



# **General Plan Update Task Force Meeting**

**June 20, 2013**

7:00 pm to 9:00pm; City Hall, Conference Room 2A

## **Meeting #11 – Draft Element Review**

- I. **Call to Order - 7:00 pm**
  
- II. **Roll Call/Introductions**
  
- III. **Comments/Approval of Meeting #9 (Draft Element Review: Economic Development; Public Facilities and Services; Education and Life-Long learning)) Summary Notes**
  
- IV. **Comments/Approval of Meeting#10 (Land Use) Summary Notes**
  
- V. **Large Group Discussion and Public Comment Period**
  - Review draft goals and policies for the Community Safety, Hazards, and Mobility Elements
  
- VI. **Adjourn – 9:00 pm**



# General Plan Update Task Force Meeting

June 20, 2013

Meeting #11 – Draft Element Review

## Memorandum

**TO:** General Plan Update Task Force

**FROM:** Sara Buizer, AICP, Senior Planner

**SUBJECT:** **Draft Element Review: Community Safety, Hazards, Mobility**

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In preparation for the June 20<sup>th</sup> meeting of the General Plan Update Task Force on draft goals and policies for three elements (Community Safety; Hazards; Mobility), this memo provides details to facilitate our discussion. At this stage, staff is seeking guidance related to goals and policies only. Once the goals and policies have been reviewed, staff will begin creating the various Implementation Programs.

Attached are tables containing the draft goals and policies for each of the above-mentioned General Plan Elements. For each of the draft policies, please identify whether you support the policy (green), think the policy should be re-evaluated (yellow), or if the policy should be eliminated (red). In the last column, include any comments you have.

All feedback will be included in any updates prior to sharing with the Planning Commission and City Council at a joint work session scheduled for July 9.

As a reminder, a **goal** is a general, overall, and ultimate purpose, aim, or end toward which effort will be directed during the timeframe of the General Plan. Goals should be expressed as ends, not actions.

A **policy** is a statement that guides a specific course of action for decision-makers to achieve a goal. Policies should be clear, unambiguous, feasible and concrete.



# General Plan Update Task Force Meeting

## Meeting #9 – May 30, 2013: Draft Goals and Policies Summary Notes

I. Call to Order - 7:00 pm

II. Roll Call/Introductions - 7:05 pm

Task Force Members:	Present	Absent
Alex Harmon		X
Dana Caines		X
Daniel B. Goldstein	X	
Diane Laine	X	
Edward W. Bogue	X	
Heather Enders	X	
Julius C. Willis Jr.	X	
Justin D. King	X	
Lory Hawley	X	
Monica M. Schultz		X
Pedrito C. Gella		X
Ryan Fernandez	X	
Stacy Snowman	X	
Veronica Martinez	X	

Others in Attendance:

- Sara Buizer, City of Hayward, Senior Planner
- Jason Jones, Jones Planning + Design (Contract Planner for the City of Hayward)
- David Rizk, City of Hayward, Development Services Director

### III. Comments/Approval of Meeting #8 (Education) Summary Notes

- No comments

### IV. Large Group Discussion and Public Comment Period

- The purpose of tonight's meeting is to review Draft Goals and Policies for the Economic Development Element, the Public Facilities and Services Element, and the Education and Lifelong Learning Element. These Elements will be presented to the Planning Commission and City Council on June 18th

#### Economic Development

- Goal 1: We should have diversified economy, but we should be known for something. We should have a specialty. Reno is an example. Balance of diversity, specialty, nimble economy.
- We want to have mixed-use neighborhoods and we want people to live close to work. We want people to live in a clean city where businesses are close to transit. The Industrial Technology and Innovation Corridor should be walkable and have services.
- The above concept is reflected in Policy 1.11 and Policy 1.12: complete neighborhoods.
- Policy 1.15: The Industrial and Innovation Corridor be mixed with housing. Warm Springs in Fremont is planned to have housing, advanced manufacturing, and entertainment. Fremont is marketing to other countries. We should be more innovative than Fremont. The Tasman area in Milpitas, Zanker Road in San Jose, and South market in San Francisco are other examples where housing is near employment.
  - Concern about rezoning to non-employment uses. We need to maintain business in the industrial area.
  - Policy 1.15 has strong language and it could be interpreted differently: Modern view and old fashion point of view.
  - Transit is lacking in the Industrial area. The area has not necessarily suffered. Hayward is unique in that it has a large industrial area. There is a place for industrial and warehousing. The Council will probably not want it changed to allow housing.
  - Do we want the language to be flexible to allow incremental changes and integration into the Industrial Area.
  - Industrial area should be preserved. Do not give it up for residential purposes. It is not conducive to residential: trucks, noise, heavy industry. People do not want to live in this environment. We do not want to create conflicts.
  - We have residential adjacent to the industrial area. Residential is near industrial
  - We want residential near, but separate from the Industrial area.

- Maybe the industrial area has worked in the past. Advanced manufacturing will change. We should consider the market for 2040. How do young people want to live. They want to live close to work.
- This area is not just heavy industrial. A variety of uses are allowed. There is constant pressure to change to residential. Don't expand to allow more residential in industrial.
- There is nothing that says that the Industrial area cannot evolve. It allows for the area to respond to the new economy.
- Need to discuss infrastructure: Fiber optic loop, solar power, and wind generation.
  - These Policies are going to be in the Public Facilities and Services Element.
- Can we add policy about transit and improving access to the industrial area?
  - These policies will be in the Mobility Element
  - Vast area: very wide. 1 bus. Headways are short. Still operates very well. Its auto-oriented. Trucking businesses lots of businesses.
- Should we call it a corridor district?
- Concern about complete neighborhoods: Residential areas should have some access to shopping and restaurants along arterials. Cautious of adding retail to neighborhoods. In my neighborhood we are ok with medical services by the hospital, but we do not want fast food.
  - We need to allow people to walk or bike to services: corner lots or a cluster of services.
  - We should have an Implementation Program for a study on how neighborhood commercial should be integrated into each location.
  - Neighborhood services are necessary.
  - Hayward has neighborhoods where there is no access to healthy food
  - Hierarchy of needs for neighborhoods
  - Smaller neighborhood grocery stores deliver at a neighborhood level
- "Shall" does not give council much flexibility.
- 1.18: local business hiring. Not required to hire locally.
  - Incentives may encourage people to hire local. Green rating may encourage people to hire locally.
  - Business incentives for hiring locally. How do we do that? Fine line.
- 1.5: Hacker Space: come with ideas to partner with experts and develop something of an economic value
- Expand 2.3 to support crowd source funding
- ED 6.9: City does not have to do it, how does City recoup costs. How would that work?
  - City should be a catalyst for infrastructure improvement

## **Public Facilities and Services**

- The goals about telecommunications, fiber, technology seem subjective.
- Moving to mobile, fiber is losing out. Wireless is the cheapest route to go.
- We should use “state of the art” or “state of the art equivalent”
- We just don’t want wireless. We are facing electromagnetic storms that will affect communications.
  - Equipment manufactures design for this.
- 9.7: fiber is still important as the super highway.
- 8.3: PG&E focus: next 5 to 10 years people will be generating new energy. We need to support the idea of decentralized energy. We should stay nimble and be committed to people generating their own energy. Every house is a solar plant.
- Use “utility providers” instead of PG&E. Don’t be so PG&E focused.
- Centralized to decentralized
- Policy 8.5 and 8.6: add “maintenance” to the policy

## **Education and Lifelong Learning**

- Policy 2.12: everyone should be rewarded. Recognize the school, students and teachers. Parents and staff.
- Concerned about the policy about school closures. This could affect a senior center. We need to take care of older population. They need enriched place to grow and socialize. We need to address aging in place.
  - Senior Centers and aging in place will be addressed in Health and Quality of Life Element
- Policy 4.2: It is tough to evaluate things listed in 4.2 (creativity, innovation, etc.). How do we incorporate innovation in schools? We should incorporate this language into a policy under Goal 2
- 6.3: This policy should apply to all future library facilities.
  - Add bullet to 6.5: maintain it
- EDL 2.8: not just on-line learning: social interaction is important

## **Overall Summary:**

- GPUTF was generally supportive of the overall goals and policies with a few adjustments/tweaks to the language.

