

#	Commentor	HMC Code Section	Public Comment	Staff's Response
1	HCD	10-1.2736(a)(2)(g)	In accordance with Government Code Section 65583 (a)(4)(B)(v), emergency shelters are not required to be more than 300 feet apart.	Staff has amended Hayward Municipal Code (HMC) Section 10-1.2736 (a)(2)(g) accordingly.
2	HCD	10-1.3510	Permitted Uses shall be "Use by-right." Clarify this within the regulations.	Staff has amended the "Permitted Use" definition and cross-referenced Government Code Section 65583.2(i).
3	HCD	10-1.3510	Clarify if "Tiny Homes" are permanent or temporary dwelling units.	Staff has amended the "Dwelling Unit/Residential Unit Definition" to clarify all dwelling units must be permanent.
4	Staff	10-1.2736(a)	Would an emergency shelter that is set-up in response to a natural disaster have to conform with this? If so, some of the proposed sites have the capacity to exceed the number of beds.	No. Staff has revised the definition of "Emergency Shelter" to clarify this shelter is for individuals experiencing homelessness.
5	Staff	10-1.2737	Should this say lower income households?	Yes. Staff has revised section accordingly.
6	Staff	10-1.3510	Are residents of a group home paying for accommodations only or accommodations and care?	Residential accommodations can include care (i.e. nursing services, meals, etc.). Through their licensing program, the State Department of Social Services determines what accommodations are required.
7	Staff	10-1.3510	The explanation of "low-barrier" is unclear to me based on the examples provided in the Low Barrier Navigation Center definition. The examples seem to be something a navigation center provides and not what makes it low-barrier. My	This definition comes directly from Government Code Section 65660 in alignment with Housing Element Action 13.6. In order to stay consistent with State Law, staff will keep the definition as is.

			understanding is that low barrier removes or diminish historical barriers to entry such as sobriety, identification requirements, strict curfews, or complex referral or intake processes.	
8	Staff	10-1.3510	Should it say "employment" instead of "income" in the Low Barrier Navigation Center definition?	See Comment #7.
9	Staff	10-1.3510	Does it need to be clear in the Safe Parking Definition that individuals and families are allowed to sleep there? I see the cross reference under Vehicle but might be good if it is also included in this definition.	Staff clarified "Safe Parking" definition to include allowances for sleeping within vehicles and cross referenced "Vehicle" definition here.
10	Staff	General	Why are there not three tiers for Unlicensed Group Homes like Licensed Group Homes?	City Council and the public had concerns regarding changing regulations for Unlicensed Group Homes because there is no oversight from the State Department of Social Services. For this reason, staff did not propose any changes to the regulations for unlicensed facilities.
11	Staff	10-1.2736 (d)	Do safe parking vehicles need to park in striped spaces?	Staff has clarified in HMC Section 10-1.2736 (d)(4)(b) that all vehicles shall be parked within a striped parking space.
12	Public	General	Are there any disability access requirements for Shelters?	Emergency Shelters will be required to comply with any applicable accessibility standards within the California Building Code and American Disability Act.

13	Public	General	Will there be paratransit service to shelters?	East Bay Paratransit provides paratransit services within the City of Hayward. They provide curb-to-curb with door-to-door services upon request.
14	Public	General	What is the intersection between these regulations and mental health?	The California Statewide Study of People Experiencing Homelessness <sup>1</sup> noted that about 66 percent of individuals experiencing homelessness have symptoms of a mental health condition. The proposed regulations aim to expand housing options for Hayward's unhoused population where they will have access to services and conditions to improve their mental health. Specifically, staff proposes allowing "Psychiatric and Rehabilitation Facilities" within the Industrial and most Mission Boulevard zoning sub-districts. These facilities will provide 24-hour psychiatric and rehabilitation care.
15	Public	General	I have been meeting with a team under the direction of Council Member Syrop. We are meeting around housing. Maybe this is something we can discuss as a team at that meeting. Unfortunately, with my workload I don't have the capacity to review all these plans and make recommendations.	Staff is happy to present at that meeting. These regulations were under public review between September 24, 2024, and October 21, 2024, and the regulations were considered at public work sessions with the City Council and Planning Commission in early October prior

