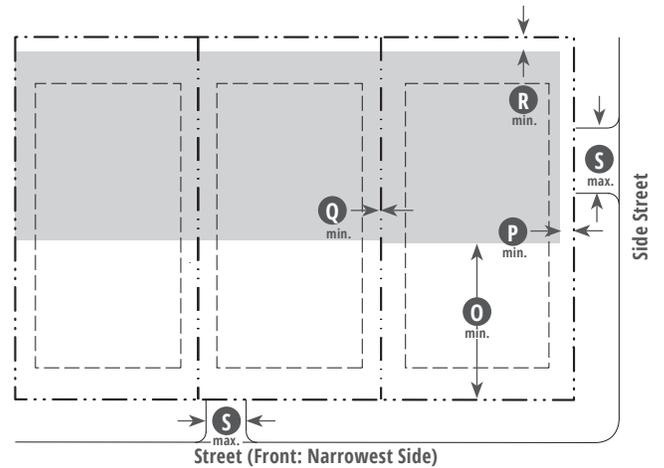
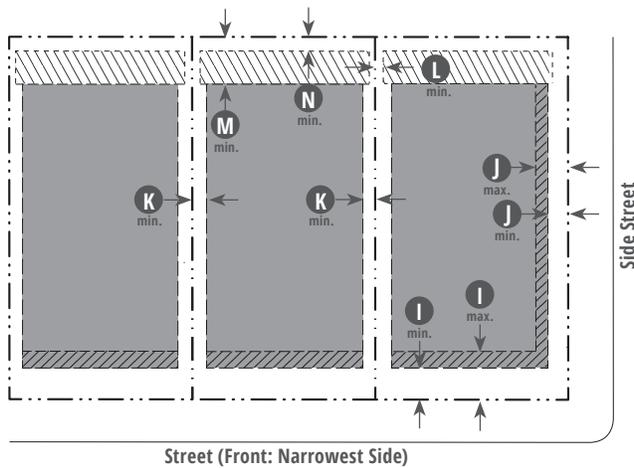
Height	
Main Building	
Stories	3½ stories max. ¹
To Eave/Parapet	36' max. C
Overall	45' max. D
Accessory Structure(s)	
Carriage Building	2 stories max. ¹
Other	1 story max.
Ground Floor Finish Level	
Above Sidewalk	48-12" min. ² E
Ground Floor Ceiling	9' min. F
Upper Floor(s) Ceiling	8' min. G

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

² Common entries for buildings may be set at grade to comply with ADA. Required for residential use facing a street and/or public right-of-way. Applies only to room(s) on street-facing or civic space-facing facades. Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level

Footprint

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



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

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

E. Building Placement

F. Parking and Driveways

Setback (Distance from ROW / Lot Line)

Minimum Required Spaces

Front (Facade Zone)		I
Interior Lot	5 min.; 10' max.	
Street Side (Facade Zone)	5' min.; 10' max.	J
Side		
Main Building	5' min.	K
Accessory Structure(s)	3' min.	L
Rear	0' min.	

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

Main Building, Lot Depth		
— ≤ 125'	15' min.	M
— > 125'	15' when	
	abutting/	
	adjacent to NE,	
	NG, RS, or RNP	
	Zones	
Accessory Structure(s)	5' min.	N

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

Building within Facade Zone (Percent of Net Lot Width)

Location (Distance from ROW / Lot Line)

Front	75% min.
Street Side	50% min.

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

Miscellaneous

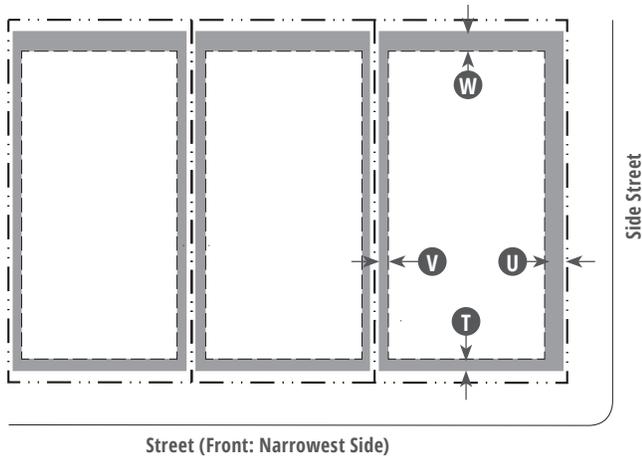
Miscellaneous

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

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

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

Driveways may be shared between adjacent lots.



Key

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

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

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

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

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

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code. [Properties within NG Zone must comply with sign regulations applicable to the CC-R Zone.](#)

Key A = Allowed — = Not Allowed

Urban Neighborhood

2.2.060 Urban Neighborhood (UN)



A. Intent

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

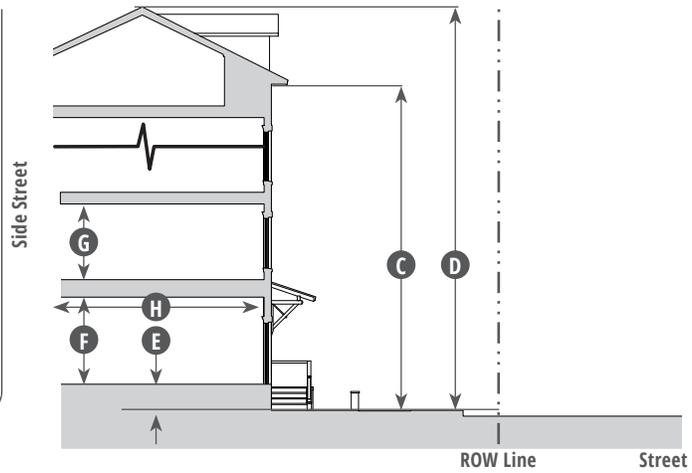
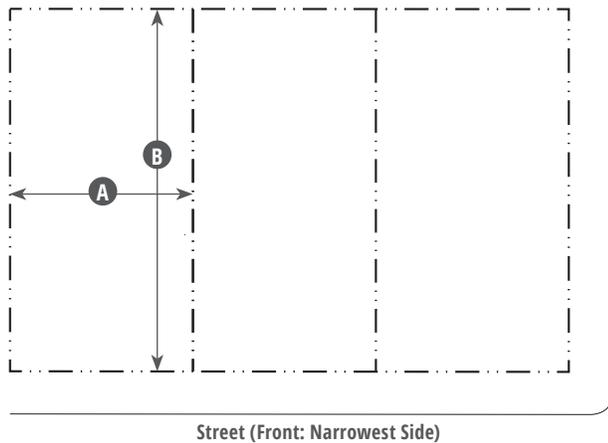
The following are generally appropriate form elements in this zone:

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

B. Sub-Zone(s)

Urban Neighborhood-Limited (UN-L)
 The limited zone provides same building form but it is restricted in allowed uses.

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



Key - - - - ROW / Lot Line

C. Building Types

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

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

Accessory Building Type

Carriage Building ²	3.3.040
--------------------------------	---------

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

D. Building Form

Height

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

Key - - - - ROW Line

D. Building form (continued)

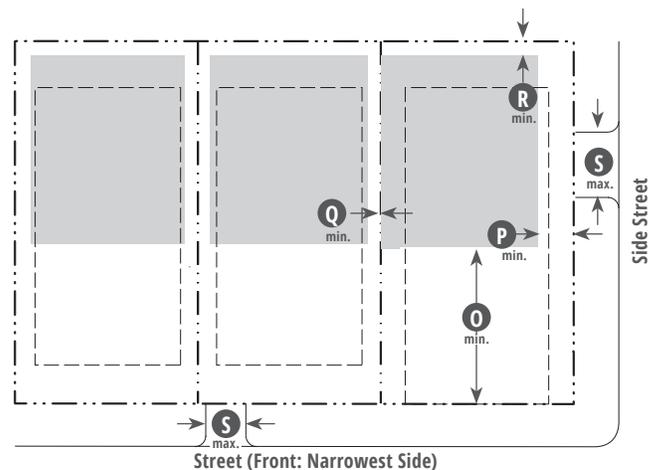
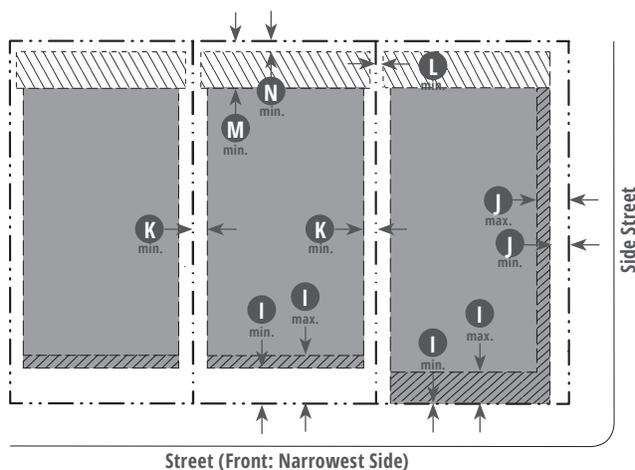
Ground Floor Finish Level	E
Residential	18-12" min. ²
Non-Residential	6" max.
Ground Floor Ceiling	F
Residential	9' min.
Non-Residential	14' min.
Upper Floor(s) Ceiling	8' min. G
Building Depth, Ground Floor	30' min. H