## **V. Adjourn**



# General Plan Update Task Force Meeting

## Meeting #10 – June 6, 2013: Land Use Summary Notes

### I. Call to Order

### II. Roll Call/Introductions

<b>Task Force Members:</b>	<b>Present</b>	<b>Absent</b>
Alex Harmon	X	
Dana Caines		X
Daniel B. Goldstein	X	
Diane Laine	X	
Edward W. Bogue	X	
Heather Enders	X	
Julius C. Willis Jr.	X	
Justin D. King	X	
Lory Hawley		X
Monica M. Schultz		X
Pedrito C. Gella		X
Ryan Fernandez	X	
Stacy Snowman		X
Veronica Martinez		X

### Others in Attendance:

- Sara Buizer, City of Hayward, Senior Planner
- Jason Jones, Jones Planning + Design (Contract Planner for the City of Hayward)
- Katie Melara, Hayward resident

### III. Presentation

#### Summary of Existing Policies

- The current General Plan Land Use Element has policies for general areas: Downtown, South Hayward BART, Industrial Corridor, etc.
- The current Land Use Element does not have neighborhood policies. Rather it defers to the many Neighborhood Plans developed in the 1980s and 1990s
- Priority Development Areas: The City has 5 Priority Development Areas. All areas contain a plan to guide and regulate land use and development: The Cannery Area Design Plan, South Hayward BART Form Based Code, Mission Boulevard Corridor Specific Plan, and several plans for the Downtown.
- The Downtown plans are dated and need to be updated. The plans for the other PDAs are still applicable and their implementation will be supported by the General Plan. The General Plan will have a policy to prepare a new Downtown Specific Plan.

#### Land Use Map Changes

- Map changes will be made in two categories:
  - Create consistency between map and actual land use
  - To be consistent with the Economic Development Strategic Plan: Target commercial area from industrial to commercial

### IV. Mapping Exercise

Task Force members and members of the public were divided into groups to complete a mapping exercise. The mapping exercise collected input on how Hayward's neighborhoods, corridors, Priority Development Areas, centers, and Industrial Innovation and Corridor should change.

### V. Large Group Discussion and Mapping Exercise Report

Groups presented their land use maps and concepts. The presentations are summarized below:

#### Group 1

- PDAs:
  - Increase density and provide open space to ensure quality of life
  - Hotel and conference center in Downtown
  - Housing of families, young couples, and students
  - Breakfast and bakery uses in the Downtown
  - Shared work spaces and hacker spaces to attract the creative class
  - Music, fun, and entertainment

- Cannery: Transit connections and new Amtrak station
- Neighborhoods:
  - Maintain neighborhood character
  - Allow for the adaptive reuse of faltering areas to add services retail
- Corridors:
  - More activity and walkability
  - Eliminate clutter and blight
  - More mixed-use
  - More intense development, more urban
  - Hesperian: Restaurants, neighborhood support, student services, budget-friendly restaurants, cafes
  - More food truck freedom
- Centers:
  - Expand the number of centers
  - More entertainment in Southland
  - More neighborhood services
- Industrial Technology and Innovation Corridor:
  - Increase services: business lunch
  - Consider moving Heald College and Life Chiropractic out of the industrial area (maybe by Chabot)
  - Remain flexible to allow changes based on new economy trends

## **Group 2**

- PDAs:
  - Bike friendly corridors: separate bike paths, bicycle boulevards
  - College-oriented uses along Mission: Urban mixed use
  - City Center and Mervyns site: urban uses, convention center, entertainment complex, gateway to Downtown
  - Arts and entertainment in Downtown
  - Historic preservation
  - Gillig bus trolley
  - Improve Amtrak station
- Neighborhoods:
  - Community gardens
  - Expand shopping options by CSUEB
  - Include amenities for youth: parks, recreation centers, art, etc.
  - Enhance trails and walking options
- Corridors:

- Walkability
- Pedestrian connections from sidewalks to buildings (Southland example)
- Enhancements to properties
- More entertainment
- Centers:
  - Entertainment, recreation, and services to draw shoppers to stores
  - Enhance Southland
- Industrial Technology and Innovation Corridor:
  - Maintain
  - No housing
  - Encourage services for businesses and employees

**VI. Public Comment Period**

No public comments.

**VII. Adjourn**

**CRIME PREVENTION**

In general, three factors come together when a crime occurs: a criminal, a target (either a person or property), and an opportunity to commit the crime with a relatively low risk of getting caught. Crime prevention strategies are generally designed to remove (or reduce) one or more of the three factors. For example, the number of criminals can be reduced, not only by arrests and prosecutions, but also by intervention programs that direct at-risk youth and adults towards positive activities and opportunities. The number of targets can be reduced by educating people about how to avoid dangerous situations, such as going out alone at night, parking in an unsupervised area, and leaving valuable belongings in a car. Opportunities to commit crime can also be reduced by increasing human activity on streets and public spaces, and by siting and designing buildings to allow people to monitor outside activity. Technology, such as surveillance cameras and alarms, can aid in crime prevention by increasing the criminal’s perceived risk of getting caught. This goal and its supporting policies are designed to promote a safer community by developing community partnerships and strategies to prevent crime. The policies are specifically designed to prevent crime by reducing one or more of the three factors of crime (criminal, target, or opportunity). Additional policies that can help prevent crime are also provided in other elements of the General Plan, especially the Health and Quality of Life Element, the Economic Development Element, and the Education and Lifelong Learning Element.

GOAL CS-1: Strengthen partnerships with the Hayward community to develop strategies and solutions that prevent crime.

		<b>Comments</b>
POLICY CS-1.1: The City shall coordinate with residents, businesses, schools, park districts, and community and neighborhood organizations to develop and expand partnerships to prevent crime.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
POLICY CS-1.2: The City shall maintain Police Department programs that support residents and businesses in their efforts to prevent crime and improve neighborhood safety, such as Hayward Neighborhood Alert, Neighborhood Watch, Business Watch, Crime Free Multi-Housing Program, and Synchronized Multi-Agency Safe Housing (SMASH).	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-1.3: The City shall maintain and further develop Police programs, services, and strategies that keep children and teens out of gangs and involved in positive activities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.4: The City shall coordinate with schools to provide services that help at-risk youth escape the path of crime, such as on-site counseling, crisis intervention services, emergency hotlines, and case management services.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.5: The City shall coordinate with park districts, youth organizations, faith-based organizations, and community centers to provide recreational programs that deter children and young adults from crime.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.6: The City shall coordinate with schools, colleges, businesses, and neighborhood and community groups to develop, promote, and/or sponsor awareness campaigns about various crimes, including burglaries, child abuse, bullying, domestic violence, sexual assault, human trafficking, fraud, and identity theft.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.7: The City shall encourage and promote local efforts to teach residents how to improve their personal security and avoid being a crime victim.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-1.8: The City shall coordinate with local school districts, parent-teacher organizations, and community centers to educate residents (especially children and seniors) about the dangers they could encounter on the Internet and how to avoid them.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.9: The City shall continue to include the Police Department in the review of development projects to promote the implementation of Crime Prevention Through Environmental Design (CPTED) principles.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.10: The City shall encourage the use of technology (such as private surveillance cameras, deployed public camera systems, theft-prevention devices, emergency call boxes, alarms, and motion-sensor lighting) to discourage crime.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.11: The City shall consider conditions of approval related to the provision of on-site security and safety measures for bars, nightclubs, live entertainment businesses, and related uses. Conditions of approval may include surveillance cameras, crowd management practices, and on-site security staff.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.12: The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and East Bay Regional Park District (EBRPD) to increase the number of emergency call boxes in parks and along trails, especially in areas that are out of cell phone range.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-1.13: The City shall require entertainment and nightlife uses to implement best practices that promote a healthy balance of public safety and nightlife vibrancy.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.14: The City shall coordinate with community organizations to develop and maintain a comprehensive system of services to alleviate homelessness and related public safety concerns.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-1.15: The City shall maintain and implement programs that address conditions that foster crime or the fear of crime, such as blight, litter, graffiti, illegal dumping, panhandling, and abandoned vehicles.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>POLICE PROTECTION SERVICES</b>                  The quality of the City’s Police Department and its relationship with the community has a direct impact on Hayward’s overall safety, security, and quality of life. This goal and its supporting policies are designed to enhance the services of the Hayward Police Department and to create stronger community partnerships. The policies address staffing levels, training, police facilities and equipment, and community relations.</p> <p><u>GOAL CS-2</u>: Provide exceptional police protection services to promote a safe and secure community.</p>		
		<b>Comments</b>
<p>POLICY CS-2.1: The City shall promote community policing strategies that support community partnerships and problem-solving techniques that build public trust and proactively address public safety issues.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-2.2: The City shall maintain and implement a Police Department Strategic Plan to:</p> <ul style="list-style-type: none"> <li>▪ Set near-term goals for the Department in response to a dynamic and changing environment.</li> <li>▪ Align police services with the community’s desires and expectations.</li> <li>▪ Accurately assess the operational needs of the Police Department to best serve the Hayward community.</li> </ul>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-2.3: The City shall strive to attain a Police Department staffing ratio of 1.5 sworn officers per 1,000 residents.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-2.4: The City shall strive to arrive at the scene of Priority 1 Police Calls within 5 minutes of dispatch, 90 percent of the time.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-2.5: The City shall ensure that Police equipment and facilities are provided and maintained to meet reasonable standards of safety, dependability, and efficiency.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