<sup>1</sup> <https://homelessness.ucsf.edu/our-impact/studies/california-statewide-study-people-experiencing-homelessness>

			I wish I could be of more help but I think maybe we take time as a team to give the best feedback from multiple sources.	to the adoption hearings in December 2024 and January 2025.
16	Public	General	<p>Thank you for sharing this and we would support all of these changes, however as an agency that operates emergency shelter, interim housing, and many permanent supportive housing sites, the insurance market would impact our ability to do some of these things without risk that we would be dropped by our insurance carriers.</p> <p>This is just to say, that I don't have high hopes that these changes would actually result in additional resources for our unhoused community members.</p>	Acknowledged.
17	Public	General	<p>I wanted to let you know what I have been working on here at CRIL in the housing arena! First, we are very pleased that Hayward housing staff is looking at a future universal design ordinance! Anything we can do on that front, please let me know! Also, regarding the effort to move forward the policy of supportive housing in the city, that is something we are in favor of! For mental health related housing, I believe that story-telling and supporting the narrative of service delivery is important when advancing mental health projects! Too often nimbyism gets in the way of these kinds of projects! Regarding finding more shelter and hotel space for short term housing, we</p>	Acknowledged.

			<p>need to be creative and work with a variety of non-profits when placing consumers. For group homes and other housing solutions in the short-term space we need to emphasize disability access and flexibility for our senior population! Also, housing does not exist in a vacuum. We need to consider the needs of the whole person including food, medical care and transportation among other things! I hope this helps you and your fellow council members when thinking about the needs of seniors and persons with disabilities when thinking about supportive housing! Finally, I do want to say that I have found city staff to be quite accommodating and supportive and I am happy to work with city staff to meet the needs of our consumers!</p>	
18	PC	General	<p>Housing Element Action 31.4 references "By-Right" and Administrative Use Permit processes. Can you please explain those?</p>	<p>Uses that are permitted "By-Right" do not require any discretionary permits.</p> <p>An Administrative Use Permit (AUP) is a discretionary permit that is approved by the Planning Director, unless appealed. All interested parties and properties within 300 feet of the subject property are notified when the City receives an application. They are also notified when the Planning Director makes a decision and given a 15-day period in which they can appeal the</p>

				decision. The application is reviewed for compliance with Zoning, Building, and Fire regulations. Typically, AUPs include conditions of approval that the operator, property owner and applicant need to comply with. The AUP can be revoked, and the use will be required to cease if the conditions of approval are not followed.
19	PC	General	As part of the Administrative Use Permit process, will the neighbors be notified? Will staff review the application for compliance with Fire and Building Code regulations?	See Comment #18.
20	PC	General	Do the 512 homeless identified in Hayward include individuals living in Shelters, SROs, or Group Homes?	This count includes individuals in shelters however, it does not include individuals living in SROs or Group Homes.
21	PC	General	With these regulations, are we trying to find services for individuals just in Hayward or the region?	The project does not include the creation or funding of services. Eligibility for services is typically determined by funding and need.
22	PC	General	Were the City Emergency Resolutions needed to remove zoning barriers?	Yes. Many of the City's current zoning regulations serve as barriers to meaningful serving our unhoused population. The proposed regulations aim to address these barriers.
23	PC	10-1.3510	Why were the Boarding Home and Fraternity/Sorority uses being removed?	The "Boarding Home" and "Fraternity/Sorority" uses are