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

² Common entries for buildings may be set at grade to comply with ADA. Required for residential use facing a street and/or public right-of-way. Applies only to room(s) on street-facing or civic space-facing facades. Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level

Footprint

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



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

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

E. Building Placement

F. Parking and Driveways

Setback (Distance from ROW / Lot Line)

Minimum Required Spaces

Front (Facade Zone)		I
Interior Lot	5 min.; 10' max.	
Corner Lot ¹	0' or 5' min.; 10' max	
Street Side (Facade Zone)	5' min.; 10' max.	J
Side		
Main Building	5' min.	K
Accessory Structure(s)	5' min.	L
Rear	0' min.	
Main Building, Lot Depth		
— ≤ 125'	15' min.	M
— > 125'	15' when abutting/ adjacent to NE, NG, RS, or RNP Zones	
Accessory Structure(s)	5' min.	N

Residential Uses	1 per unit, or 1/500 sf, whichever is less
Non-Residential Uses	
≤ 1,500 sf	None
> 1,500 sf	2/1,000 sf above first 1,000 sf
Required parking may be reduced in compliance with Section 3.2.020 (Parking and Loading).	
No off-street parking required for uses in accessory structure(s).	

Building within Facade Zone (Percent of Net Lot Width)

Location (Distance from ROW / Lot Line)

Front	75% min.
Street Side	50% min.

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

Miscellaneous

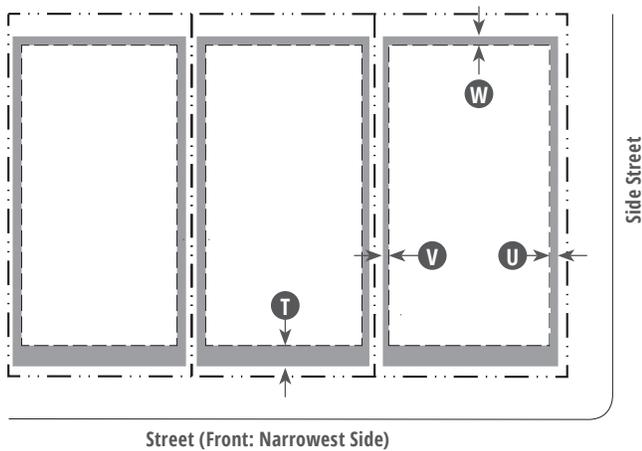
Miscellaneous

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

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

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

Driveways may be shared between adjacent lots.



Key

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

G. Encroachments

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

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

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

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

H. Frontages

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

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

¹ Allowed only when necessary to accommodate grade change.

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code. Properties within UN Zone must comply with sign regulations applicable to the CC-C Zone.

Key A = Allowed — = Not Allowed

Downtown Main Street

2.2.070 Downtown Main Street (DT-MS)



A. Intent

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

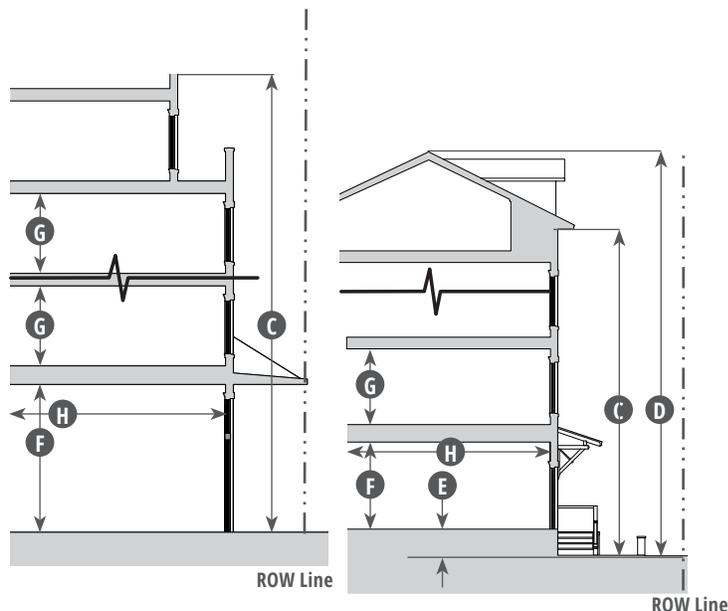
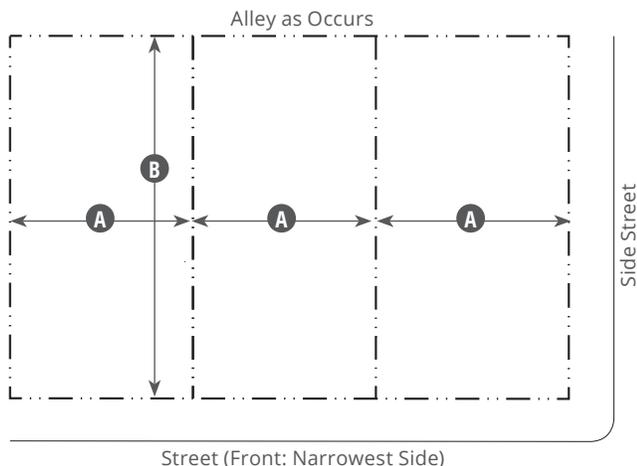
The following are generally appropriate form elements in this Zone:

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

B. Sub-Zone(s)

None

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



Key - - - - ROW / Lot Line

Key - - - - ROW Line

C. Building Types

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

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

D. Building Form

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

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

D. Building Form (continued)

Main Building Height Setback

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

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

Floors 6+	10' min. from lot line
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Footprint

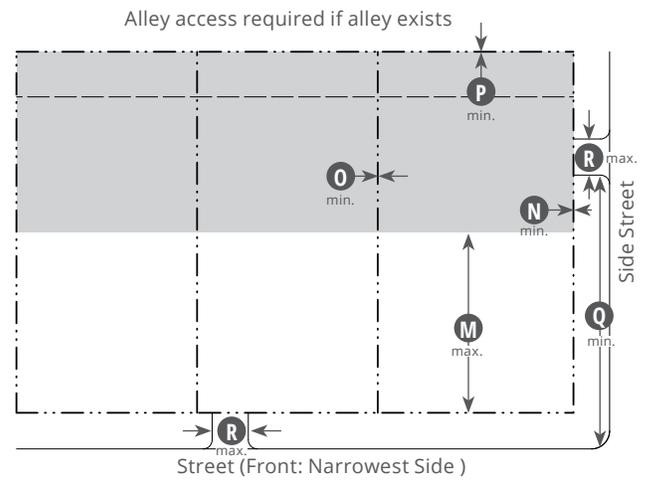
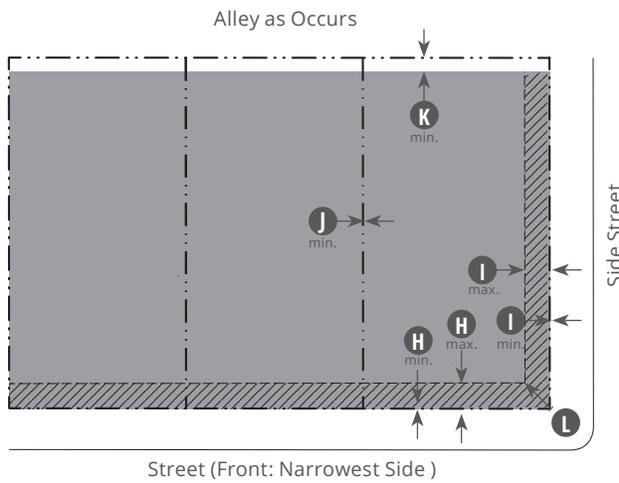
Lot Coverage	95% max.
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Accessory Structure(s)

Width	24' max.
Depth	32' max.

Miscellaneous

Maximum 35' between ground floor building entrances.