: Go Forward 
 : Slow Down, Reconsider 
 : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-2.6: The City shall maintain and implement a Police Department Facilities Master Plan that serves as the long-term plan for providing the Police Department with state-of-the-art equipment and facilities, including police headquarters, police substations, training facilities, detention facilities, shooting ranges, and emergency operations centers.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-2.7: The City shall ensure that Police officers have access to state-of-the-art training programs and professional development opportunities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-2.8: The City shall increase cross training among disciplines in the Police Department so that short-term personnel needs and service gaps can be filled by internal staff.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-2.9: The City shall ensure that all officers receive comprehensive cultural competency training to better serve the needs of Hayward’s diverse population.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-2.10: The City shall coordinate with local, State, and Federal law enforcement agencies to promote local and regional cooperation in the delivery of law enforcement services and to maintain mutual aid agreements.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-2.11: The City shall consider the establishment of community facilities districts to ensure that new development does not constrain the City’s ability to provide adequate police services to the Hayward community.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-2.12: The City shall consider the establishment of development impact fees to help fund Police Department operations.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-2.13: The City shall consider the development of a comprehensive Police communication program to inform residents of crimes, investigations, and emergencies. Communication methods may include text messaging, social media postings, telephone and cellular phone messaging, and website postings.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>FIRE PREVENTION</b></p> <p>With an aging stock of residential, commercial, and industrial buildings, Hayward is a community that will likely experience more structural fires in the future. This goal and its supporting policies are designed to protect life and property by preventing structural fires in the Hayward community. Fire prevention is accomplished by minimizing fire risks through education, routine inspections, and requiring building renovations and new construction to comply with fire access and building codes. Additional policies related to the prevention of wildland fires are provided in the Hazards Element.</p> <p><u>GOAL CS-3</u>: Prevent fires by conducting routine inspections, incorporating fire safety features in new development, and educating the public to take proactive action to minimize fire risks.</p>		
		<b>Comments</b>
<p>POLICY CS-3.1: The City shall maintain and implement a fire prevention and safety education program for Hayward residents and businesses. The program shall be directed primarily at high-risk population groups, such as seniors and young children.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-3.2: The City shall adopt and enforce fire and building codes.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-3.3: The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-3.4: The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising water suppression services to existing uses.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-3.5: The City shall require development to construct and install fire suppression infrastructure and equipment needed to serve the project.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-3.6: The City shall maintain its fire inspection program for commercial, industrial, and multi-family residential buildings in compliance with the requirements of State law.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-3.7: The City shall remove excessive or overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish from City-owned property to prevent fires and minimize fire risks to surrounding properties.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-3.8: The City shall maintain code enforcement programs that require private and public property owners to remove excessive or overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to prevent fires and minimize fire risks to surrounding properties.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

<b>FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES</b>		
<p>The quality of the City’s Fire Department and emergency medical services has a direct impact on Hayward’s overall health, safety, and quality of life. This goal and its supporting policies are designed to enhance the fire protection and emergency medical services of the Hayward Fire Department. The policies address a variety of issues, including staffing levels, emergency response times, training, fire facilities and equipment, and coordination with ambulance service providers and hospitals.</p> <p><u>GOAL CS-4</u>: Provide coordinated fire protection and emergency medical services to promote a safe and healthy community.</p>		
		<b>Comments</b>
<p>POLICY CS-4.1: The City shall maintain and implement a Fire Department Strategic Plan to:</p> <ul style="list-style-type: none"> <li>▪ Set near-term goals for the Department in response to a dynamic and changing environment.</li> <li>▪ Align fire and emergency medical services with the community’s desires and expectations.</li> <li>▪ Accurately assess the operational needs of the Fire Department to best serve the Hayward community.</li> </ul>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-4.2: The City shall strive to attain a Fire Department staffing ratio of 1.0 firefighter per 1,000 residents.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

Hayward 2040: Community Safety

<p>POLICY CS-4.3: The City shall maintain the ability to respond to fire and emergency medical calls based on the following standards:</p> <ul style="list-style-type: none"> <li>▪ The first unit shall arrive on scene within five minutes of dispatch, 90 percent of the time.</li> <li>▪ All remaining units shall arrive on scene within 8 minutes of dispatch.</li> </ul>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.4: The City shall ensure that growth and development does not outpace the expansion of Hayward Fire Department staffing and the development of strategically located and fully equipped fire stations.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.5: The City shall monitor call volumes at individual fire stations to determine if certain areas of the City are in high demand of fire and emergency medical services. The City shall consider reallocating resources (fire units and/or equipment) or building new fire stations to serve high demand areas.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.6: The City shall ensure that new fire stations are strategically placed to provide optimum response times throughout the Hayward community.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.7: The City shall develop, maintain, and implement a Fire Department Facilities Master Plan that serves as the long-term plan for providing the Fire Department with state-of-the-art equipment and facilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-4.8: The City shall ensure that firefighters and paramedics have access to state-of-the-art training and professional development opportunities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.9: The City shall maintain mutual aid agreements and coordinate with local, State, and Federal fire agencies to promote regional cooperation in the delivery of services.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.10: The City shall invest in technology that enhances the City’s ability to deliver emergency medical response, fire-rescue, and fire protection services more efficiently and cost-effectively.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.11: The City shall consider the establishment of community facilities districts to ensure that new development does not constrain the City’s ability to provide adequate fire services to the Hayward community.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.12: The City shall consider the establishment of development impact fees to fund Fire Department operations.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.13: The City shall enhance and expand the Advanced Life Support Emergency Medical Service capabilities of the Hayward Fire Department and expand ambulance services to include Basic Life Support Transport Services.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

: Go Forward : Slow Down, Reconsider : Stop, Major Concerns

Hayward 2040: Community Safety

<p>POLICY CS-4.14: The City shall encourage the expansion of emergency medical services offered at local hospitals and urgent care clinics.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-4.15: The City shall initiate and complete the accreditation process for the Center for Public Safety Excellence to improve the service delivery of the Hayward Fire Department.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>DISASTER PREPAREDNESS, RESPONSE AND RECOVERY</b>                  Hayward is located in an area that is susceptible to a variety of potential disasters, including earthquakes, landslides, coastal flooding, and wildland fires. Preparing for disasters and having pre-planned policies to coordinate a strategic response is not only important for government agencies, but also for local residents and businesses. Preparedness ensures that government agencies, residents, and businesses have the necessary equipment and resources to stay safe during a disaster and to survive without regular services (such as water and electricity) during the following phase of recovery. This goal and its supporting policies are designed to prepare residents and businesses for disasters, and to ensure that the City of Hayward and other government agencies are ready to respond to protect lives and property during an emergency. Related policies that discuss potential development in hazardous areas of the City are provided in the Hazards Element.</p> <p><u>GOAL CS-5:</u> Prepare the Hayward community for future emergencies and disasters to minimize property damage, protect and save lives, and recover as a resilient community.</p>		
		<b>Comments</b>
<p>POLICY CS-5.1: The City shall maintain and implement the Multi-Jurisdictional Local Hazard Mitigation Plan to address disasters, such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-5.2: The City shall provide public education to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Community Safety