				already included in the Group Home definition.
24	PC	10-1.2736 (d)	Where will Safe Parking residents go between 10 am and 5 pm?	Safe Parking residents will be required to leave the Safe Parking site between 10am and 5pm. It is likely that Safe Parking residents will drive their vehicle to their jobs, services, or other locations to complete daily tasks.
25	PC	10-1.2736 (d)	Will Safe Parking residents be allowed to reserve their spots?	This will be up to the Safe Parking operator and will need to be disclosed to staff during the AUP process.
26	PC	10-1.2736 (d)	Are the Safe Parking regulations designed to only serve Hayward residents?	All surrounding jurisdictions including unincorporated Alameda County, Union City and Fremont have safe parking programs. Therefore, it is likely any Safe Parking operation in Hayward will predominately serve Hayward residents.
27	PC	10-1.2736 (d)	How long can Safe Parking residents be enrolled in the program?	There is no limit on enrollment within the proposed regulations. However, service providers could create a limit if needed.
28	PC	General	Were the unhoused population directly contacted to comment on this project?	No. However, staff contacted service providers which have direct contact with the unhoused population and reviewed relevant research including but not limited to California Statewide Study of People

				Experiencing Homelessness and the 2024 Point-In-Time Count <sup>2</sup> .
29	PC	10-1.2736 (d)	Have we explored the use of portable restrooms for Safe Parking?	Yes. Staff has modified HMC Section 10-1.2736(d)(4)(e) to allow for temporary bathroom facilities.
30	PC	10-1.2736 (e)	Will existing hotels be able to meet all the SRO regulations?	It is likely existing hotels with some minor alterations would be able to meet all the SRO regulations identified in HMC Section 10-1.2736(e). This is because the requirements for hotels and SROs are very similar.
31	PC	10-1.2736 (a)	Why is there a distance requirement for Emergency Shelters but none of the other uses?	Government Code Section 65583 limits cities from developing objective standards for Emergency Shelters unless the standards are related to number of beds, parking, intake areas, onsite management, length of stay, lighting, security and proximity to one another. Due to this limitation, staff thought it was important to include a minimum distance requirement. Furthermore, a distancing requirement will ensure certain neighborhoods do not have a disproportionate amount of Emergency Shelters.
32	PC	General	Why was Winters selected as an example for the SRO regulations?	Through staff's research, there were very limited jurisdictions within the Bay Area that had SRO regulations. While, Winters, located in Northern

<sup>2</sup> <https://everyonehome.org/main/continuum-of-care/point-in-time-count-2024/>



				California, has robust and clear regulations aimed at housing their migrant farm worker population.
33	PC	10-1.1603	Why were the Psychiatric and Rehabilitation Facility permitted in the Industrial Districts?	Psychiatric and Rehabilitation Facility are typically institutional facilities where individuals are not permitted to leave the facility during their stay. Unlike the other proposed uses, these facilities operate as institutions that do not need to be located near commercial development, transit, or open space. As such, the Industrial Districts seem appropriate for this use.
34	PC	10-1.3510	Why was the definition of "Family" removed?	The definition of "Family" is not needed within the Zoning Code.
35	PC	General	If a hotel is converted into an SRO, will the Transit Occupancy Tax still apply?	No.
36	PC	General	Housing Element Action 13.3 requires supportive housing to be permitted "by-right" which would allow projects to bypass the Planning Commission. For this reason, I am opposed to allowing additional by-right uses. Otherwise, I am supportive of all the other regulations.	The only proposed "by-right" uses within the regulations are for Small Licensed Group Homes, Emergency Shelters, and Low-Barrier Navigation Centers  Welfare and Institution Code Section 5116 requires local jurisdictions to allow Group Homes with up to 6 individuals by-right. Staff is proposing allowing Licensed Group Homes with up to 8 individuals by-right. Staff is proposing this because Licensed Group Homes are already