Street

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

E. Building Placement

Setbacks (Distance from ROW / Lot Line)

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

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

Front	90% min.
Street Side	60% min.

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

Miscellaneous

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

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

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

Key

- ROW / Lot Line
- Parking Area

F. Parking and Driveways

Minimum Required Spaces

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

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

Location (Distance from ROW / Lot Line)

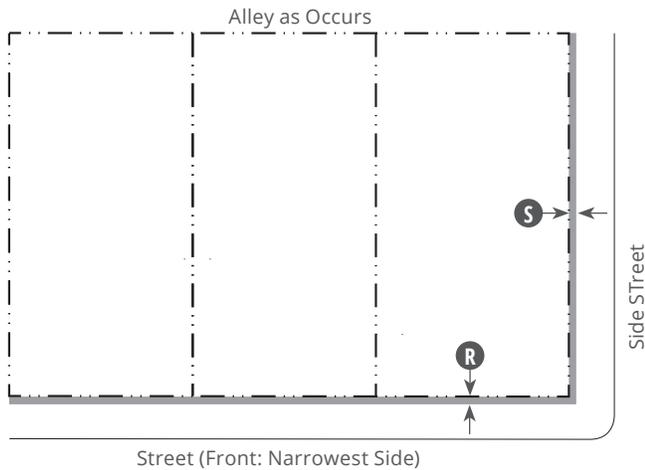
Front Setback	40' min.	M
Street Side Setback	5' min.	N
Side Setback	0' min.	O
Rear Setback	0' min.	P

Miscellaneous

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

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

Driveways may be shared between adjacent lots.



Key

- - - - ROW / Lot Line
- Encroachment Area

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

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

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

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

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

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

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

³ Allowed only when necessary to accommodate grade change.

I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code. [Properties within DT_MS Zone must comply with sign regulations applicable to the CC-C Zone.](#)

Key A = Allowed — = Not Allowed

Urban Center

2.2.080 Urban Center (UC)



A. Intent

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

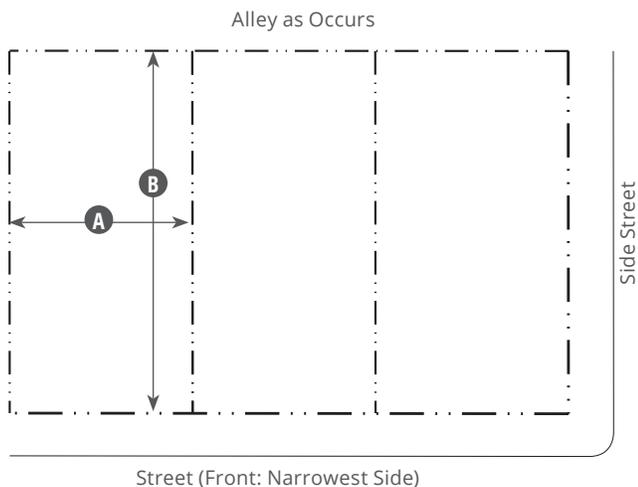
The following are generally appropriate form elements in this Zone:

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

B. Sub-Zone(s)

None

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



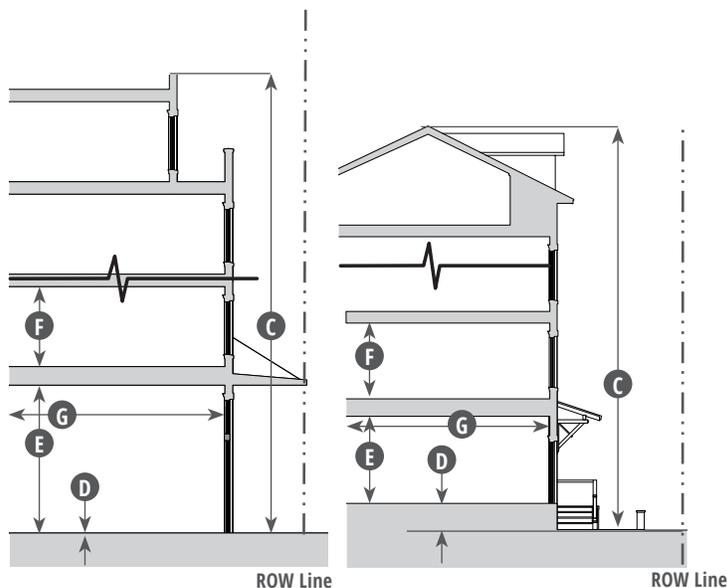
Key - - - - ROW / Lot Line

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

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

D. Building Form		
Height		
Main Building	11 stories max. ^{1,2}	
Overall	124' max. ³	C
Accessory Structure(s)		
Accessory Dwellings	2 stories max.	
Other	1 story max.	
Ground Floor Finish Level above Sidewalk D		
Residential	18-12" min. ^{3,4}	
Non-Residential	6" max.	
Ground Floor Ceiling E		
Residential	12' min	
Non-Residential	14' min	
Upper Floor Ceiling	8' min.	F
Building Depth, Ground Floor	30' min.	G

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



Key - - - - ROW / Lot Line

D. Building Form (continued)

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

³ Maximum 173' allowed at office tower location, APN: 415-0250-112-00

⁴ Common entries for buildings may be set at grade to comply with ADA. Required for residential use faing a street and/or public right-of-way. Applies only to room(s) on street-facing or civic space-facing facades. Ground floor lobbies and common areas in multi-unit buildings or at street corners may have a 0" to 6" ground floor finish level.

Main Building Height Setback

Abutting NE, NG, RS, or RNP Zones

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

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

Floors 6+	10' min. from lot line
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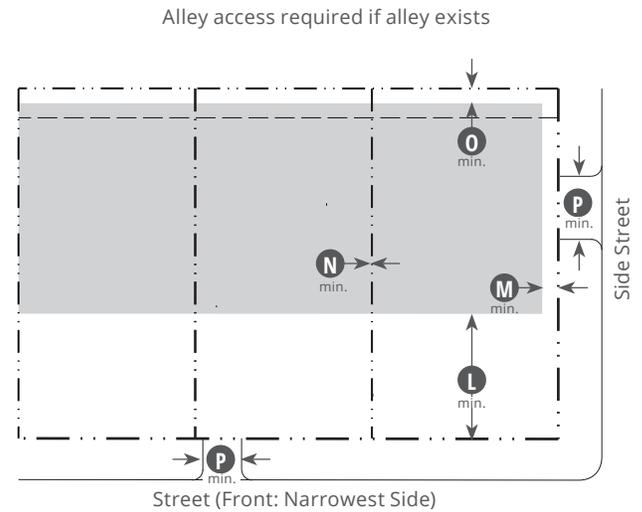
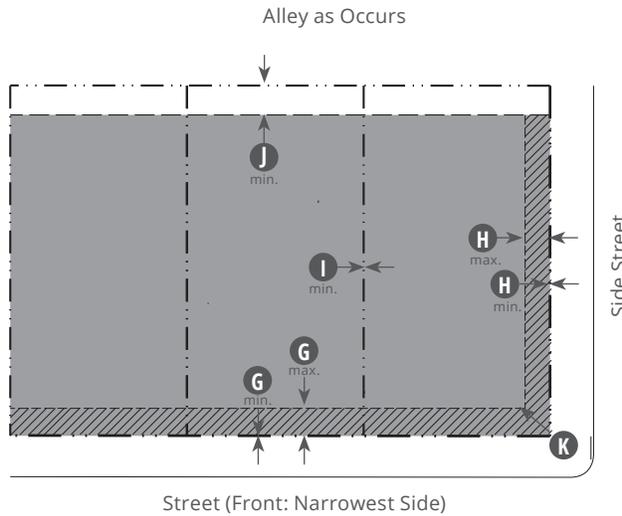
Footprint

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

Miscellaneous

Maximum 50' between ground floor building entrances.

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



Key

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

E. Building Placement

Setback (Distance from ROW / Lot Line)

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

Building within Facade Zone (Percent of Net Lot Width)

Front	75% min.
Street Side	65% min.