<p>POLICY CS-5.3: The City shall provide neighborhood organizations with emergency preparedness tools and resources (such as Map Your Neighborhood) to increase community capacity and self-sufficiency after a disaster.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-5.4: The City shall encourage all households to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-5.5: The City of Hayward shall coordinate with California State University, East Bay(CSUEB)to ensure that students and faculty living on campus are equipped with enough emergency supplies to be self-sufficient for three to seven days.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-5.6: The City shall maintain and further develop its volunteer-based Community Emergency Response Team (CERT) and related emergency response training programs, and establish a leadership structure within the volunteer community to coordinate with during a disaster.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY CS-5.7: The City shall coordinate with local and regional jurisdictions, schools and colleges, businesses, and community organizations to conduct emergency and disaster preparedness exercises that test operational and emergency response plans. The City shall incorporate energy disruptions and shortages into the drills.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Community Safety

<p>POLICY CS-5.8: The City shall maintain and implement a Comprehensive Emergency management Plan to:</p> <ul style="list-style-type: none"> <li>▪ Outline the City of Hayward's responsibilities in emergencies.</li> <li>▪ Coordinate the response and recovery efforts of City Departments, local energy providers, and local, State, and Federal agencies.</li> <li>▪ Establish procedures for the Emergency Operation Center (EOC).</li> </ul>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-5.9: The City shall develop, maintain, and implement a citywide Energy Assurance Plan that documents the energy needs of critical City and community facilities and functions, establishes goals and actions to increase energy resiliency during disasters, and prioritizes the use of renewable energy or other sustainable technologies to reduce dependency on the grid during power outages.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-5.11: The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC) by conducting annual training for staff, and maintaining, testing, and updating equipment to meet current standards. The City shall incorporate energy disruptions and shortages into the training and testing exercises.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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Hayward 2040: Community Safety

<p>POLICY CS-5.12: The City shall strive to establish a stand-alone Emergency Operations Center.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-5.13: The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY CS-5.14: The City shall maintain and regularly upgrade its mass communications systems to effectively notify people during disasters and emergencies by using current communication technologies.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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**REGIONAL COORDINATION**

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

GOAL HAZ-1: Promote a disaster-resilient region by reducing hazard risks through regional coordination and mitigation planning.

		<b>Comments</b>
<p>POLICY HAZ-1.1: The City shall coordinate with regional and local agencies to implement the Multi-Jurisdictional Local Hazards Mitigation Plan for the San Francisco Bay Area.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY HAZ-1.2: The City shall monitor and evaluate the success of the Multi-Jurisdictional Local Hazards Mitigation Plan, including the local strategies provided in the Hayward Annex. The City shall ensure that strategies are prioritized and implemented through the Capital Improvement Program and by providing adequate budget for on-going programs and Department operations.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-1.3: The City shall support the Association of Bay Area Governments (ABAG) in its role as the lead agency that prepares and updates the Multi-Jurisdictional Local Hazards Mitigation Plan. If ABAG cannot fulfill this role in the future, the City shall coordinate with Alameda County and other local agencies to encourage the development and implementation of a new Multi-Jurisdictional Local Hazards Mitigation Plan.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p><b>SEISMIC AND GEOLOGIC HAZARDS</b>                  Hayward is located in a seismically active region that contains several major active faults, including the San Andreas Fault, Hayward Fault, and Calaveras Fault. The Hayward Fault crosses through the city and generally runs parallel and within a few hundred feet of Mission Boulevard. Other potentially active faults within Hayward include the Chabot Fault, the Carlos Bee Fault, and several adjacent and secondary faults. As a result of its location and geologic setting, the city of Hayward is subject to a variety of seismic and geologic hazards, including fault rupture, strong ground shaking, liquefaction, and landslides. In addition, segments of the city could flood if an earthquake generates a tsunami or causes an up-stream dam to fail. This goal and its supporting policies are designed to minimize risks associated with seismic and geologic hazards.</p> <p><b>GOAL HAZ-2:</b> Protect life and minimize property damage from potential seismic and geologic hazards.</p>		
<p>POLICY HAZ-2.1: The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	<p><b>Comments</b></p>

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Hayward 2040: Hazards

<p>POLICY HAZ-2.2: The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones:</p> <ul style="list-style-type: none"> <li>▪ Fault Zone (see Figure  in the Hazards Background Report)</li> <li>▪ Landslide Zone (see Figure  in the Hazards Background Report)</li> <li>▪ Liquefaction Zone (see Figure  in the Hazards Background Report)</li> </ul> <p>A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards.</p>	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
<p>POLICY HAZ-2.3: The City shall assume that all sites within (or partially within) any fault zone are underlain by an active fault trace until a geotechnical investigation by a licensed geotechnical engineer proves otherwise</p>	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
<p>POLICY HAZ-2.4: The City shall prohibit the placement of any building designed for human occupancy over active faults. All buildings shall be set back from active faults by at least 50 feet. The City may require a greater setback based on the recommendations of the licensed geotechnical engineer evaluating the site and the project.</p>	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	