				<p>heavily regulated by the Department of Social Services.</p> <p>Government Code Section 65583 and 65662 require local jurisdictions to allow Emergency Shelter and Low Barrier Navigation Centers by-right.</p>
37	PC	General	Why are service providers not attending meetings and advocating for these changes?	Staff is not responsible and can not require service providers to attend public hearings. All interested parties were notified of the hearings directly from staff.
38	PC	General	All of these uses require review and enforcement to ensure compliance. I am worried about the costs and staffing implications of this.	<p>The permit application costs cover city staff's time to review and process applications.</p> <p>Code Enforcement staff recovers staffing costs through fines and the Rental Inspection Programs fees, as applicable. Additionally, the responsibility of enforcement will not be fully on city staff as many of these uses requiring licensing and oversight from State departments.</p> <p>Furthermore, the cost of inaction is greater. A study<sup>3</sup> conducted in Santa Clara County found that the County spent \$62,473 annually providing services to each unhoused</p>

<sup>3</sup> <https://osh.sccgov.org/continuum-care/reports-and-publications/cost-homelessness-silicon-valley>

				individual. Once an individual was placed into housing, the cost decreased to \$42,706 annually.
39	PC	General	I don't believe an Administrative Use Permit is appropriate for the Safe Parking use. I would prefer Planning Commission or City Council approval.	City Council was supportive of allowing Safe Parking with an AUP. See Comments #53, 59 and 82.
40	PC	General	I am concerned about the revenue losses that will occur if we allow hotels to convert to SROs.	In Fiscal Year 2025 (FY25), the City of Hayward projects \$3,125 in revenue from the Transit Occupancy Tax which is 0.7% of City's total revenue <sup>4</sup> . Therefore, it is unlikely that the conversion of hotels into SROs will result in meaningful losses in revenue.
41	PC	General	Besides my previous comments (See Comments # 38-41), I am supportive of all the other regulations.	Acknowledged.
42	PC	General	In general, I am supportive of the draft regulations. However, I would like to see some flexibility added to allow for modification of these regulations in the future.	All regulations can be modified with City Council approval if needed and to ensure consistency with State Law.
43	PC	General	Has there been any consideration to converting St. Regis?	In December 2022, Bay Area Community Services (BACS) acquired the St. Regis property to convert it to a multi-service campus that will include interim housing, permanent housing, supportive housing, a health clinic and a substance use treatment center. The

<sup>4</sup> <https://www.hayward-ca.gov/your-government/documents/budget-documents>

				state-funded facility is expected to open at the end of 2025.
45	PC	General	Who is going to pay for these developments?	This project does not include the construction of any facilities. These uses and developments will be proposed and funded by applicants and may include federal, state, local or private funding.
46	PC	General	The regulations are complicated, and all the uses are so different. Is there any way we considered each of the uses separately?	No. The City of Hayward is required to adopted regulations to address Housing Element Actions 13.1, 13.3, 13.4, 13.5, 13.6, 12.7 and 19.11 by January 31, 2025.  If the City of Hayward fails to do so, our Housing Element will be out of compliance. This would leave the City susceptible to builder's remedy applications and potential lawsuits.
47	Public	General	Why were the five community meetings in May private?	These meeting were not private. Interested parties were invited to attend.
48	Public	General	Will these facilities be built and funded by the cities? If it is a city-project, how will it be funded?	See Comment #45.
49	Public	General	I don't believe the State has the right to mandate these things. I believe we should speak with the City Attorney about fighting this mandate. High density and low-income housing are ruining this City.	See Comment #49.
50	Public	General	I think we should remove parking requirements for SROs near public-transit	In accordance with HMC Section 10-2.420 (b), no parking requirements