Miscellaneous

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

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

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

Key

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

F. Parking and Driveways

Minimum Required Spaces

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

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

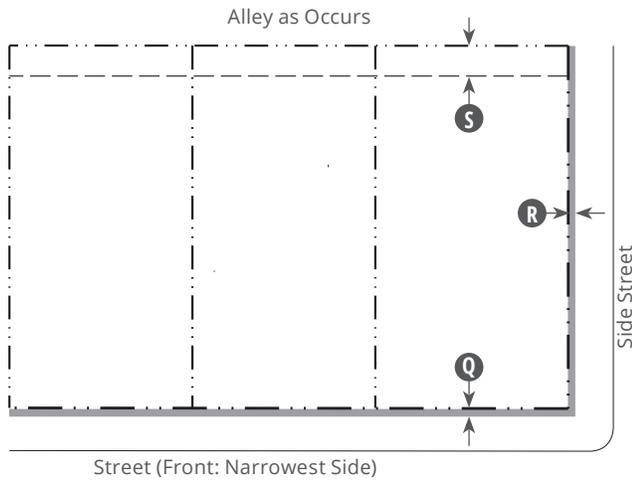
Location (Distance from ROW / Lot Line)

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

Miscellaneous

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

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



Key

--- ROW / Lot Line ■ Encroachment Area

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

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

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

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

³ Driveway only allowed when access is from an alley.

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

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

~~² Allowed only when necessary to accommodate grade change.~~

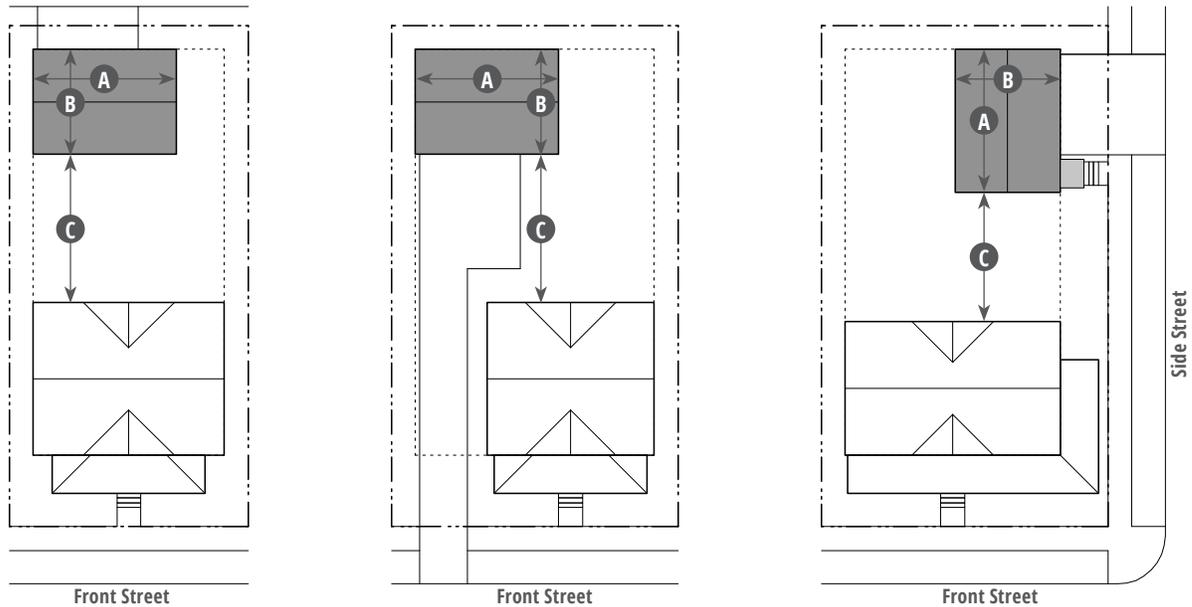
I. Signage

See Article 10-7 (Sign Regulations) of the Hayward Code. [Properties within UC Zone must comply with sign regulations applicable to the CC-C Zone.](#)

Key A = Allowed — = Not Allowed

Table 2.3.010.A Allowed Uses in Downtown Zones							
Land Use Type	Specific to Use Regulations	Permit Required by Zone					
		NE	NG	UN	UN-L	DT-MS	UC
Civic, Education, Entertainment, and Assembly Uses							
Cultural or Meeting Facility		AUP	AUP	AUP	AUP	P	P
Educational Facility							
< 2,000 sf		AUP	AUP	P	AUP	P	P
≥ 2,000 sf		-	-	CUP	-	CUP	CUP
Entertainment Facility		-	-	AUP	-	P	P
Public Agency Facility		P	P	P	P	P	P
Public Park/Public Gathering		P	P	P	P	P	P
Recreational Facility							
Indoor		AUP	-	AUP	AUP	P	P
Outdoor		-	CUP	AUP	-	-	CUP
Studio; fitness, art, dance, music, etc.		-	AUP	P	-	P	P
Office and Service Uses							
Animal Hospital		-	-	CUP	-	AUP	AUP
Bed and Breakfast		AUP	AUP	P	P	P	P
Business/Commercial/Financial Services		-	AUP	P	-	P	P
Drive-in, Retail or Service	10-1.1045jh	-	CUP	CUP	-	-	-
Hotel/Motel		-	-	AUP	-	P	P
Office		CUP	AUP	P	-	P	P
Personal Services		-	AUP	P	-	P	P
Restricted		-	-	CUP	-	CUP	CUP
Retail and Food Uses							
Artisan/Craft Production		-	CUP	CUP	-	P	P
Bar/Cocktail Lounge/Nightclub	10-1.2750	-	-	-	-	CUP	CUP
Liquor Store	10-1.2750	-	-	-	-	CUP	CUP
Restaurant							
General		-	P	P	-	P	P
Full Service	10-1.2750	-	-	CUP	-	P	P
Drive Through	10-1.1045jh	-	-	CUP	-	-	-
Retail, General							
≤ 10,000 sf		-	CUP	AUP	-	P	P
> 10,000 sf		-	-	CUP	-	AUP	AUP
Key							
P Permitted AUP Administrative Use Permit CUP Conditional Use Permit TUP Temporary Use Permit - Not Permitted							

Alley access required if alley exists



Key

- ROW / Lot Line
- Setback Line
- Building

B. Number of Units

Units per Building	1 max.
Carriage Buildings per Lot	1 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	2	2	2	—	—

Main Body

Width	36-24' max.	A
Depth	30-32' max.	B
Separation from Primary Building	10' min.	C

Building may be connected to primary building by an uninhabitable space such as a breezeway.

Miscellaneous

If used as a detached accessory dwelling unit, the Carriage Building may not be taller, or exceed 50% of the primary dwelling unit area or 1,200 sq. ft. See Section 3.5.020 (Accessory Dwelling Unit) and Section 10-2.2740 (Accessory Dwelling Unit) of the Hayward Code for additional requirements.

Key

- ROW / Lot Line
- Setback Line
- Frontage

D. Allowed Frontage Types

Stoop	3.4.070
Dooryard	3.4.090

Structure not required to have a frontage type.

E. Pedestrian Access

Main Entrance Location	Street side, alley, or internal to the lot
------------------------	--

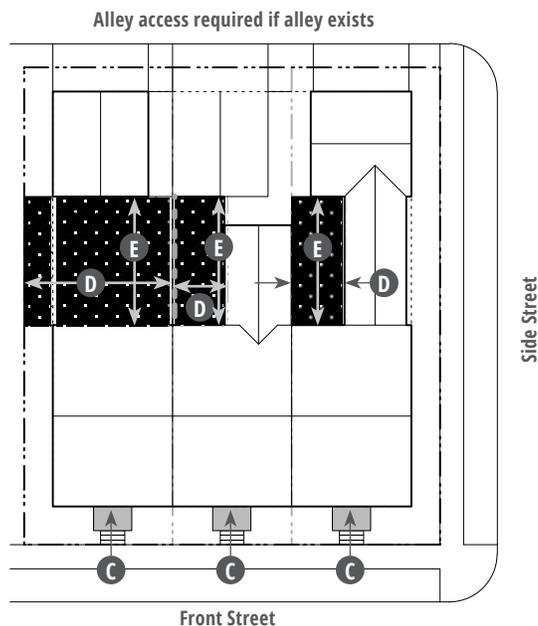
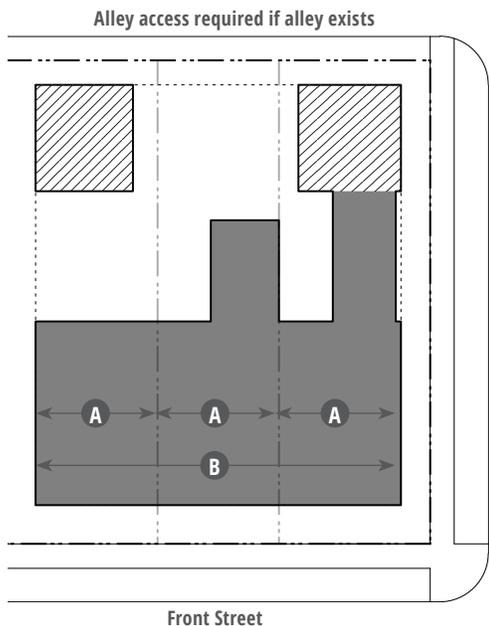
The main entrance may not be located through a garage.