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Hayward 2040: Hazards

<p>POLICY HAZ-2.5: The City shall prohibit the expansion of existing buildings (constructed prior to the adoption of the Alquist-Priolo Special Studies Zone Act) that are located over an active fault. Renovations to existing buildings within a fault zone shall be subject to the limitations and requirements of the Alquist-Priolo Special Studies Zone Act.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-2.6: The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-2.7: The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-2.8: The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Parks District (EBRPD) to develop and implement a tsunami warning system and evacuation plan for the Hayward shoreline.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-2.9: The City shall establish and promote a seismic retrofit program to encourage property owners to upgrade buildings, especially masonry and soft-story buildings (i.e., buildings designed with minimal bracing on the first floor).</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-2.10: The City shall strive to seismically upgrade existing City facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall consider the relocation and/or reconstruction of facilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-2.11: The City shall encourage seismic upgrades to hospitals, schools, long-term care facilities, and other important facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall encourage the relocation and/or reconstruction of facilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-2.12: The City shall promote greater public awareness of earthquake hazards and promote resources and programs to help property owners make their homes and businesses more seismically safe.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<b>FLOOD HAZARDS</b>		
<p>Various parts of Hayward are subject to flooding during major storm events, including shoreline areas and upland areas located along streams, creeks, and drainage ways. The geographic extent of local flood hazards are anticipated to increase in the next century as a result of rising sea levels caused by global warming. Extreme weather conditions caused by global warming could also increase flooding risks during major storms. This goal and its supporting policies are designed to minimize damage and risks associated with flood hazards, including flood hazards associated with extreme weather caused by global warming. Related policies that address rising sea levels are discussed under Goal 4.</p> <p><b>GOAL HAZ-3: Protect life and minimize property damage from potential flood hazards.</b></p>		
		<b>Comments</b>
<p>POLICY HAZ-3.1: The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the city.</p>	<p><input checked="" type="radio"/> <input type="radio"/> <input type="radio"/></p>	
<p>POLICY HAZ-3.2: The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.</p>	<p><input checked="" type="radio"/> <input type="radio"/> <input type="radio"/></p>	
<p>POLICY HAZ-3.3: The City shall maintain and enforce a Flood Plain Management Ordinance to:</p> <ul style="list-style-type: none"> <li>▪ Promote public health, safety, and general welfare by minimizing public and private losses due to floods,</li> <li>▪ Implement the Cobey-Alquist Flood Plain Management Act, and</li> </ul> <p>Comply with the eligibility requirements of the National Flood Insurance Program.</p>	<p><input checked="" type="radio"/> <input type="radio"/> <input type="radio"/></p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-3.4: The City shall coordinate with the Alameda County Flood Control and Water Conservation District to evaluate the need to expand the capacity of flood control facilities based on changing flood conditions associated with global warming and extreme weather.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-3.5: The City shall promote greater public awareness of flooding hazards and promote resources and programs to help property owners protect their homes and businesses from flood damage.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>RISING SEA LEVELS</b>                  Sea levels are projected to rise by at least 55 inches over the next century. As sea levels rise, the Hayward shoreline, as well as industrial, commercial, and residential areas along creeks and drainage ways, will become more and more vulnerable to water inundation during both normal high tides and flooding during major storm events. If unmitigated, rising sea levels have the potential to inundate the open space and recreational resources along the shoreline, and flood nearby industrial, commercial, and residential areas. This goal and its supporting policies are designed to protect the Hayward shoreline and adjacent urban uses from the impacts of rising sea levels.</p> <p><u>GOAL HAZ-4</u>: Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels.</p>		
		<b>Comments</b>
<p>POLICY HAZ-4.1: The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-4.2: The City shall continue to participate in the Adapting to Rising Tides Project to develop adaptation strategies that protect the Hayward shoreline and enhance the community’s overall resilience to rising sea levels.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-4.3: The City shall coordinate with the Hayward Area Shoreline Planning Agency, the Bay Conservation Development Commission, and other agencies involved in the Adapting to Rising Tides Project to develop and implement a Regional Shore Realignment Master Plan. The Master Plan shall identify:</p> <ul style="list-style-type: none"> <li>▪ A preferred long-term strategy and implementation program to protect the regional shoreline.</li> <li>▪ Interim standards to regulate development within potentially affected areas if sea levels rise prior to the construction of shoreline protection projects.</li> <li>▪ Potential flood mitigation measures to apply to development projects within potentially affected areas.</li> </ul>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY HAZ-4.4: The City shall coordinate with the Federal Emergency Management Agency (FEMA) to revise Federal Insurance Rate Maps (FIRM) to reflect rising sea levels or the construction of levee or shoreline enhancement projects that remove properties from the flood plain.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-4.5: The City shall require that all new development within areas subject to future flooding as a result of rising sea levels provide future residents and property owners with deed notices upon transfer of title concerning rising sea levels and flooding.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>URBAN WILDFIRE HAZARDS</b>                  The foothill neighborhoods of Hayward are located adjacent to natural hillsides and open space areas that are prone to wildfires. This goal and its supporting policies are designed to minimize urban wildfire risks through the implementation of wildland/urban interface guidelines, fire prevention codes, and open space management practices that reduce the potential for wildfires.</p> <p><u>GOAL HAZ-5</u>: Protect life and minimize property damage from potential urban wildfire hazards in hillside areas.</p>		
		<b>Comments</b>
<p>POLICY HAZ-5.1: The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-5.2: The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-5.3: The City shall promote defensible space concepts to encourage property owners to remove overgrown vegetation and to reduce fuel loads on hillside properties, especially near structures and homes.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-5.4: The City shall seek grant funding to mitigate potential wildfire threats to the community and to implement special training workshops and projects related to defensible space and fuel reduction practices.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-5.5: The City shall coordinate with the East Bay Regional Park District and the Hayward Area Recreation and Park District to promote forestry and park management practices that reduce the potential for wildland fires.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY HAZ-5.6: The City shall coordinate with Alameda County, the cities of Pleasanton, Dublin, and San Ramon, and other fire protection agencies to reduce the potential for wildfire hazards in the East Bay hills.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p><b>HAZARDOUS MATERIALS</b></p> <p>Hazardous materials are toxic, ignitable, corrosive, or reactive substances that can cause harm to people. Hazardous materials are used by households and businesses within urban areas. The improper use and disposal of hazardous materials can contaminate soil and groundwater resources and compromise the health and quality of life of residents. Accidents involving the transportation of hazardous materials can also cause explosions or spills that endanger the lives and property of nearby residents and businesses. This goal and its supporting policies are designed to establish strategies to minimize exposure to hazardous materials through the documentation, monitoring, clean-up, and re-use of hazardous material sites; and the implementation of best practices for the routine use, storage, transport, and disposal of hazardous materials.</p> <p><u>GOAL HAZ-6:</u> Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.</p>		

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Hayward 2040: Hazards

Hazardous Materials		Comments
<p>POLICY HAZ-6.1: The City shall maintain its status as a Certified Unified Program Agency and implement the City’s Unified Hazardous Materials and Hazardous Waste Management Program, which includes:</p> <ul style="list-style-type: none"> <li>▪ Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP);</li> <li>▪ California Accidental Release Prevention (CalARP) Program;</li> <li>▪ Underground Storage Tank (UST) Program;</li> <li>▪ Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans;</li> <li>▪ Hazardous Waste Generator Program;</li> <li>▪ On-site Hazardous Waste Treatment (Tiered Permit) Program; and</li> <li>▪ California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).</li> </ul>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-6.2: The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY HAZ-6.3: The City shall direct the Fire Chief (or their designee) and the Planning Director (or their designee) to evaluate all project applications that involve hazardous materials, electronic waste, medical waste, and other hazardous waste to determine appropriate permit requirements and procedures.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY HAZ-6.4: The City shall review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY HAZ-6.5: The City shall maintain and further develop its collection programs for household hazardous waste and e-waste (cell phones, batteries, computers, televisions, computers, monitors, etc.).</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY HAZ-6.6: The City shall provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-6.7: The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-6.8: The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>AIRPORT HAZARDS</b>                  The Hayward Executive Airport is designated as a General Aviation Reliever Airport located in northwest Hayward. The airport is owned and operated by the City of Hayward. A variety of aircraft, including single and twin-engine airplanes, corporate jets, and helicopters, use the airport on a daily basis. Commercial, industrial, residential, and recreational properties near the airport could be exposed to aviation-related accidents and related hazards. This goal and its supporting policies are designed to minimize this exposure. The Federal Aviation Administration (FAA) has the sole authority to regulate aviation activities in the United States, including the certification of aircraft and pilots. The City of Hayward’s role is to maintain and operate the airport and regulate land uses in the vicinity of the airport. Related policies that address airport noise are provided under Goal HAZ-8.  <b>GOAL HAZ-7: Minimize exposure to safety hazards associated with aircraft using the Hayward Executive Airport.</b></p>		
		<b>Comments</b>
<p>POLICY HAZ-7.1: The City shall consider land use safety and airspace protection when evaluating development applications within the Airport Safety Zones of the Hayward Executive Airport.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-7.2: The City shall require all development projects to comply with the provision of the Hayward Executive Airport Land Use Compatibility Plan, except for sections of the plan that have been overruled by the Hayward City Council.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-7.3: The City shall ensure that all applicable plans, ordinances, and development applications are reviewed by the Alameda County Airport Land Use Commission in compliance with State law.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p><b>NOISE HAZARDS</b>                  Exposure to excessive noise can impact the health and quality of life of residents and employees. Excessive noise can cause hearing loss, stress, hypertension, sleep disturbance, and fatigue. The Hayward community contains a variety of noise sources, including aircraft, trains, vehicle traffic on freeways and roadways, and industrial and commercial operations. This goal and its supporting policies are designed to minimize human exposure to excessive noise by evaluating noise exposure risks and incorporating appropriate mitigation measures.</p> <p><b>GOAL HAZ-8:</b> Minimize human exposure to excessive noise.</p>		
		<b>Comments</b>
<p>POLICY HAZ-8.1: The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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Hayward 2040: Hazards

<p>POLICY HAZ-8.2: The City shall require development projects to incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems, and the installation of noise attenuating windows and wall/ceiling insulation.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY HAZ-8.3: The City shall consider the potential noise impacts of commercial and industrial developments that are located near residences and shall require noise mitigation measures as a condition of project approval.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY HAZ-8.4: The City shall consider the visual impact of noise mitigation measures and shall require solutions that do not conflict with urban design goals and standards.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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<p>POLICY HAZ-8.5: The City shall require the design of new residential development to comply with the following noise standards:</p> <ul style="list-style-type: none"> <li>▪ The maximum acceptable interior noise level for new residential units (single-family and multi-family units) shall be an Ldn of 45 dB.</li> <li>▪ For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 pm to 7:00 am), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm).</li> <li>▪ The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, which is typically the backyard or a fenced side yard, shall be an Ldn of 60 dB. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.</li> <li>▪ The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family or mixed-use developments (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an Ldn of 65 dB. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.</li> </ul>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
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Hayward 2040: Hazards

<p>POLICY HAZ-8.6: The City shall require the design of lodging, nursing homes, hospitals, and other similar uses to comply with the following noise standards:</p> <ul style="list-style-type: none"> <li>▪ The maximum acceptable interior noise level for sleeping areas shall be an Ldn of 45 dB.</li> <li>▪ For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 pm to 7:00 am) and 55dB(A) during the day (7:00 am to 10:00 pm).</li> </ul>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.7: The City shall require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA Leq (peak hour).</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.8: The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.9: The City shall encourage businesses to comply with Occupational Safety and Health Administration (OSHA) standards related to noise safety and ear protection when employees work in noisy environments (interior and exterior).</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	