			<p>facilities. I also think we should include bike parking requirements for SROs. I think high density housing makes our City more efficient, reduces costs and more sustainability.</p>	<p>will be enforced for any development, including SROs, within a half mile of a major transit stop.</p> <p>Bicycle parking requirements were added for SROs in HMC Section 10-1.2736(e)(3)(h).</p>
51	CC	10-1.2736(e)	<p>Why was the High-Density Residential zoning district selected for SROs? Could we consider allowing SROs in the Medium-Density Residential or Low-Density Residential zoning districts?</p>	<p>SROs have similar form to apartment buildings which are permitted within the High-Density Residential zone. Furthermore, the High-Density Residential zoned properties typically are close to commercial development, transit and open space which will be beneficial to residents of an SRO.</p> <p>Staff does not believe the typical scale or intensity of SROs would be appropriate in the Medium Density Residential or Low-Density Residential zoning districts. However, these districts allow for Group Homes which can operate similarly to an SROs but in a smaller, more appropriate form.</p>
52	CC	General	<p>Are there other zoning districts along W Jackson Steet, Harder Road, Industrial Parkway, Tennyson Road to allow these uses?</p>	<p>Some of the proposed uses will be allowed along these major throughfares. For example, Psychiatric and Rehabilitation Facilities will be permitted in some properties along W. Jackson Street</p>

				<p>and Industrial Parkway. SROs will be permitted on some properties on Harder Road, W. Jackson Street and Tennyson Road.</p> <p>However, these areas are not appropriate for all the uses since they are not as transit rich as Mission Boulevard or Downtown.</p>
53	CC	General	<p>I am supportive of the recommendations including allowing hotels convert to SROs. The City spends tax dollars responding to the homelessness crisis and loses revenue when individuals are on the street. I think they will be immense savings from getting individuals housed.</p>	<p>Acknowledged.</p>
54	CC	General	<p>We need to do something to address the homelessness crisis. We cannot do nothing. One way to address this crisis is to allow for these uses.</p>	<p>Acknowledged.</p>
55	CC	General	<p>I would like to keep the SRO regulation as written. I do not want to allow this use in the Medium-Density Residential or Low-Density Residential zoning districts.</p>	<p>Acknowledged. Staff will not allow SROs in Medium-Density Residential or Low-Density Residential zoning districts.</p>
56	CC	General	<p>If a problem arises with an Administratively Permitted Use, what can we do?</p>	<p>The community can report problems through Access Hayward. City Staff will enforce all applicable conditions of approval. If nuisances remain, Staff can revoke an AUP and require the use to cease immediately.</p>
57	CC	General	<p>I am a bit concerned about allowing up to 8 residents by-right in a Licensed Group Home. Will this depend on the size of the</p>	<p>The home will be required to meet all applicable requirements in the California Building Code and</p>

			home? Will neighbors get the opportunity to comment on a new group home?	<p>licensing requirements from the Department of Social Services.</p> <p>With the exception of all Small Licensed Group Homes and Small Unlicensed Group Homes, the neighbors will be notified and given the opportunity to comment on a new Group Home.</p>
58	CC	General	How can the community be proactive and involved with projects before they are approved?	Community members can reach out to the Planning Division at <a href="mailto:planning.division@hayward-ca.gov">planning.division@hayward-ca.gov</a> to be added to the interested parties mailing list to be notified of all new discretionary projects within the City of Hayward.
59	CC	General	I like all the recommendations. I support the zoning amendments.	Acknowledged.
60	CC	General	Have any tiny homes been constructed?	City Staff has reviewed and approved a couple tiny home developments. However, only one project has been constructed.
61	CC	General	Have we spoked to any other jurisdictions about converting hotels to SROs?	Many California jurisdiction have been allowing this. For example, Sacramento allowed the conversion of Hotel Berry into 712 SROs unit in 2012. Los Angeles allowed the conversion of the Rosslyn into 264 SRO units for the homeless, with 93 set aside for those with mental illness and 74 for homeless veterans. Many jurisdictions including San Diego, San Fransisco and Oakland