F. Vehicle Access and Parking

Parking is not required. When provided it may be accessed from the alley or side street and may be accessed from the front only when there is not adjacent alley or street side.

G. Private Open Space

Requirements determined by the primary structure on the lot. No additional private open space is required for the structure.



Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Accessory Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

B. Number of Units

Units per Rowhouse	1 per floor, 3 per building max.
Rowhouses per Lot	1 max.
Rowhouses per Run	2 min.; 8 max.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
--	----	----	----	-------	----

Max. Number of Stories	—	3½	3½	—	—
------------------------	---	----	----	---	---

Main Body

Width per Rowhouse	18' min.; 36' max.	A
Width per Run	House-Scale: 75' max.; Block-Scale: 180' max.	B

Secondary Wing(s)

The footprint area of the secondary wing(s) may not exceed the footprint area of the main body.

Articulation

- Buildings at least 75' wide are required to:
- Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
 - Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Dooryard	3.4.090
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

- Rowhouse Buildings with multiple units must provide a primary entrance facing the front street. **C**
- Each rowhouse must have an individual entry facing the front street.

F. Private Open Space

Area	100 sf min. per rowhouse
Width	8' min. D
Depth	12' min. E

Required street setbacks and driveways may not be included in the private open space area calculation.

Required private open space must be located behind the main body of the primary structure.

3.3.110 Courtyard Building



3-story Courtyard building with fenced forecourt.



Stoop entries to units engaging the courtyard.



2-story Courtyard building.

A. Description

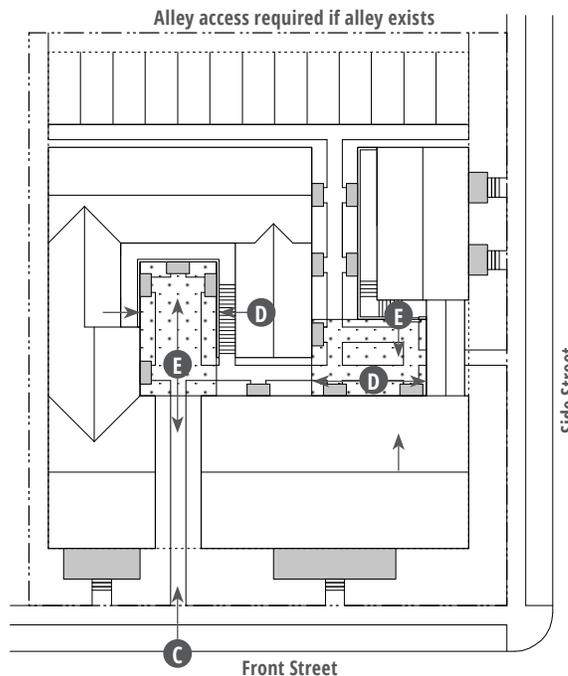
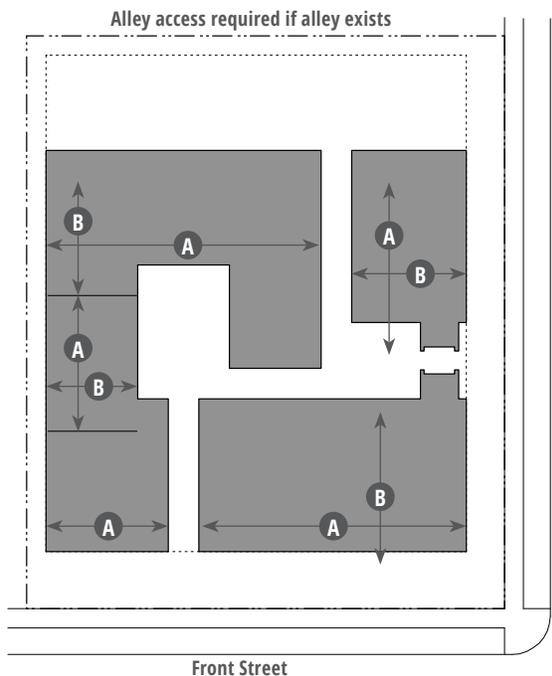
One or more structures that contain multiple attached and stacked units, accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This type is typically integrated sparingly into lower-intensity neighborhoods or more consistently into moderate-intensity neighborhoods and can be applied in non-residential contexts. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Building

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

General Note: Photos on this page are illustrative, not regulatory.

Key **Z=Zone** **Z Allowed** **Z Not Allowed**



Key

- ROW / Lot Line
- Setback Line
- Primary Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Common Open Space

B. Number of Units

Units per Building	24 max. [†]
Buildings per Lot	3 max.

[†]Number of units limited by parking requirements in Subsection F of the Zone standards.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	—	3½	5	—	7

Main Body/Secondary Wing (s)

Width	150' max.	A
Depth	65' max.	B

Articulation

Buildings at least 75' wide are required to:

- Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriels).
- Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Accessory Structure(s)

No accessory structures are allowed.

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Terrace	3.4.120

E. Pedestrian Access

The main entry of ground floor units must be directly off of a courtyard or a street.

Courtyards must be accessible from the front property line. **C**

No more than 3 units may enter from one stoop or corridor.

Pedestrian connections must link all buildings to the public ROW, courtyards, and parking areas.

Passages width 12' max. between buildings and through buildings must connect multiple courtyards.

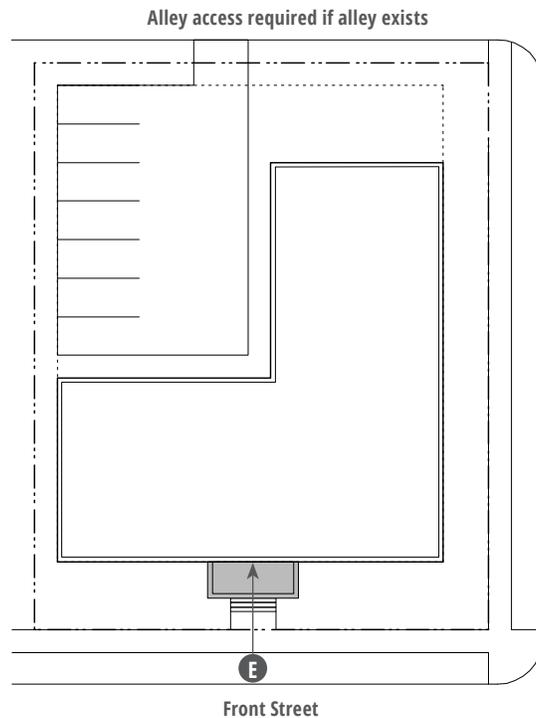
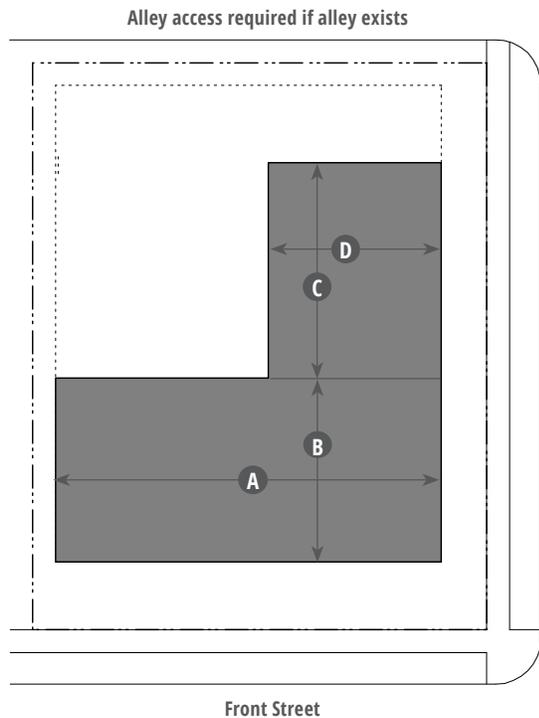
F. Courtyard(s) - Common Open Space

Main Body Height ¹	Width D	Depth E
1 to 2½ Stories	20' min.;40' max.	20' min.;75' max.
3 to 3½ Stories	25' min.;50' max.	30' min.;105' max.
4 to 5 Stories	25' min.;60' max.	40' min.;135' max.
6 to 7 Stories	45' min.;70' max.	50' min.;145' max.

¹Height is measured at the highest number of stories along the courtyard.

Buildings must define at least two walls of a courtyard.