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<p>POLICY HAZ-8.10: The City shall encourage BART and AC Transit to upgrade their trains and transit fleets with vehicles that generate less noise when driving and idling.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-8.11: The City shall encourage Caltrans, in conjunction with any new freeway project, to construct attractive sound walls and landscaping strips along freeways to protect adjacent areas from excessive freeway noise.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-8.12: The City shall consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and will strive to minimize noise impacts through the implementation of mitigation measures.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-8.13: The City shall require the evaluation of public facilities (e.g., utility substations, water storage facilities, and pumping stations) to determine potential noise impacts on surrounding uses and identify appropriate mitigation measures.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY HAZ-8.14: The City shall monitor noise impacts from aircraft operations at the Hayward Executive Airport and maintain and implement the noise abatement policies and procedures outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<p>POLICY HAZ-8.15: The City shall require project applicants to evaluate potential airport noise impacts if the project is located within the 60 dB CNEL contour line of the Hayward Executive Airport or Oakland International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.16: The City shall require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to future residents and property owners.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.17: The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.18: The City shall require the full disclosure of the potential noise impacts of living in a mixed-use development by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY HAZ-8.19: The City shall require the full disclosure of the potential noise impacts of living in an urban downtown environment by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	

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**MULTIMODAL SYSTEM**

The transportation system in Hayward serves both regional and local travel needs across a broad spectrum of modes. A multimodal approach to transportation is intended to create an integrated transportation and circulation system that allows for opportunities to travel by any mode of travel (e.g., walking, bicycling, transit, and automobiles) to reach key destinations in a community and region safely and directly. Multimodal approaches to transportation have multiple benefits. They can lead to safer travel for all roadway users. They can improve health by allowing people to walk or bicycle or take transit. These travel modes promote active lifestyles and reduce automobile-related emissions and pollution. Finally, they can provide options and increase mobility for people who cannot or do not drive.

Policies in this section guide the overall provision for a balanced multi-modal system of transportation facilities and services in Hayward. This multi-modal system includes the roadway, which serves automobiles, trucks, public transit, and bicycles, as well as pedestrian ways, such as sidewalks and trails, to serve all users of the public right-of-way. Policies in subsequent sections of this Element address specific facilities, travel modes, and programs and contribute to the improvement of the city’s roadways into a multimodal transportation network, from the development of complete streets (Goal 3); to improved pedestrian, biking, and transit options (Goals 5, 6, and 7); to the implementation of Transportation Demand Management strategies (Goal 8).

GOAL M-1: Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel.

		<b>Comments</b>
POLICY M-1.1: The City shall provide a safe and efficient transportation system for the movement of people, goods, and services through, and within Hayward.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
POLICY M-1.2: The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	

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<p>POLICY M-1.3: The City shall implement a multimodal system that connects residents to activity centers throughout the city, such as commercial centers and corridors, employment centers, transit stops/stations, the airport, schools, parks, recreation areas, and other attractions.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-1.4: The City shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the city’s multimodal system, maximizes connections, and minimizes barriers to connectivity.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-1.5: The City shall consider flexible Level of Service (LOS) standards, as part of a multimodal system approach, for projects that increase transit-ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-1.6: The City shall encourage the development of facilities and services, (e.g., secure term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit use to become more widely used modes of transportation and recreation.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<p>POLICY M-1.7: The City shall strive to create a more comprehensive multimodal transportation system by eliminating “gaps” in roadways, bikeways, and pedestrian networks, increasing transit access in underserved areas, and removing natural and man-made barriers to accessibility and connectivity.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-1.8: The City shall provide leadership in educating the community about the availability and benefits of using alternative transportation modes.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>REGIONAL TRANSPORTATION CONTEXT</b></p> <p>Hayward is located in central Alameda County at the crossroads of several regional transportation facilities necessitating coordination with neighboring jurisdictions and sharing regional through traffic on local streets. The city is a major cross road for key interstate highways (I-238, I-580 and I-880), and State highways (SR 92, and SR 185). In addition, two BART lines (Fremont-Richmond and Fremont-Daly City/Millbrae) serve the city, with a 3rd line (East Dublin/Pleasanton-SFO Airport) operating just north of the city, and Amtrak service connects the city via a station nearby downtown to Sacramento and San Jose.</p> <p>Policies in this section focus on the regional transportation context. With a significant portion of traffic volume on its local streets attributable to regional through traffic, these policies seek to must coordinate with adjacent communities as well as county, regional, and state agencies to address local traffic congestion, provide access to regional transit systems, and connect the city’s transportation facilities to adjacent and regional systems.</p> <p><u>GOAL M-2:</u> Connect Hayward to regional and adjacent communities’ transportation networks and reduce the impacts of regional through traffic in Hayward.</p>		
		<b>Comments</b>
<p>POLICY M-2.1: The City shall continue to coordinate its transportation planning with regional agencies (Metropolitan Transportation Commission and Alameda County Transportation Commission) and adjoining jurisdictions.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<p>POLICY M-2.2: The City shall support regional and countywide transportation plans (e.g., Plan Bay Area, Countywide Transportation Plan) that make alternatives to automobile use a transportation-system priority.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY M-2.3: The City shall work with the Metropolitan Transportation Commission, AC Transit, and adjacent communities to improve city roadways, pedestrian ways, bicycle facilities, and transit corridors to connect with neighboring and regional transportation networks and contribute to a regional multimodal transportation system.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY M-2.4: The City shall work with adjacent communities, AC Transit, BART, and Amtrak to assess transit options and provide facilities and services that efficiently move local and regional transit riders through Hayward.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	
<p>POLICY M-2.5: The City shall review and comment on development applications in Alameda County and adjoining cities which may impact Hayward's transportation systems, and shall suggest solutions to reduce negative effects on local circulation and mobility.</p>	<p> <input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/> </p>	

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<b>COMPLETE STREETS</b>		
<p>“Complete streets” are streets designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit. Careful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the City by reducing road construction, repair and maintenance costs and expanding the tax base; it can improve public health by encouraging active lifestyles and improving roadway safety; it can provide economic benefits to property owners and businesses; and it can decrease pollution. In 2013 the City adopted a Complete Streets Policy, which implements the California Complete Streets Act (AB 1358, 2008) and requirements adopted by the Metropolitan Transportation Commission (Resolution 4035) and Alameda County Transportation Commission (Master Program Funding Agreement) that require the development complete streets in order receive transportation infrastructure funding.</p> <p>Policies in this section, as well as the goals and policies in other sections of this Mobility Element, support the City’s Complete Streets Policy through the development of a well-balanced, connected, safe, and convenient network of complete streets that are designed and constructed to serve all modes (e.g., driving, walking, bicycling, or taking transit) and all users, regardless of their age or ability. Policies also seek to connect, balance, and prioritize transportation modes based on surrounding uses, activities, and right-of-way allowances; integrate different types of facilities into existing streets to make them more complete; and plan and design new streets to create complete streets.</p> <p><b>GOAL M-3: Provide complete streets that balance the diverse needs of users of the public right-of-way.</b></p>		
		<b>Comments</b>
<p>POLICY M-3.1: The City shall provide safe, comfortable, and convenient travel along and across streets to serve all users, including pedestrians, bicyclists, and motorists, movers of commercial goods, and users and operators of public transportation.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-3.2: The City shall consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and street design.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-3.3: The City shall balance the needs of all travel modes when planning transportation improvements and managing transportation use in the public right-of-way.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	

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<p>POLICY M-3.4: The City shall continue to work towards making complete streets practices (e.g., considering and accommodating all users and all modes within the appropriate context) a routine part of everyday transportation decision-making.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-3.5: The City shall incorporate appropriate complete streets infrastructure into transportation planning, funding, design, approval, and implementation processes and projects.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-3.6: The City shall consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-3.7: The City shall consider the needs of all transportation users in the review of development proposals to ensure on-site and off-site transportation facility improvements complement existing and planned land uses.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-3.8: The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways, pedestrian ways, and transit facilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-3.9: The City shall encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing public roadway system and provide a seamless transition to existing and planned transportation facilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<p>POLICY M-3.10: The City shall develop safe and convenient bikeways and pedestrian crossings that reduce conflicts between pedestrians, bicyclists, and motor vehicles on streets, multi-use trails, and sidewalks.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY M-3.11: The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY M-3.12: The City shall continue to comply with regulations of the Americans with Disabilities Act when designing, constructing, or improving transportation facilities.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	