				have passed regulations to ensure SROs are protected from be converted to other uses.
62	CC	General	Do we know how many hotels would want to convert to an SROs?	No. However, it is likely only older hotels would take advantage of this allowance since they tend to be less competitive with newer hotels.
63	CC	General	Would trailers or campers be allowed as part of the Safe Parking use?	Yes, recreational vehicles and trailers will be allowed in Safe Parking facilities. However, as proposed, no hook-up will be permitted.
64	CC	General	How we going to address the issue of unhoused that are not interested in housing?	This is outside the scope of this project.
65	CC	General	How could we raise revenue to counteract the potential loss in Transit Occupancy Tax if hotels convert to SROs?	See Comment #40. City Staff is currently working on some commercial zoning updates which will likely promote economic growth within Hayward.
66	CC	General	There are several new hotels being constructed in the City. My understanding is the regulation allowing hotels to convert to SROs are aimed at older hotels and motels. Could a hotel or motel be partially converted in an SRO?	That assumption is correct. Yes, a hotel or motel could be partially converted to an SRO.
67	CC	General	For the Room Key program, was the hotel still open and operational? Or were all the rooms used for the program?	Room Key was a state-sponsored program implemented in response to the COVID-19 pandemic. The State and County leased motel rooms for unhoused individuals to



				reduce exposure risk. The Room Key program is no longer in operation.
68	CC	General	The Public may not be tracking the notices. I believe there needs to be a more robust outreach process for Administrative Use Permits.	This is outside the scope of this project as noticing requirements are set by State Law and the Municipal Code. At City Council's direction, Staff can reevaluate its noticing requirements.
69	CC	General	Has there been any engagement or response to the issues occurring at the Depot Road project? Who is managing the Depot Road project?	The Depot Road project is an affordable housing development, managed by the John Stewart Company. Issues can be referred to Code Enforcement or Hayward Police, as appropriate.
70	CC	General	Staff should compel service providers and members of the public to attend Public Hearings for this project.	See Comment #37
71	CC	General	Can we have an update on the Foothill Action Plan? We have been having issues on Mission and in Downtown. I am worried we are not ready for these zone changes.	An update on the Foothill Action Plan will be provided to City Council soon. The Foothill Action Plan is not a planning-related project. There is no zone changes proposed as part of this project.
72	CC	General	How has the County been involved in this project? How do they manage their facilities? How often do they inspect their facilities? I don't believe they have a great track record. I would like them to identify a point- person to address our concerns.	City Staff shared draft amendments with County Staff, and they did not provide comments. County management and facility inspections is outside the scope of this project. This comment has been referred to the City's Manager Office.

73	CC	General	What does management look like for a Safe Parking operation? What happens if problems arise?	<p>The management of the Safe Parking facility will have to be clearly described within a Management Plan. The Management Plan will have to explain the operation, rules and safety measures. This plan will be reviewed by City Staff.</p> <p>The community can report problems to Code Enforcement through Access Hayward. City Staff will enforce all applicable conditions of approval. If nuisances remain, Staff can revoke an AUP and require the use to cease immediately.</p>
74	CC	General	I would like to add a point system to encourage mixed-use development for SROs and Shelters.	<p>Staff does not recommend adding additional requirements for SROs because it will increase development costs. Furthermore, SROs are proposed to be located in predominately mixed-uses area with commercial and open space development.</p> <p>In accordance with Government Code Section 65583, the City is not allowed to require amenities or mixed-uses for shelters.</p>
75	CC	General	I was wondering if we could explore allowing pump out services for Safe Parking uses.	This is not explicitly prohibited within the regulations. It can be elevated on a case-by-case basis through the AUP process.
76	CC	General	The proposed regulations require Safe Parking on paved surfaces. Why is this a	This is a standard requirement that all parking lots be paved with Class