Side(s) of courtyard not defined by building must be defined by 2'-6" to 6' tall wall with entry gate/door designed to complement the primary structure.



Key

- ROW / Lot Line
- Setback Line
- Primary Structure

Key

- ROW / Lot Line
- Setback Line
- Frontage

B. Number of Units

Units per Building	Unrestricted ¹
Buildings per Lot	1 max.

¹ Number of units limited by parking requirements in Subsection F of the Zone standards.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
Max. Number of Stories	—	—	5	—	11

Height must also comply with Subsection D of the Zone standards.

Main Body

Width	200' max.	A
Depth	75' max.	B

Secondary Wing(s)

Width	125' max.	C
Depth	75' max.	D

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Accessory Structure(s)

No accessory structures are allowed.

D. Allowed Frontage Types

Porch: Projecting	3.4.050
Porch: Engaged	3.4.060
Stoop	3.4.070
Forecourt	3.4.080
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

Main Entrance Location	Front street	E
------------------------	--------------	----------

Units located in the main body must be accessed by a common entry from the front street.

On corner lots, units in a secondary wing may enter from the side street.

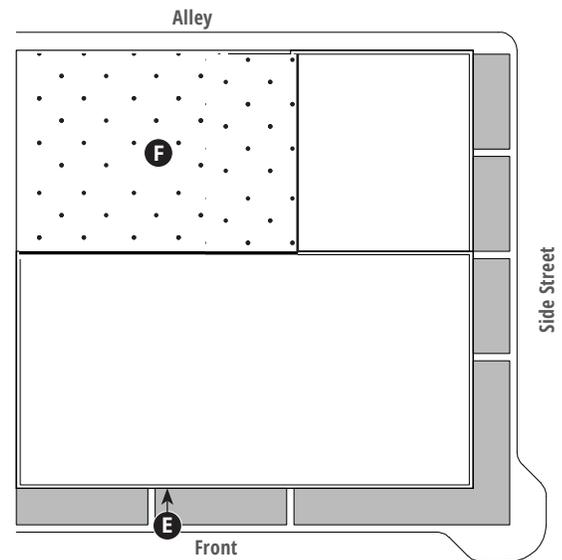
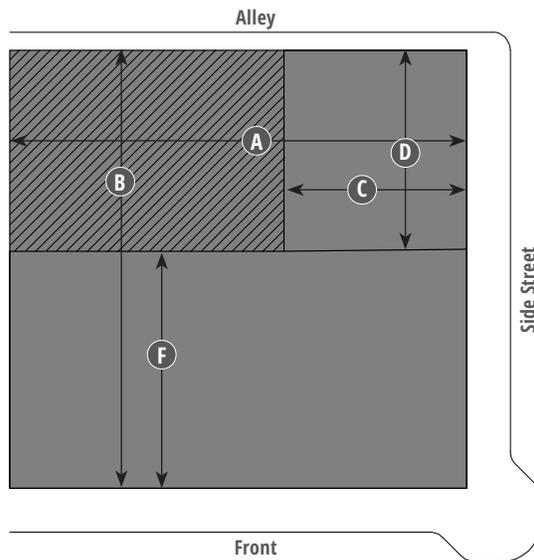
F. Open Space

No open space requirement.

G. Vehicle Access and Parking

On-site parking spaces may be enclosed, open, or structured.

Residential garages (if provided) may be detached or tuck-under.



Key

- ROW / Lot Line
- Setback Line
- Primary Structure
- ▨ Parking Podium

B. Number of Units

Units per Building	Unrestricted ¹
Buildings per Lot	1 max.

¹ Number of units limited by parking requirements in Subsection F of the Zone standards.

C. Building Size and Massing

	NE	NG	UN	DT-MS	UC
--	----	----	----	-------	----

Max. Number of Stories	—	—	—	—	11
------------------------	---	---	---	---	----

Main Body

Width	320' max.	A
Length	420' max.	B

Secondary Wing(s)

Width	60' max.	C
Depth	60' max.	D

Articulation

Buildings at least 75' wide are required to:

1. Apply at least one Oriel on front and/or side street facade in compliance with Subsection 3.3.160.A (Oriel).
2. Organize street facing facades in compliance with Subsection 3.3.160.B (Facade Articulation).

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Common Open Space

D. Allowed Frontage Types

Stoop	3.4.070
Forecourt	3.4.080
Shopfront	3.4.110
Terrace	3.4.120
Gallery	3.4.130

E. Pedestrian Access

Main Entrance Location	Front street	E
------------------------	--------------	----------

Ground-floor units may have individual entries along the front street or side street.

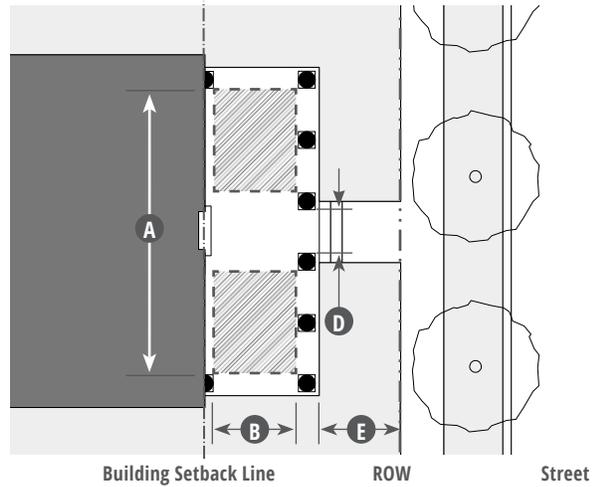
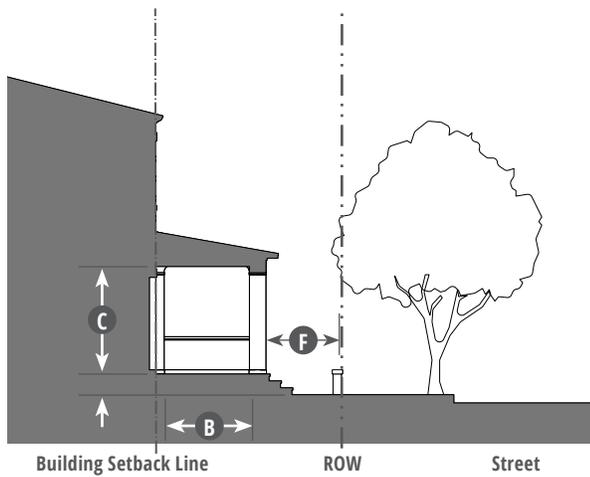
F. Common Open Space

Top of podium can be used to provide common open space.	F
---	----------

G. Courtyard

Width	20' min.; 50' max.
Width-to-Height Ratio	1:2 to 2:1
Depth	20' min.; 150' max.
Depth-to-Height Ratio	1:1 to 3:1

3.4.050 Porch: Projecting



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically small and can be defined by a fence or hedge to spatially maintain the edge of the street. The porch is open on three sides and all habitable space is located behind the building setback line.

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

B. Size

Width, Clear	8' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Path of Travel	3' wide min.	D
Distance between Porch and Sidewalk	5' min.	E

C. Miscellaneous

Projecting porches must be open on three sides and have a roof.

Where porches are allowed, a porch can encroach into the required setback.

[Ramps to comply with ADA are allowed subject to approval by the Director.](#)



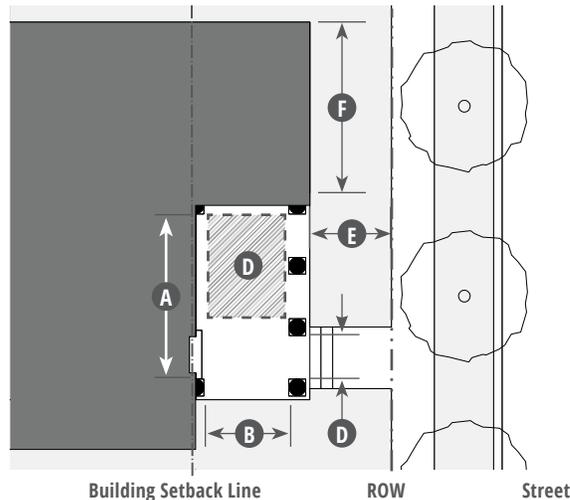
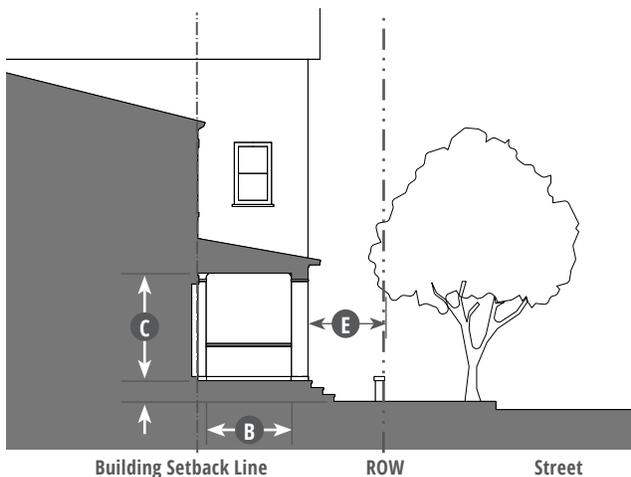
A projecting porch that matches the symmetry of the house.