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<b>LOCAL CIRCULATION</b>		
<p>The existing streets and highways serve many different functions as presented in the hierarchy of street classifications. The average daily traffic (ADT) volume roadways provide an indication of the key corridors serving both regional through traffic and local access. The City defines its streets by functional classifications, creating a hierarchy of streets and highways that range from regional-serving, limited access freeways, such as Interstate 880, to local streets that primarily provide access to abutting properties. Local access and circulation effects not only vehicular travel, but also walking, biking, and transit. Local access and circulation for all modes include managing the roadway system to improve traffic flow, while protecting the neighborhoods from through traffic.</p> <p>Policies in this section support maintaining necessary quality of service to meet the local access and circulation needs of existing and future residents and businesses. The vehicle level of service (LOS) standard allows for planned growth in downtown and multimodal districts, while considering effects on alternative modes.</p> <p><b>GOAL M-4:</b> Enhance and maintain local access and circulation, while protecting neighborhoods from through traffic.</p>		
		<b>Comments</b>
<p>POLICY M-4.1: The City shall strive to address traffic operations, including traffic congestion, intersection delays, and travel speeds, while balancing neighborhood safety concerns.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-4.2: The City shall develop a roadway network that categorizes streets according to function and type as shown on the Circulation Diagram and considering surrounding land use context.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-4.3: The City shall maintain a minimum vehicle Level of Service E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	

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<p>POLICY M-4.4: The City shall encourage alternatives to road construction and expansion (e.g., adaptive signals and coordinated signals) as necessary for improving traffic flows.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-4.5: The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-4.6: The City shall consider improvements, on arterials with transit service to preserve bus operating speeds.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-4.7: The City shall continue to evaluate circulation patterns and implement appropriate traffic-calming measures to prevent speeding c in neighborhoods.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-4.8: The City shall improve access to and circulation within the Downtown City Center, Cannery Transit Neighborhood, South Hayward BART Mixed-Use Corridor and Urban Neighborhood, and Mission Boulevard Mixed-Use Corridor Priority Development Areas, consistent with adopted plans.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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**PEDESTRIAN FACILITIES**

The city is served by a network of pedestrian facilities that include sidewalks, paths, and recreational trails. Walking is the most basic form of transportation and is an important part of healthy and active lifestyles. In Hayward, with its temperate climate, extensive transit services, and many activity centers, walking is used for both transportation and recreation. However, the level of pedestrian activity is influenced by surrounding land use and urban design. People are more likely to walk in mixed-use communities with higher population densities, diverse land uses, and transit-friendly design.

Policies in this section support the goal of making Hayward a more pedestrian-friendly city. Safe, walkable environments will be created through the provision of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and improve energy resource conservation goals.

GOAL M-5: Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

		<b>Comments</b>
<p>POLICY M-5.1: The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-5.2: The City shall strive to create and maintain a continuous system of connected sidewalks, pedestrian paths, creekside walks, and utility greenways throughout the city that facilitates convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-5.3: The City shall enhance and maintain sidewalk and other pedestrian improvements for access to key transit stops and stations for seniors and other persons with special needs.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	

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<p>POLICY M-5.4: The City shall require that sidewalks, wherever possible, be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-5.5: The City shall require that pedestrian-oriented streets be designed and maintained to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, , and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-5.6: The City shall strive to improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths, and/or audio sound warnings.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-5.7: The City shall develop safe and convenient pedestrian facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-5.8: The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined internal corridors and walkways connecting parking areas with buildings and adjacent sidewalks and transit stops.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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**BIKEWAYS**

The city is served by a network of designated bicycle facilities including on-street facilities and regional recreational trails. Combined with good transit service, temperate weather, and relatively flat topography, bicycling in Hayward is an effective transportation and recreation option. Bicycle activity and purpose differ by geographic areas in Hayward with more utilitarian bicycle trips occurring on on-street bikeways in the flatlands, while recreational bicyclists use the Bayland trails and experienced cyclists climb the steeper roads and trails in the Hill Area. While bicyclists are permitted on all roads (with the exception of access-controlled freeways), the City recognizes that certain roadways provide more optimal routes for bicyclists, for reasons such as directness or access to key destinations.

Policies in this section support an increase in trips taken by bicycling and implementation of the Hayward Bicycle Master Plan. The Hayward Bicycle Master Plan sets forth detailed goals and objectives and identifies existing and recommended facilities for providing the opportunity to travel by bicycle as an alternative mode of transportation and recreation for physical, environmental and social benefits. With its location in the central Alameda County, bikeways in Hayward are also a key part of the countywide and regional bikeway network. The construction of a comprehensive citywide bikeway network, support facilities such as convenient and secure bicycle parking, and an educated driving public will help facilitate increased bicycling.

GOAL M-6: Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all.

		<b>Comments</b>
POLICY M-6.1: The City shall maintain and implement the Hayward Bicycle Master Plan.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
POLICY M-6.2: The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
POLICY M-6.3: The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	

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<p>POLICY M-6.4: The City shall encourage AC Transit and BART to expand access to cyclists, including providing bike racks on buses and trains and secure bicycle parking at transit stations and stops.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-6.5: The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways and do not interfere with existing and proposed bicycle facilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-6.6: The City shall support infrastructure and programs that encourage children to bike safely to school.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-6.7: The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever desirable and financially feasible.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<b>PUBLIC TRANSIT</b>		
<p>Hayward is served by a number of transit services providing viable transit options to residents and visitors through a network of local, regional and intercity bus services, paratransit services, and rapid transit and regional rail services. These services are provided by a number of public and private transportation agencies and companies including Bay Area Rapid Transit (BART), Alameda-Contra Costa Transit District (AC Transit), Amtrak, and Greyhound Lines. Public transportation facilities are planned, funded, installed and maintained under an integrated regulatory framework that includes Federal, State, and local funding sources that contribute to capital and operational costs.</p> <p>Policies in this section support coordination with public transit providers to meet Hayward’s local transit needs. Since the city relies primarily on other transit providers, including AC Transit for bus service and BART and Amtrak for commuter rail services, coordination is an essential part of the City’s strategy to identify and serve the transit needs of the community. The City contributes to the creation of a robust transit system by ensuring adequate transit-support facilities are provided as appropriate.</p> <p><b>GOAL M-7:</b> Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.</p>		
		<b>Comments</b>
<p>POLICY M-7.1: The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-7.2: The City shall coordinate with AC Transit, BART, Amtrak and other transit providers to meet the travel needs of Hayward residents and businesses.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-7.3: The City shall encourage improved transit links from the BART and Amtrak stations to major activity centers within the city (e.g., Downtown, the Industrial Technology and Innovation Corridor, Southland Mall, Chabot College, and California State University East Bay).</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-7.4: The City shall work with transit providers to identify transit needs and develop options for providing expanded service to underserved areas in the city.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	

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<p>POLICY M-7.5: The City shall work with AC Transit, BART, and Amtrak to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.6: The City shall work with AC Transit to coordinate routes and service times and to post routes and schedules at bus stops.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.7: The City shall work with AC Transit to continue to provide and maintain attractive, sheltered bus stops whenever feasible throughout the City.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.8: The City shall advise AC Transit of proposed changes in street networks which may affect bus service.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.9: The City shall require developers of large projects to identify and address, as feasible, the potential impacts of their projects on AC Transit ridership and bus operations as part of the project review and approval process.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.10: The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, and new station locations.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.11: The City shall evaluate the need for shuttle service citywide and support public and private efforts and activities to bridge gaps in existing transit service.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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Hayward 2040: Mobility