			requirement? Is there a less expensive surface we could require?	B, Portland Cement Concrete, or a minimum 3 inches of asphaltic concrete over a minimum of 4 inches of aggregate base or comparable all-weather and dustless material. There is less expensive surface that could be required.
77	CC	General	I would like to see bike parking promoted in all these uses.	Cal Green will require bicycle parking for many of the proposed uses. However, the Cal Green requirements may not be applicable to hotels converting to SROS. Therefore, staff added bicycle parking requirements for SROs in HMC Section 10-1.2736(e)(3)(h).
78	CC	General	I like the 5pm to 10am hours of operation for Safe Parking uses. I think this aligns with community feedback.	Acknowledged.
79	CC	General	I appreciate these regulations. This will give the City a lot of tools to help solve the housing and homelessness crisis. SROs are proven models that help quickly house individuals.	Acknowledged.
80	CC	General	Do the restrooms need to be permanent for Safe Parking uses?	See Comment # 29
81	CC	General	What are your thoughts on requiring security measures for Safe Parking?	Security measures for Safe Parking operations will need to be identified within the Management Plan. Some examples are lighting, security cameras, and security guards.
82	CC	General	The more regulations we require the more we disincentive these types of	Acknowledged.

			developments. For this reason, I am supportive of allowing these uses with an Administrative Use Permit.	
83	CC	General	How will these regulations be implemented? Will service providers be engaged?	Staff is planning to host workshops with service providers following adoption of the new regulations.
84	CC	General	How will we hold operators accountable to avoid service degradation?	For uses that require Use Permits, staff crafts strict conditions of approval to minimize nuisances and ensure high quality services. For city funded services, staff conducts regular contract monitoring to ensure high-quality services are being provided.
85	CC	General	This project is focused on zoning and the law side of housing. This project will create tools to help address this crisis. The regulations demonstrate the City's compassion toward vulnerable community members.	Acknowledged.
86	CC	General	I want to be sure we have accountability and high standards as we are allowing for these uses.	Acknowledged. Staff believes the proposed regulations reflect these sentiments.
87	CC	Safe Parking	Why do Safe parking sites have operating hours set by the City rather than the facility owner? While the 5pm-10am hours are very generous compared to the 10pm-5am some facilities enforce, it discourages being used by those that might need it most, favoring those with operating vehicles and the means to operate them (gas, insurance, tags, a driver license, etc.). It also means those folks are pushed back onto the streets	Staff proposed operational hours to minimize nuisances and ensure the site can still accommodate its daytime users. The operational hours ensure that vehicles are consistently moving off site and remain operable to avoid the cumulation of broken-down cars/waste on-site. Most of the sites where this use would be allowed are

			to find a place to park until they can return at night, perhaps subject to parking fines, fixit tickets, break downs, etc.	embedded within existing neighborhoods and currently operate other uses during the day (i.e. faith-based organization, school, non-profit). The operational hours ensure that those uses still have adequate parking. Please note the regulations as currently drafted allow the Planning Director to authorize different operational hours through the Use Permit process (HMC Section 10-1.2736 (d)(4)(g). Therefore, if a property owner/facility operator wanted different hours, it would be easy to request and staff could evaluate on a case-by-case basis.
88	CC	Safe Parking	Who is responsible if a vehicle becomes permanently or temporarily inoperable at a Safe parking site? The property owner/facility operator? Are we expecting HPD to enforce having vehicles leave?	The property owner/facility operator will be responsible if a vehicle becomes inoperable. If the property owner/facility operator is not following the regulations, Code Enforcement will be responsible for enforcement, not HPD.
89	CC	Safe Parking	Why not let the site operator set the hours and duration of stay (perhaps subject to case management)? And let them decide how to enforce parking rules as apartment complexes do? If we do these things, would our ordinance also need to specify that Safe	See Comment #87. There is no limit on total duration of enrollment for individuals in a safe parking operation. The property owner/facility operator could set a limit if they desired.

Staff's Response to Public Comments Received  
Between September 10, 2024, and December 15, 2024

**ATTACHMENT V**

			parking sites are exempt from rental housing and eviction laws?	The regulations do not need to specify that safe parking operations are exempt from rental housing/eviction laws because they are not considered dwelling units. Only dwelling units are subject to those regulations.
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