Wrap-around projecting porch on the front and side facades to create a nice seating space .

General Note: Photos on this page are illustrative, not regulatory.

3.4.060 Porch: Engaged



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building has a small-to-medium setback from the frontage line. The resulting yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The porch has two adjacent sides that are engaged to the building while the other two sides are open.

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

B. Size

Width, Clear	8' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Height	2 stories max.	
Path of Travel	3' wide min.	D
Distance between Porch and Sidewalk	5' min.	E

C. Miscellaneous

Up to 40% of the building facade and porch(es) may project beyond the building setback line into the encroachment area for the zone. F

Engaged porches must be open on two sides and have a roof.

Ramps to comply with ADA are allowed subject to approval by the Director.



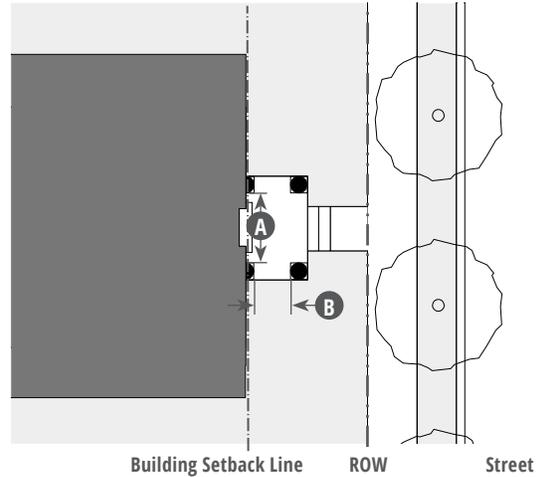
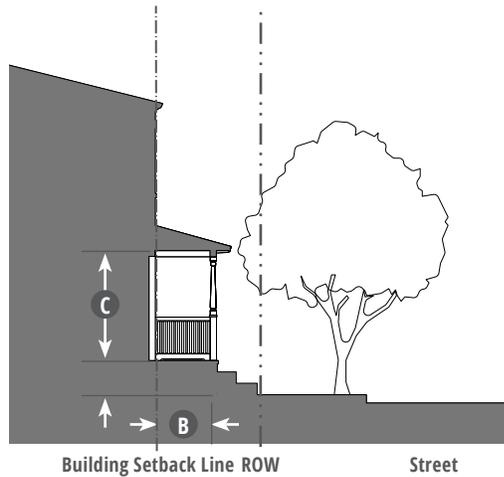
Engaged porch with its long side fronting the street.



Engaged porch with centered entry.

General Note: Photos on this page are illustrative, not regulatory.

3.4.070 Stoop



Key

---- ROW / Lot Line - - - - - Building Setback Line

A. Description

The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-accessed. The stoop is appropriate for residential uses with small setbacks.

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

Only on street side facades in NG and DT-MS Zones.

B. Size

Width, Clear	5' min.; 8' max.	A
Depth, Clear	5' min.; 8' max.	B
Height, Clear	8' min.	C
Height	1 story max.	
Depth of Recessed Entries	6' max.	

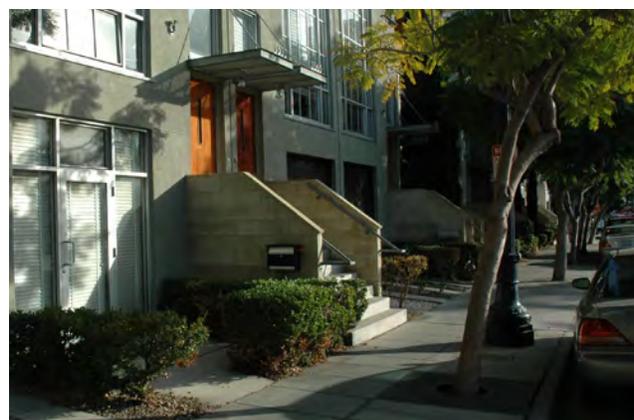
C. Miscellaneous

- Stairs may be perpendicular or parallel to the building facade.
- Ramps must be parallel to facade or along the side of the building.
- Entry doors are covered or recessed to provide shelter from the elements.
- Gates are not allowed.
- All entry doors must face the street.

[Ramps to comply with ADA are allowed subject to approval by the Director.](#)



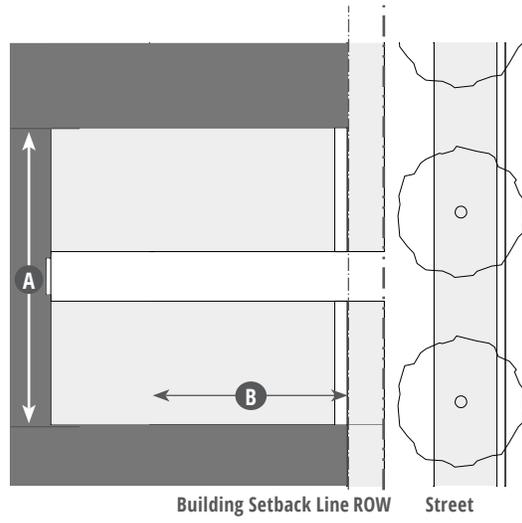
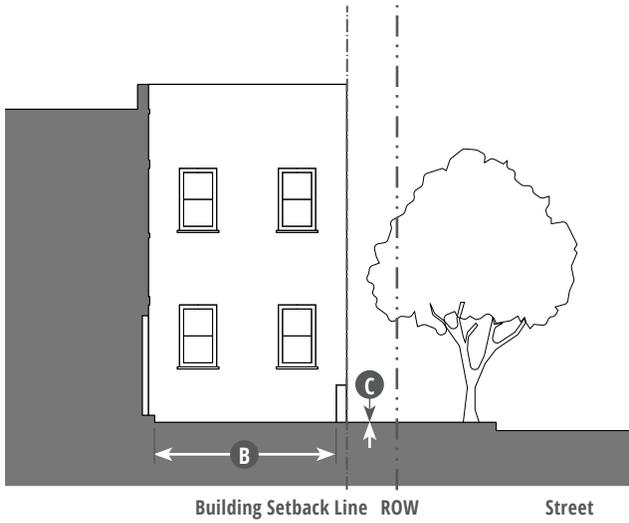
Stoops define the entries to this Rowhouse building while elevating the ground floor from the street level.



Stoop with paired entries to dwelling portion of Live/Work units.

General Note: Photos on this page are illustrative, not regulatory.

3.4.080 Forecourt



Key

---- ROW / Lot Line - - - - Building Setback Line

A. Description

The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court, extending the public realm into the lot. The space may be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within retail and service areas.

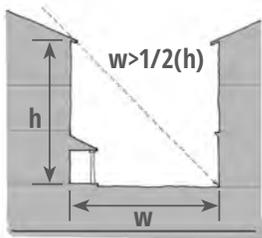
NE	NG	UN	DT-MS	UC
----	----	----	-------	----

B. Size

Width, Clear	12' min. ¹	A
Depth, Clear	12' min.	B
Height from Sidewalk	4' max.	C
Ratio, Height to Width	2:1	

C. Miscellaneous

The proportions and orientation of these spaces must comply with the diagram below for solar orientation and user comfort.



Equation

May group multiple residential entries in a forecourt at a common elevation in compliance with required Ground Floor Finish Level standards of the applicable zone.