<p>POLICY M-7.12: The City shall continue to support paratransit services to meet the transportation and mobility needs of all Hayward residents with special needs.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p>POLICY M-7.13: The City shall promote the continued operation of taxi service, including the provision of dedicated, on-street loading spaces where appropriate, incremental improvements in gas mileage, and improved access for passengers with disabilities.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	
<p><b>TRANSPORTATION DEMAND MANAGEMENT</b>          Transportation demand management (TDM) programs include a variety of measures that can be an effective way to reduce vehicle trips and parking demand. TDM programs include a variety of strategies ranging from financial incentives, carpool and vanpools, telecommuting, and informational and promotional activities. TDM programs are typically implemented at the local level by the City, major employers, developers, and public and private institutions. Regional agencies also provide TDM programs, such as the Guaranteed Ride Home (GRH) funded by the Alameda CTC, and the 511.org, which provide transit information and rideshare matching.</p> <p>Policies in this section focus on TDM strategies and programs that the City can implement to reduce congestion, vehicle miles traveled, and parking demand. For a primarily urban, built-out city where opportunities to widen intersections and roadways to accommodate future growth are limited, TDM strategies and programs provide another option to address the transportation needs of residents, visitors, and employees.</p> <p><u>GOAL M-8:</u> Encourage transportation demand management strategies and program to reduce vehicular travel, traffic congestion, and parking demand.</p>		
		<b>Comments</b>
<p>POLICY M-8.1: The City shall work with a broad range of agencies (e.g., Metropolitan Transportation Commission, BAAQMD, AC Transit, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.</p>	<p> <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/></p>	

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<p>POLICY M-8.2: The City shall maintain and implement a citywide Travel Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.</p>	<p><input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/></p>	
<p>POLICY M-8.3: The City shall encourage employers to participate in TDM programs (e.g., guaranteed ride home, subsidized transit passes, carpool and vanpool programs) and to participate in or create Transportation Management Associations to reduce parking needs and vehicular travel.</p>	<p><input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/></p>	
<p>POLICY M-8.4: The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.</p>	<p><input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/></p>	
<p>POLICY M-8.5: The City shall encourage public-private transportation partnerships (e.g., car sharing companies) to establish programs and operations within the city to reduce single-occupant vehicle use.</p>	<p><input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/></p>	
<p>POLICY M-8.6: The City shall implement the Alameda County Transportation Commission Travel Demand Management Element of the Congestion Management Program, which includes a checklist covering specific TDM strategies that the city could employ as part of its own TDM plan (e.g., preferential parking, car/van pools, casual car pools, subsidized transit passes).</p>	<p><input checked="" type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/>  <input type="radio"/> <input type="checkbox"/></p>	

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**PARKING**

Hayward residents and visitors generally want to have parking readily available on their neighborhood streets, at commercial centers, and at transit stations. On-street parking is provided on most roadways in both residential and commercial areas of the city. The majority of the on-street parking is currently free and unrestricted even though the City’s Traffic Code allows for metered parking. The City does own and maintain public parking facilities in the downtown area. Parking in these facilities is free to the public. In addition, as part of a Joint Powers Agreement with BART, parking along Tennyson Road and Dixon Street adjacent to the South Hayward BART station is paid parking. Detailed parking requirements are included in the City’s Parking Ordinance.

Policies in this section support the provision and management of parking, recognizing that parking provision should be balanced with other City objectives such as encouraging transit uses, bicycling, and walking, as well as reduction in emissions.

GOAL M-9: Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

		Comments
POLICY M-9.1: The City shall ensure that adequate parking is provided appropriately to all areas of the city, while prioritizing alternative transportation modes and Transportation Demand Management strategies that reduce parking demand.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
POLICY M-9.2: The City shall consider reduced parking requirements for new residential developments that fulfill senior, disabled, or other special housing needs or are located near public transit.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	
POLICY M-9.3: The City shall encourage developers and employers to offer programs (e.g., transit passes or other transit enhancements) to reduce parking demand and shall consider reducing parking requirements where programs are in place or planned.	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	

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<p>POLICY M-9.4: The City shall continue to coordinate with other public and institutional parking suppliers (e.g., BART, Chabot College, and Cal State University, East Bay) to provide sufficient parking, and to implement parking charges and preferential parking programs (e.g. designated parking spaces for carpool/vanpool, electric vehicle, and carshare closer to building entrances.), and shall work with such agencies to minimize the impacts of their parking policies on adjacent residential streets.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY M-9.5: The City shall monitor parking supply and use to identify deficiencies or conflicts as they develop, particularly for public parking areas Downtown.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY M-9.6: The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management strategies to reduce parking needs.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	
<p>POLICY M-9.7: The City shall maintain and implement the Residential Permit Parking Program to minimize the adverse effects of spillover parking into residential areas.</p>	<p>  <input type="checkbox"/>   <input type="checkbox"/>   <input type="checkbox"/> </p>	

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<p>POLICY M-9.8: The City shall maintain and implement a Downtown Parking Management Plan that considers consolidation and expansion of downtown parking with multi-level parking structures and other options to address Downtown parking needs.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p><b>AVIATION</b></p> <p>The Hayward Executive Airport is owned and operated by the City of Hayward. It is a reliever airport serving smaller jets and general aviation operations. The function of a reliever airport is to reduce the aircraft mix at a commercial service primary airport and provide less congested airport for smaller jet and general aviation operations. The Airport Master Plan (2002) for the Hayward Executive Airport lays out the future development of the airport to meet projected airside and landside facilities needs and improve the airport’s overall efficiency of operation.</p> <p>Policies in this section support general aviation while encouraging compatibility with adjacent properties.</p> <p><u>GOAL M-10:</u> Develop the airport to meet projected airside and landside facilities needs and improve the overall efficiency of operations as a reliever airport.</p>		
		<b>Comments</b>
<p>POLICY M-10.1: The City shall maintain and implement the Airport Master Plan and the Airport Layout Plan.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	
<p>POLICY M-10.2: The City shall ensure uses surrounding the airport are compatible with existing and planned airport operations and are consistent with the Airport Land Use Compatibility Plan for the Hayward Executive Airport.</p>	<p> <input checked="" type="radio"/>   <input type="radio"/>   <input type="radio"/> </p>	

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<b>GOODS MOVEMENT</b>		
<p>Goods movement in Hayward is provided primarily by trucks using Interstate and State highways to deliver goods from the port of Oakland to city residences and businesses. The City has a designated truck route system made up of freeways, state routes and other major streets within the city roadway network. The trucking system is supplemented by railroad networks and aviation facilities. Union Pacific (UP) has three rail lines that run through the city. The UP's Coast subdivision (Mulford Line) runs between the Bay and Interstate 880 through the entire length of Hayward serving freight as well as the Amtrak Coast Starlight long distance passenger train. The City's Hayward Executive Airport provides air freight service.</p> <p>Policies in this section support the movement of goods via trucks, rail, and air transportation to promote economic vitality, while addressing impacts of rail and truck operations on residential neighborhoods.</p> <p><u>GOAL M-11</u>: Balance the safe and efficient movement of goods with local access and circulation needs.</p>		
		<b>Comments</b>
<p>POLICY M-11.1: The City shall provide a efficient transportation system for the movement of goods and services through and within Hayward, while meeting the safety and mobility needs of all roadway users.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-11.2: The City shall require trucks to use designated routes and shall prohibit trucks on local streets to address traffic operations and safety concerns in residential neighborhoods.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-11.3: The City shall prohibit overnight and other specified truck parking activities in residential areas.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-11.4: The City shall coordinate with the California Public Utilities Commission to address safety concerns and conflicts at at-grade rail crossings.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	

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<b>FUNDING</b>		
<p>Policies in this section support the identification and pursuit of sufficient funds to construct, maintain, manage, and operate a multimodal transportation system. Transportation funding sources include federal funds with the passage of MAP-21 as well as state, regional, and local funds.</p> <p><u>GOAL M-12:</u> Maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.</p>		
		<b>Comments</b>
<p>POLICY M-12.1: The City shall identify, develop, and prioritize transportation projects to compete for Federal and State funds for freeway, highway, transit, bicycle and pedestrian improvements.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-12.2: The City shall continue to seek funding through regional and county measures for transportation improvements.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-12.3: The City shall continue to use local financing mechanisms, such as Measure B, gas tax and the Vehicle Registration Fee, to help fund transportation projects.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	
<p>POLICY M-12.4: The City shall identify and pursue all available funding for alternative modes of transportation.</p>	<p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p> <p> <input type="checkbox"/></p>	

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