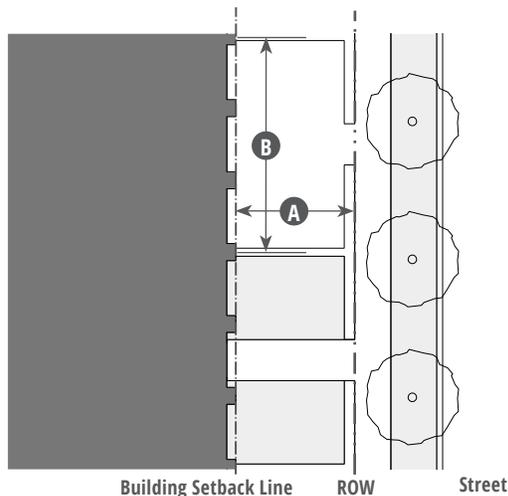
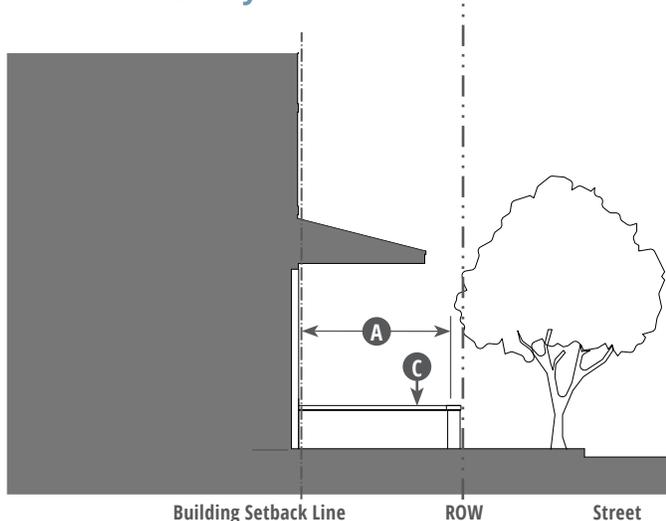
Forecourt visually extends the public realm into this retail and office lot.



Forecourt provides unique entries to dwellings and breaks down the overall massing of the buildings shaping the space.

General Note: Photos on this page are illustrative, not regulatory.

3.4.090 Dooryard



Key

----- ROW / Lot Line - - - - - Building Setback Line

A. Description

The main facade of the building is set back a small distance and the frontage line is defined by a low wall or hedge, creating a small dooryard. The dooryard may not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and may be used for ground-floor residential or non-residential uses.

NE	NG	UN	DT-MS	UC
----	----	----	-------	----

Only on street side facades in DT-MS and UC Zones.

B. Size

Depth, Clear	8' min.	A
Width	50' max.	B
Ground Floor Transparency	50% min. ¹	
Height of Dooryard Fence/Wall	36" max.	C

¹ For live/work, retail and service uses only.

C. Miscellaneous

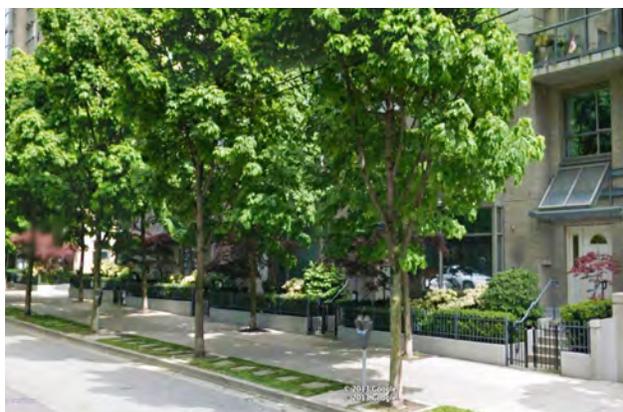
For live/work, retail and service uses, these standards are to be used in conjunction with those for the Shopfront frontage type. If there is a conflict between them, the Dooryard Frontage Type standards will control.

Each Dooryard must provide access to only one ground floor entry.

[Ramps to comply with ADA are allowed subject to approval by the Director.](#)



Small dooryards include low fences to provide a visual transition from the public sidewalk.



A series of small dooryards give small outdoor gardens along the front of each ground floor unit.

General Note: Photos on this page are illustrative, not regulatory.

Division 5.3: Site Plan Review

Sections

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5.3.010 Purpose

- A. The purpose of this Section is to provide a process for the appropriate review of new development applications and to ensure that all approved projects:
 - 1. Promote the orderly development within the Plan Area consistent with the goals, objectives, and policies of the General Plan and the Downtown Specific Plan;
 - 2. Protect and enhances property values by encouraging high quality design;
 - 3. Respect the physical and environmental features and characteristics of the property and surrounding areas;
 - 4. Ensures safe and convenient access and circulation for pedestrians, bicycles, and motor vehicles;
 - 5. Ensures that new development is appropriate in terms of site design, building scale and form, and the use of the site within the context of surrounding properties; and
 - 6. Allows for and encourages individual identity for specific structures and uses.

5.3.020 Site Plan Review Required

- A. Site Plan Review, in compliance with Section 10-1.300 (Site Plan Review) of the Hayward Code, is required for all new development and site improvements proposed within the Plan Area for which a Building Permit or Grading Permit are required, unless specifically exempted in Subsection B.
- B. **Exemptions.** The following are exempt from the requirements for Site Plan Review but must comply with all other applicable requirements of the Hayward Code and this Code:
 - 1. New/additions/remodeling of existing commercial structures, provided that new construction, additions or remodeling of existing commercial structures does not exceed 1,000 square feet;
 - 2. Additions of floor area within the existing building envelope;
 - 3. Accessory structures not exceeding 120 square feet;
 - 4. Fences or walls;

5. Minor facade and site plan modifications, including for example: replacement of windows and doors where the work does not require a Building Permit; alterations and improvements required to meet federal or State requirements to accommodate persons with disabilities; installation of bicycle lockers, landscaping, and utilities with minimal above-ground structures; and minor architectural enhancements to commercial or institutional structures; and
 6. Satellite dish antennae (mounted on a roof, a building, or the ground) used for personal use.
- C. **Additional Requirements for Projects 30,00 Square Feet or Larger.** Applications for projects 30,000 square feet or larger must comply with contractor prequalification requirements, demonstrating the contractor utilizes apprentices from state-approved, joint labor-management training programs, and offers employees employer-paid health insurance plans.

5.3.030 Major Site Plan Review

Major Site Plan Review, in compliance with Sec. 10-1.3000 (Site Plan Review), is required for the following development projects and uses:

- A. A project involving an addition of more than 30 percent of the gross floor area of a structure or more than 5,000 square feet of impervious surface;
- B. A project impacting or adjacent to a historic, archaeological, or environmentally sensitive feature (e.g., creek);
- C. A project on a site three acres or larger as required by Division 4.1 (Standards for Large Sites); or
- D. Other unusual or unique impacts which, in the opinion of the Director, warrant a public hearing with the Planning Commission.

Mid-Term Programs - 5-10 Years

Program IPF 8	Develop systems and infrastructure to better allow Downtown residents and businesses to recycle specialty waste streams, particularly electronic waste and mattresses.
Program IPF 9	Partner with PG&E and other utility providers to evaluate future demand and to fund utility improvements in advance of construction.
Program IPF 10	Increase non-potable water use in parks, open spaces, sidewalks, and streets by 20 percent.
Program IPF 11	Develop a maintenance program to ensure that new public restrooms are well maintained and consistently cleaned.

Mid-Long Term Programs - 8-15 Years

Program CD 16	Designate landmark-worthy and contributing properties that have yet to be formally designated as Historic Resources.
Program C 12	Invest in traffic signal synchronization and traffic management strategies to improve traffic flow on roadways.
Program C 13	<p>Design and convert the following street segments in the Plan Area from one-way to two-way streets(see Chapter 3 for illustrations and discussion):</p> <ol style="list-style-type: none"> 1. A Street (between Mission Boulevard and Foothill Boulevard); 2. C Street (between Mission Boulevard and Second Street); 3. 1st St 2-way conversion (between C St and D St); 4. B Street (between Watkins Street and Foothill Boulevard)and 5. Mission Boulevard (between A Street and the “Five Flags” Intersection). 6. <u>Foothill Boulevard (between A Street and the “Five Flags” intersection).</u>

Long Term Program - 11+ Years

Program CD 16	Repurpose underutilized street right-of way and parcels constrained by the Alquist-Priolo Fault Zone at the “Five Flags” intersection as a new linear park.
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Ongoing Programs

Program LU 16	Publicize Downtown attractions and existing community events, such as the farmer’s market and Third Thursday Summer Street Party, and potential new community events, for example, movie nights, art walks, craft fairs, car shows, and holiday festivals, to residents, visitors, and business prospects (see also Program CD 18).
Program LU 17	Collaborate with local artists and arts organizations in support of efforts to encourage indoor and outdoor art exhibits in galleries, vacant storefronts, City Hall, and public places.
Program CD 18	Implement Crime Prevention through Environmental Design strategies (CPTED) to improve public safety by facilitating building design that promotes “eyes on the street,” updating regulations, and requiring applicants follow City CPTED policies and guidelines.